

Public Document Pack

JOHN WARD

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A meeting of the **Cabinet** will be held in Committee Room 2 - East Pallant House on **Tuesday 5 March 2019 at 9.30 am**

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

1 **Chairman's Announcements**

The Chairman will:

- make any specific announcements;
- advise of any late items which due to special circumstances will be given urgent consideration under agenda item 16a or 16b;
- note any apologies for absence.

2 **Approval of Minutes** (Pages 1 - 12)

The Cabinet is requested to approve as a correct record the minutes of its meeting on Tuesday 5 February 2019.

3 **Declarations of Interests**

Members are requested to make any declarations of disclosable pecuniary, personal and/or prejudicial interests 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 with 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 noon 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 COUNCIL

5 Business Continuity Infrastructure (Pages 13 - 16)

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

Recommendation to the Council

1. That Cabinet recommends that Council agrees to the creation of duplicate server facility (Appendix 1: section 8, option 4), subject to council approving the necessary funding.
2. That Cabinet recommends to Council new capital funding of £129,800 from reserves, as detailed in Appendix 1: section 7.1, to supplement the ICT Asset Replacement Programme funding covered in the separate report.

6 Chichester Harbour AONB Management Plan 2019-2024 (Pages 17 - 19)

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

Recommendation to the Council

That the Cabinet recommends to Council the adoption of the Chichester Harbour Management Plan 2019-2024 (contained in the Appendix to this report) with the exception of the Planning Principles in Section 3.

7 Consideration of consultation responses and modifications to the District Council's Infrastructure Business Plan 2019-2024 (Pages 21 - 24)

The Cabinet is requested to consider the agenda report and its appendices and to make the recommendations to the Council as set out below:

Recommendations to the Council

That Cabinet recommends to the Council that it:

1. Approves the proposed responses to the representations received and subsequent modifications to the Infrastructure Business Plan (IBP) as set out in Appendix 1 and;
2. approves the amended IBP including CIL Spending Plan attached as Appendix 2.

8 ICT Infrastructure Replacement Programme (Pages 25 - 29)

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

Recommendation to the Council

That Cabinet recommends that Council approves the drawdown of Asset Replacement Funding (ARF) funding (£375,500) allocated for the replacement of ICT Infrastructure (SAN, Oracle).

KEY DECISIONS

9 Discretionary Housing Payments Policy 2019-2020 (Pages 31 - 39)

The Cabinet is requested to consider the agenda report and its two appendices and make the following resolutions:

1. That the Cabinet approve the Discretionary Housing Payment (DHP) policy.
2. That Cabinet authorise delegated powers to the Director of Housing and Communities to approve future amendments to the DHP policy in consultation with the Section 151 Officer and the relevant Cabinet member.

OTHER DECISIONS

10 Business Rate Pool Grants Award (Pages 41 - 45)

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

That the spend of a Business Rates Pool £70,000 grant award on three cycling projects be authorised.

11 Developing a Brand for the Chichester District (Pages 47 - 52)

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

That the release of £50,000 from reserves to progress with the development of a place brand for the district to attract inward investment; further develop the district as a top tourist destination; and to support economic development be approved.

12 Homeless Prevention Fund (Pages 53 - 58)

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

That the proposed Homeless Prevention Fund policy as set out in Appendix 1 of the report be adopted and the £43,000 detailed at paragraph 6.2 of the report be repurposed.

13 Information Communication Technology and Digital Strategy 2019 to 2022
(Pages 59 - 75)

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

That the Information Communication Technology and Digital Strategy 2019-2022 be approved.

14 Priorities and Principles of Grant Funding (Pages 77 - 84)

The Cabinet is requested to consider the agenda report and its two appendices and make the following resolutions:

1. That the council's Priorities and Principles of Grant Funding as set out in Appendix 2 of the report, using option 2 for the Economy priority, be approved with effect from 1 April 2019.
2. That if a positive decision regarding the future of Enabling Grants funding from the West Sussex Business Rate Pool is received, the council's Priorities and Principles of Grant Funding are updated using option 1 of the economy priority.

15 Proposed Petworth Skatepark (Pages 85 - 88)

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

1. That the update relating to the proposed change of location of the skatepark in Petworth be considered and the financial support to the project be reconfirmed to Petworth Town Council.
2. That delegated authority be given to the Director of Growth and Place to release £70,000 previously allocated to the Petworth skatepark project to Petworth Town Council, subject to receiving evidence of spend and due diligence in accordance with our existing governance arrangements.

FINAL MATTERS

16 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.

17 **Exclusion of the Press and Public**

The Cabinet is asked in respect of agenda item 18 (Southern Gateway) to make the following resolution:

RESOLUTION BY THE CABINET

That the press and public be excluded from the meeting during the consideration of agenda item 18 (Southern Gateway) on the following ground of exemption in Part I of the 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.

18 **Southern Gateway** (Pages 89 - 147)

The Cabinet is requested to consider the agenda report and its three appendices and to make the recommendation to the Council and the resolutions as set out below:

Recommendation to the Council

That Cabinet recommends to the Council that an amendment to the Terms of Reference for the Chichester District Growth Board in accordance with para 6.1.3 be approved.

The Cabinet is requested to make the following resolutions:

- 1) To consider the proposals to expend the balance of the £5m LEP grant before the 31 March deadline, including a potential collaboration with WSCC and / or the purchase of the land, as set out in para 6.1.1 of the report and instruct officers accordingly.
- 2) That in the light of the decision in recommendation 3.2 to consider whether the Cabinet rescinds its decision made on 2 October 2018 as contained in minute 592 (4).
- 3) To approve the minor change of procurement route set out in para 6.1.2 and reconfirm the marketing of the opportunity once the Collaboration Agreement (CA) with partners is signed.
- 4) That delegation is given to the Executive Director and Deputy Chief Executive, following consultation with the Director of Corporate Services, to agree the Minimum Land Values to be adopted for the Council's interest in the site in accordance with the principles contained within para 6.1.4 below.
- 5) To note the updated LEP and project timescales set out in paras 4.7, 6.1.2 and Appendix 4.

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 Chichester District Council (CDC) incurring expenditure which is, or the making of savings which are, significant having regard to the CDC'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 CDC'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 of 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 the chairman would therefore retain his discretion to allow the contribution without the aforesaid notice.



Minutes of the meeting of the **Cabinet** held in Committee Room 2 - East Pallant House on Tuesday 5 February 2019 at 9.30 am

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

In attendance by invitation

Officers Present Mrs H Belenger (Divisional Manager for Financial Services), Ms P Bushby (Divisional Manager for Communities), Mr M Catlow (Group Accountant (Technical and Exchequer)), Mr D Cooper (Group Accountant), Mr S Davies (Planning Obligations Monitoring and Implementation Officer), Mrs K Dower (Principal Planning Officer (Infrastructure Planning)), Mr D Henly (Senior Engineer (Coast and Water Management)), Miss L Higenbottam (Democratic Services), Mrs J Hotchkiss (Director of Growth and Place), Mrs V Owen (Principal Planning Policy Officer), Mr P E Over (Executive Director), Mrs S Peyman (Divisional Manager for Culture), Mrs D Shepherd (Chief Executive), Ms S Thorndyke (Museum and TIC Manager) and Mr J Ward (Director of Corporate Services)

645 **Chairman's Announcements**

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

The emergency evacuation procedure was read out.

There were no apologies for absence.

There were no late items for consideration.

Mr Dignum announced that agenda item 16 *Purchase of Land for Southern Gateway* had been deferred.

Mrs Lintill then announced that on 19 January 2019 CDC had signed an agreement with AXA for the sale of Careline with completion due to take place on 1 March

2019. She confirmed that staff and clients had been informed and the news had been well received. She explained that the service would be receiving considerable investment which would help to safeguard the most vulnerable residents into the future.

646 Approval of Minutes

The Cabinet received the minutes of the meeting on 8 January 2019 which had been circulated with the agenda.

There were no proposed changes to the minutes.

RESOLVED

That the minutes of the Cabinet's meeting on 8 January 2019 be approved.

647 Declarations of Interests

There were no declarations of interests made by members at this meeting.

648 Public Question Time

There were no public questions submitted for this meeting.

649 Budget Spending Plans 2019-2020

This item was presented by Mr Wilding (Cabinet Member for Corporate Services). Mrs Belenger (Divisional Manager for Financial Services) and Mr Cooper (Group Accountant) were also in attendance.

Mr Wilding explained that the report follows Full Council's approval of the Financial Strategy in January 2019. Full Council will set the Budget and Council Tax in March 2019. The budget process requires cooperation between individual budget managers and the council's finance team overseen by the Strategic Leadership Team. The task has been to ensure that service delivery priorities are met within the constraints on public sector financial resources.

Mr Wilding then confirmed that the 2019-20 budget marks the final year of the four year Government settlement. On 29 January 2019 the Government confirmed a draft settlement as final without amendment and as such recommendation 3.1 (d) is not required.

Mr Wilding advised that the council should take up central Government's offer of allowing a rise in Council Tax by £5 for Band D properties and equivalent increases for other property Bands. He explained that the extra £266,700 generated would help to offset the continued reduction of central Government funding and assist in closing the budget deficit that would otherwise emerge in the medium term. The increase was assumed in the 5 year financial strategy and not to approve it would leave the council with a deficit to address in later years. Continued work on the 2016

Deficit Reduction Plan aims to generate further income and savings amounting to £1.3m over the next five years.

Mr Wilding then explained that the overall 2019-20 budget shows a net revenue requirement of £13.830m (or £11.652m excluding the New Homes Bonus). The budget process identifies detailed variances by department and service areas between the 2018-19 budget and that for 2019-20. The major variances include the growth items amounting to £151,700 and service efficiency savings amounting to £334,700. With regard to the Capital Programme all the projects included have already had approval from the Cabinet and Full Council although some may be subject to a separate future report and Project Initiation Document before the funding is released. The Statement of Reserves remains robust and highlights the purpose of specific reserves and the respective authorisations for their use. It demonstrates that the Capital Programme and Asset Replacement Programmes are fully funded, as indicated by the prudential indicators set out on page 55 of the supplement pack along with the Council's Minimum Revenue Provision (MRP) Policy. The latter states the arrangements for the repayment of any debt which is a requirement of the Prudential Code even if the council is debt free.

Mr Wilding confirmed that the Director of Corporate Services is obliged by statute to report on the robustness of the estimates and the adequacy of reserves. His advice being that the council's financial estimates are sound, the resultant estimates robust and reserves adequate.

Mrs Belenger wished to thank the officers who had worked on the Budget Spending Plans. Mr Dignum echoed the thanks from the Cabinet.

Decision

The Cabinet voted unanimously to make the recommendations and resolutions below.

RECOMMENDATION TO THE COUNCIL

- a) That a net budget requirement of £13,829,600 for 2019-20 be approved.
- b) That Council Tax be increased by £5 from £155.81 to £160.81 for a band D equivalent in 2019-20.
- c) That the Investment Opportunities Reserve be increased by £532,500.
- d) That the capital programme, including asset renewal programme as set out in appendix 1c and 1d be approved.

RESOLVED BY THE CABINET

- a) That the current resources position as set out in appendix 2 be noted.
- b) That the budget variances included in the Draft Budget Spending Plan including growth items as set out in appendix 1b be noted.

650 **City Centre Upgrade of CCTV**

This item was presented by Mrs Lintill (Deputy Leader and the Cabinet Member for Community Services). Mrs Hotchkiss (Director of Growth and Place) and Mrs Bushby (Divisional Manager for Communities) were also in attendance.

Mrs Lintill explained that a number of the CCTV cameras in the city centre date back to the original installation in 1996. There are a total of 63 CCTV cameras. The PID proposes 11 upgrades and replacement of two CCTV cameras previously removed from the Avenue Du Chartres car park. Location and public safety were considered before deciding which to replace. The new CCTV cameras will be maintained by the current contractors.

Mrs Bushby added that the CCTV cameras add value to Police operations and had recently helped the Police make an arrest.

With regard to the retention policy for the recordings made by the CCTV cameras, Mrs Bushby explained that unless a recording is used for evidence the retention period is 30 days. With regard to monitoring the CCTV Mrs Bushby confirmed that out of hours the cameras are monitored by Sussex Police in Lewes.

Mr Dignum then invited Mr Moss (CDC Ward Member for Fishbourne) to speak. Mr Moss wished to share his recent concern regarding activity at the Avenue Du Chartres car park and welcomed reinstating the two CCTV cameras. He then asked whether consideration had been given to using the city centre CCTV to supplement the footfall data collected by the BID. Mrs Hotchkiss explained that it would not be possible to use the CCTV to count footfall. She confirmed that the BID have a camera specifically designed to count footfall and have also started to use a mobile phone tracker to record the number of phones entering the city centre.

Mr Dignum then invited Mrs Apel (CDC Ward Member for Chichester West) to speak. Mrs Apel wished to share her experience of the city centre from the perspective of volunteering with the City Angels and sought reassurance that the CCTV cameras are monitored through the night. Mrs Bushby confirmed that the Police will respond to 999 and 101 calls and use any local CCTV cameras to help.

Decision

The Cabinet voted unanimously to make the resolution and recommendation below.

RESOLVED BY THE CABINET

That the PID to roll together six years (2017-2023) of the Asset Renewal Programme (ARP) funding for CCTV to enable upgrade of 11 city centre cameras and the reinstatement of two cameras in Avenue de Chartres be approved.

RECOMMENDATION TO THE COUNCIL

That the release of £165,000 from reserves be approved.

651 **Draft Treasury Management Strategy 2019-2020**

This item was presented by Mr Wilding. Mr Catlow (Group Accountant) was also in attendance.

Mr Wilding explained that the council is required to approve a Treasury Management Strategy. This year both the Chartered Institute of Public Finance and Accountancy (CIPFA) and the Ministry of Housing and Local Government (MHCLG) have updated the framework within which the council conducts treasury management and other investing activities. The subtext for these updates is to impose a greater focus on risk management and governance for non-treasury investments which are increasingly being made by some councils.

The key changes are:

- Treasury Management now covers investments made for service and/or commercial reasons.
- The council is now required to publish a capital strategy as an overview of how capital expenditure, capital financing and treasury management activity contribute to the provision of local services and how associated risk is managed by the council.

Mr Wilding outlined the main focus of the council's Treasury Operation over the next year which will be to evaluate and seek to make further prudent investments in external pooled funds. To facilitate this the ceiling for external pooled funds which the council can invest in has been increased from £20 million to £35 million. The council has already invested approximately £18 million which means a further £17 million could be invested. Mr Wilding explained that this could potentially generate a further £500,000 of revenue income per year.

Mr Wilding explained that, whilst the Treasury Management Strategy confirms the intention for the council to remain debt free, it proposes an increase in the operational and authorised limits for external debt. These are to ensure that sufficient liquidity is available given the possibility of unexpected events occurring (for example taxation receipts not being received on time). These limits for external debt are being raised to £10 million and £20 million respectively. The Strategy also states who the council can borrow from, although in practice should the need arise the council would most likely borrow from another Local Authority or the PWLB which is in effect part of the UK Government. Mr Wilding reassured members that there are pre-arranged dealer instructions in place before a lender can release funds to the council. These specify who can request the loan, who can authorise the loan and to which bank account the funds can be transferred. Counterparty limits have been increased from £5 million to £6 million each to reflect the expectation that the council will manage an average fund balance of £60 million during 2019-20.

Mr Wilding confirmed that the Treasury Management Strategy was reviewed by the Corporate Governance and Audit Committee on 10 January 2019. The Committee made a recommendation relating to the setting of a target level of commercial income that cannot be exceeded by the council. This is a recommendation included in the informal commentary supporting the MHCLG's statutory guidance. The

Committee have recommended that further work is carried out this year to determine if such a limit is desirable and if so how it can be set and monitored. Since the meeting the council's treasury advisors (Arlingclose) have explained the potential impact of the EU Withdrawal Bill which is outlined on page 126 of Appendix 6 of the agenda supplement. The proposed mitigation has also been included.

Decision

The Cabinet voted unanimously to make the recommendations below.

RECOMMENDATION TO THE COUNCIL

- a) That the Treasury Management Policy Statement, the Treasury Management Strategy Statement and Investment Strategy for 2019-20, incorporating the temporary limits established in appendix 6 be approved.
- b) That the Chichester District Council Capital Strategy for 2019-20 to 2023-24 be approved.
- c) That the prudential indicators and limits for 2019-20 included in appendix 2 be approved.
- d) That the investigation by officers whether to set an indicator to measure the proportionality of commercial income generated by Chichester District Council, and if so, to recommend a suitable indicator for inclusion in the Chichester District Council's 2020-21 Treasury Strategy be approved.

652 Authority's Monitoring Report 2017-2018

This item was presented by Mrs Taylor (Cabinet Member for Planning Services). Mrs Owen (Principle Planning Policy Officer) and Mr Guymer (Principle Planning Officer) were also in attendance.

Mrs Taylor explained that the annual report assesses the implementation and performance of the Local Plan from April 2017 until March 2018 but does not include the South Downs National Park. The exceptions to this being Policies EN1 and EN6 in the environment section, which relate to the whole of the district and Policy EN3 which relates to a section of the Solent shoreline as it includes data from Warblington.

Mrs Taylor wished to highlight that 557 new dwellings had been completed in the year to March 2018 which exceeds the Local Plan requirement of 435 net dwellings per year. There is now a shortfall of 247 net dwellings since the base date of the Local Plan (1 April 2012). Exceeding the requirement has reduced the shortfall and the Government buffer requirement has therefore been reduced from 20% to 5%.

Mrs Taylor confirmed that good progress has been made on the Strategic Sites allocated in the Local Plan with 294 dwellings completed since 2012. With regard to CIL receipts for financial year 2017/18 they totalled over £2.85 million of which £563,588.71 was passed to the parish council's. With regard to employment floor space completions there was a total of 29,416.3 square metres progress towards the Local Plan target of 25 hectares of additional employment land in 2017/18. In

addition phase 2 of Glenmore Business Park is under construction and the Chichester Enterprise Centre is complete.

Mrs Taylor confirmed that minor amendments to the report had been made as set out in supplements three and four to the agenda pack and an additional recommendation had been added.

Decision

The Cabinet voted unanimously to make the recommendations and resolutions below.

RESOLVED BY THE CABINET

1. That the publication of the Authority's Monitoring Report 2017-2018 on Chichester District Council's website be approved as amended.
2. That the Director of Planning and Environment be authorised following consultation with the Cabinet Member for Planning Services to make any minor editorial amendments to the document prior to its publication.

653 Award of Coastal Maintenance Contract 2019-2020

Mr Connor (Cabinet Member for Environment Services) introduced the item. Mr Henly (Senior Engineer) was also present.

Mr Connor explained that under the Coast Protection Act 1949 the council is the Coast Protection Authority for Pagham Harbour to East Head. As such the council has powers relating to coastal erosion and flooding. An approach of early and timely maintenance intervention prevents long term costs and helps to achieve a level of community wellbeing across the coastline. The council has used a maintenance contract for the last 10 years and this continues to be the favoured approach as it reduces response time by removing the need to go out to tender each time works are required and includes an emergency call out function. The new contract will replace the existing contract which expires on 31 March 2019. Mr Connor confirmed that an approved framework of contractors was used and two tenders were completed and assessed.

With regard to the difference in price between the two tender bids Mr Henly clarified that the quality of the cheaper quote had scored higher and the contractor had previously carried out a high standard of work for the council.

Decision

The Cabinet voted unanimously to make the resolutions below.

RESOLVED BY THE CABINET

- a) That the contract for the maintenance and enhancement of coast protection assets for the period 1 April 2019 to 31 March 2022 be awarded to Contractor A.

- b) That authority be delegated to the Director of Planning and Environment following consultation with the Cabinet Member for Environment Services to extend the contract by mutual agreement for a further two years should the contractor performance meet Chichester District Council requirements.

654 **Novium Business Plan Update**

Mrs Lintill (Cabinet Member for Community Services and Deputy Leader) introduced the item. Mrs Peyman (Divisional Manager for Culture) and Ms Thorndyke (Museum and TIC Manager) were also present.

Mrs Lintill explained that after the initial PID had been agreed in February 2016 an options appraisal was carried out following some concerns regarding the level of subsidy required to support the Novium. Additional work was also carried out by Henry Adams. It was agreed by the Cabinet in July 2018 not to pursue the outsourcing of the Novium. Work then began with an external facilitator in July 2018 and it was agreed that savings would be difficult to achieve as the majority of costs are due to staffing and the building. Given the amount of work carried out the staffing levels are already at the minimum level required. A task and finish group (TFG) was then established to review the Business Plan.

Mrs Lintill confirmed that when comparing the cost of the Novium with the final year costs of the old museum if business rates are excluded and inflation added it is cheaper to run the Novium.

Mrs Lintill clarified that Full Council had approved £30,000 to cover the cost of a feasibility study to consider the options for increasing income.

Mrs Lintill wished to acknowledge the work of the Museum Manager and her team over the last year.

Mrs Peyman then confirmed that the brief for the feasibility study had been completed with responses due back end by the end of February 2019.

With regard to visitor donations Mrs Thorndyke confirmed that donation boxes are located at the key entry and exit points and all the Novium marketing material references donations. A trial of contactless donations has also taken place on the top floor and it is hoped this can be extended in the near future. Ms Thorndyke explained that the Novium is performing well on donations with an average visitor donation of 24 pence which is above the national average of between 5 pence and 15 pence. The total estimated income from donations this year is £11,000 with an anticipated rise to £12,000 next year.

Decision

The Cabinet voted unanimously to make the resolution below.

RESOLVED BY THE CABINET

That the Business Plan for the Novium Museum and Tourist Information Services as set out in the appendix to the agenda report be approved.

655 Revisions to the Section 106 and CIL Protocol

Mrs Taylor introduced the item. Mrs Dower (Principal Planning Officer) and Mr Davies (Planning Obligations Monitoring and Implementation Officer) were also present.

Mrs Taylor explained that the reason for the revisions to the protocols is to provide clarity on the use of interest associated with S106 contributions to ensure that such agreements are used to benefit the communities that benefitted from the original S106. As such any interest earned on payments not spent will be ring-fenced to benefit the project that the S106 payment relates to. Any future interest earned on a project where funds have already been spent will be retained in a separate reserve and used each year to supplement the New Homes Bonus Scheme. The proposed amendments will not apply to CIL receipts as they are held in a different fund.

Decision

The Cabinet voted unanimously to make the resolutions below.

RESOLVED BY THE CABINET

- a) That the revisions to the Section 106 and CIL Protocol as set out in the appendix to the agenda report be approved.
- b) That authority be delegated to the Grants and Concessions Panel to decide how to distribute the existing and any future 'orphaned' Section 106 interest by adding it to the New Homes Bonus (Parish Allocations) Scheme.

656 Section 106 Sport and Leisure Facilities - Chichester Bowmen

Mrs Lintill introduced the item. Mrs Peyman was also present.

Mrs Lintill explained the history of the Chichester Bowmen's Club. She confirmed that following planning permission being granted in August 2009 for the development of Graylingwell hospital a sport and leisure donation of £234,015 had been received. In February 2018 a further £28,890 was received following the development of the Heritage at Winden Avenue in Chichester.

Mrs Lintill outlined the need for Chichester Bowmen to build a new club house and confirmed that planning permission had been granted. She explained that the base for the new building had been built and work should complete quickly as a pre-fab unit had been ordered.

Mrs Peyman added that following the publication of the report members from Chichester North and Chichester South had given their support to the project.

Decision

The Cabinet voted unanimously to make the resolution below.

RESOLVED BY THE CABINET

That the release of up to £65,897 of Section 106 sport and leisure monies plus interest accrued to the date of release to Chichester Bowmen for the construction of a new clubhouse be approved.

657 2018-19 Treasury Management Half-Year Report

This item was presented by Mr Wilding. Mr Catlow was also in attendance.

Mr Wilding explained that the report presents a summary of the council's Treasury activity for the six months to September 2018. The summary of the investment portfolio as at 28 September 2018 is detailed in table 1 on page 65 of the agenda pack. It details the split between short term and long term investments and the increase in treasury funds under management over the first half of the year to nearly £70 million. Mr Wilding clarified that the reason the position reverses from December onwards is due to local taxation receipts which fall in February and March. The council has a significant amount of funds in short term investments which are yielding a low rate of interest.

Mr Wilding then explained that a summary of the investment portfolio performance is detailed in tables 2 and 3 on page 67 of the agenda pack. Table 2 shows the percentage return across the entire portfolio over the last four quarters and table 3 shows the investment performance of the council's external pooled funds since they were purchased. The fair value of investments had fallen £400,800 at the end of September partly due to the transaction costs associated with the Local Authority Property Fund and also due to wider economic factors such as interest rate expectations and concerns over global trade and tariffs. Over the same period the investments yielded an income of £1,340,425 which outweighs the loss of fair value.

Mr Wilding confirmed the latest position of the Local Authority Property Fund. The capital loss has reduced to £73,000 from £229,100 in September. He explained that the council had invested in the pooled funds in the knowledge that economic cycles can affect fair values and the council's projected cash flows do not indicate there will be any need for a forced disposal of these investments over the next four to five years. Following the announcement by MHCLG in November 2018 that a statutory accounting override to IFRS9 would be approved until 2023 any losses on the funds are deferred until they are sold.

Mr Wilding then confirmed that the performance of the council's portfolio of External Pooled Funds was discussed at the Corporate Governance and Audit Committee in January 2019. As set out in paragraph 4.2 of the report the Committee suggested initial scope for a review. It is proposed that John Ward, Helen Belenger and Mark Catlow with support from Arlingclose should carry out the following by the end of July 2019:

- Review the objectives for investing in external pooled funds.
- Evaluate whether the existing investments have met these objectives.
- Investigate whether other investment options might better meet the objectives in the future.
- If appropriate, consider how the council would extend its investment in External Pooled Funds in terms of the type of funds and the timing of the investments.

Mr Wilding explained that as per section 7 of the report all Treasury activity was conducted within the approved limits set out in the Council's Treasury Management Strategy.

Decision

The Cabinet voted unanimously to make the resolution below.

RESOLVED BY THE CABINET

That the Treasury Management activity and performance for 2018-19 to date and the comments made by the Corporate Governance and Audit Committee be considered and noted.

658 **Late Items**

There were no late items.

659 **Exclusion of the Press and Public**

There was no requirement to exclude the press and public from this meeting.

660 **Purchase of Land for Southern Gateway**

This item was withdrawn from the agenda.

The meeting ended at 10.37 am

CHAIRMAN

Date:

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Chichester District Council

THE CABINET

5 March 2019

Business Continuity Infrastructure

1. Contacts

Report Author:

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2. Recommendation

- 2.1. Cabinet recommends the creation of duplicate server facility (Appendix 1: section 8, option 4), subject to council approving the necessary funding.**
- 2.2. That Cabinet recommends to Council new capital funding of £129,800 from reserves, as detailed in Appendix 1: section 7.1, to supplement the ICT Asset Replacement Programme funding covered in the separate report.**

3. Background

- 3.1. This report introduces the Project Initiation Document (PID) covering the build and commissioning of an offsite disaster recovery solution for Chichester District Council
- 3.2. Almost all council functions rely to a greater or lesser extent on ICT systems to deliver services to our community. Any interruption of the ICT service and / or loss of data would therefore be problematic for services to continue to run effectively. Current optimistic estimations indicate systems recovery to support service restoration at a minimum of 9 weeks following a Level 3 (major disruption) event, such as fire damage to the main server room. Such a delay has been deemed to be unacceptable by the Strategic Risk Group, who have tasked officers to develop a solution to enable quicker recovery in the event of a major business continuity incident.
- 3.3. The creation of an offsite back up facility (known as a disaster recovery site), with the hosting and scalable capability to enable fast re-establishment of critical council services (within hours) will increase corporate assurance and service resilience reducing risk to a manageable level.

- 3.4. This proposal cannot proceed without replacement of the 'end of life' infrastructure at East Pallant House (as per associated paper).

4. Outcomes to be Achieved

- 4.1. A new server located remotely from East Pallant House (EPH), with appropriate cooling, security and power facilities from which Information Communications and Technology Service (ICT) will provide:
- 4.1.1. Appropriate network, storage and server hardware and systems (to minimise impact on essential operations during a business continuity event).
 - 4.1.2. Ability to undertake (usual) off site backup and restoration of the council's data and systems.
 - 4.1.3. Provide resiliency for key council systems in the event of a hardware failure.
 - 4.1.4. The ability to scale the solution to allow for additional services in the event that longer running is required from the Disaster Recovery (DR) site.
- 4.2. In the event of an incident threatening the Council's ability to effectively deliver services and essential operations, Service business continuity management (BCM) plans will be mobilised. Our capacity to deliver and support these is correlated against a number of external variables: unknown nature of disaster; inability to anticipate accessibility of existing EPH infrastructure; unknown availability of replacement hardware; unknown location for constructing replacement hardware; quality control of existing 'tape' back up.
- 4.3. Once built, integrated and commissioned, our offsite disaster recovery solution will:
- 4.3.1. Remove most impact of 'disaster' unknowns: Regardless of the 'physical' situation at EPH (e.g. server room out of action, building damaged, etc.) we will have the ability to 'switch' to a backed up and operationally ready site.
 - 4.3.2. Remove priority conflict: For the ICT service all energy will be focused on recovery of full system capability and supporting service continuity.
 - 4.3.3. Operational options: We have designed the new remote server facility to be scalable. It is configurable so that full system capability can easily be achieved in the event of a medium to long term outage of the EPH infrastructure.

- 4.3.4. Quality control: back up will be faster and 100% verifiable, with the option of increased frequency (currently 'snapshots' taken daily, full back up weekly)

5. Proposal

- 5.1. To undertake the project in accordance with the PID and funded as shown in Appendix 1: section 7.1. To deliver:
 - 5.1.1. Replacement servers, connections and hosts at East Pallant House
 - 5.1.2. Create a mirrored replication of the EPH infrastructure at the Westhampnett Depot
 - 5.1.3. Build a new virtual private network to access the new Depot site
 - 5.1.4. Connect Depot site to the new gigabit network
 - 5.1.5. Funded from existing ARP budget and an additional £129,800

6. Alternatives Considered

- 6.1. Section 8 of the PID outlines the detail of the other options that have been considered:
 - 6.1.1. Do Nothing – The current arrangements have been deemed by the Strategic Risk Group as being unacceptable given the high reliance on computer systems across the council. This option was not therefore considered further.
 - 6.1.2. Access to WSCC back-up solution: County's strategy is to move to cloud based solutions over the next few years (by 2022). Consequently they will need to review their own DR requirements. Resulting in a lack of certainty and available server capacity in the short to medium term.
 - 6.1.3. Partner with Arun: They currently use WSCC back-up solution. As mentioned above, this will require them to source alternative arrangements.
 - 6.1.4. Cloud solution: the need for duplicate licences render this uneconomical, e.g. duplicate Northgate license in the order of £100,000 per year.

7. Resources and Legal Implications

- 7.1. Current staffing resources have been assessed as being sufficient to deliver the project outcomes. Financial resources will be required from ARP (see separate ICT report on end of life infrastructure), and £129,800 from reserves.

8. Consultation

- 8.1. During the development of the strategy a number of stakeholder engagement discussions have been held. Full details of the stakeholders can be found in Appendix 1: section 9.

9. Community Impact and Corporate Risks

- 9.1. Completion of an Equalities Impact assessment is not necessary. However, improving the ability to recover systems in support of service delivery (in the event of a disaster) would deliver considerable benefits to the community and individuals who serve across the District.
- 9.2. The project also addresses the risks associated with the current weekly full data backup.

10. Other Implications

Are there any implications for the following?		
	Yes	No
Crime and Disorder		X
Climate Change and Biodiversity		X
Human Rights and Equality Impact		X
Safeguarding and Early Help		X
General Data Protection Regulations (GDPR)		X
Health and Wellbeing		X
Other		X

11. Appendices

- 11.1. Appendix 1 – 'Business Continuity Infrastructure' Project Initiation Document'.

12. Background Papers

- 12.1. None

Chichester District Council

THE CABINET

5 March 2019

Chichester Harbour Management Plan 2019-2024

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2. Recommendation

- 2.1 That the Cabinet recommends to Council the adoption of the Chichester Harbour Management Plan 2019-2024 (contained in the Appendix to this report) with the exception of the Planning Principles in Section 3**

3. Background

- 3.1 The Countryside and Rights of Way (CRoW) Act 2000 places a duty on Local Authorities to have regard to the purpose of conserving and enhancing the natural beauty of an Area of Outstanding Natural Beauty (AONB). This duty has to-date been discharged by adopting the joint Management Plan for the Harbour AONB (“the 2019-2024 Plan”) and implementing the actions within it that are relevant to our powers and responsibilities.
- 3.2 The CRoW Act also stipulates that AONB Management Plans are to be reviewed and revised every five years. Chichester Harbour Conservancy (CHC) is the Joint Advisory Committee for the AONB and so leads work on drawing up the revised Management Plan on behalf of Hampshire, West Sussex, Havant and Chichester Councils through a joint working group. The revised plan (see Appendix available electronically only) is now due for adoption by 1 April 2019.

4. Outcomes to be Achieved

- 4.1 The main outcome of the plan is to conserve and enhance Chichester Harbour AONB for residents and visitors and in approving the Plan, the Council commits to support the delivery of actions contained in the Plan within the Chichester District.
- 4.2 The action points (listed under each policy heading in the plan) will be subject to annual monitoring reports by CHC.

5. Proposal

- 5.1. The 2019-2024 Plan will replace the previous 2014-2019 and 2009-2014 versions that the Council has previously adopted. It is an entirely new plan with a different structure to its predecessors. The number of policies has been much reduced and specific actions have been re-introduced.
- 5.2 The plan is due to begin implementation from 1 April 2019, so it is proposed that it is adopted by the Council formally before the end of March.
- 5.3 Section three contains the Planning Principles (essentially planning policies) that will be applied by CHC in assessing planning proposals for development in the Chichester Harbour AONB. These are written for the specific use of CHC and it would not be appropriate for the Council to adopt them. As a local planning authority, Policy 43 of the adopted Local Plan and the adopted Supplementary Planning Document provide policy and guidance on the AONB with which to assess relevant planning applications and other proposals. It is proposed therefore that section three of the Management Plan is excluded from formal adoption by the Council.

6. Alternatives Considered

- 6.1 The duty under the CROW Act applies to all the local authorities within the AONB area. However not to have co-operated with the preparation of a joint plan would have undermined the management of the AONB and required considerable resource to draw up a separate plan just for Chichester District.

7. Resource and Legal Implications

- 7.1 The adoption of the plan fulfils an existing statutory duty on the Council. The plan has been subject to the legal requirements of Habitats Regulations Assessment and Strategic Environmental Assessment, commissioned by CHC and overseen by the joint working group.
- 7.2 Through co-ordination of effort and policy the Council has been able to support the delivery of actions contained in the plan through existing staff resources and this will continue to be the case.
- 7.3 A small amount of officer time is also required to contribute to the annual monitoring reports.

8. Consultation

- 8.1 A working group was convened by CHC to draw up the plan. This consisted of representatives from West Sussex County Council, Hampshire County Council, Chichester District Council and Havant Borough Council, together with Natural England representing central government.
- 8.2 A full public consultation was undertaken by CHC on behalf of all the authorities between 15 August 2018 and 15 October 2018. The plan has been revised by the working group and CHC in the light of comments received (see background paper below for details).

- 8.3 CHC approved the Management Plan at its meeting on 28 January 2019. The other local authorities are taking the plan through their approval procedures in March.

9. Community Impact and Corporate Risks

- 9.1 The implementation of the previous Management Plans has led to positive community benefits for residents, visitors and businesses. The main risk associated with the plan is non-delivery of the actions. The track record of delivery on previous plans indicates that this risk is low and can be managed through the annual review and monitoring process.

10. Other Implications

Are there any implications for the following?		
	Yes	No
Crime and Disorder		X
Climate Change and Biodiversity Positive impacts on the management of the Harbour for Biodiversity	X	
Human Rights and Equality Impact. The Plan had been subject to an Equalities Impact Assessment which concluded “here is no evidence to indicate that the Management Plan would cause a differential impact on people defined under the nine equality characteristics.”		X
Safeguarding and Early Help		X
General Data Protection Regulations (GDPR)		X
Health and Wellbeing Policy within the plan on wellbeing and encouraging leisure activities within the harbour	X	
Other (please specify)		X

11. Appendix

- 11.1 Chichester Harbour Management Plan 2019-2024 (Third Review): An Integrated Coastal Zone Management Strategy for the Trust Port and Area of Outstanding Natural Beauty (available electronically only)

12. Background Papers

- 12.1 Chichester Harbour Conservancy report (12 November 2018) on the outcomes of the consultation. https://www.conservancy.co.uk/assets/files/cms_item/280/d-12_November_18_CHC_Agenda_and_Papers-AL5RGhmN6W.pdf

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Chichester Harbour **Management Plan**

2019 - 2024

Third Review

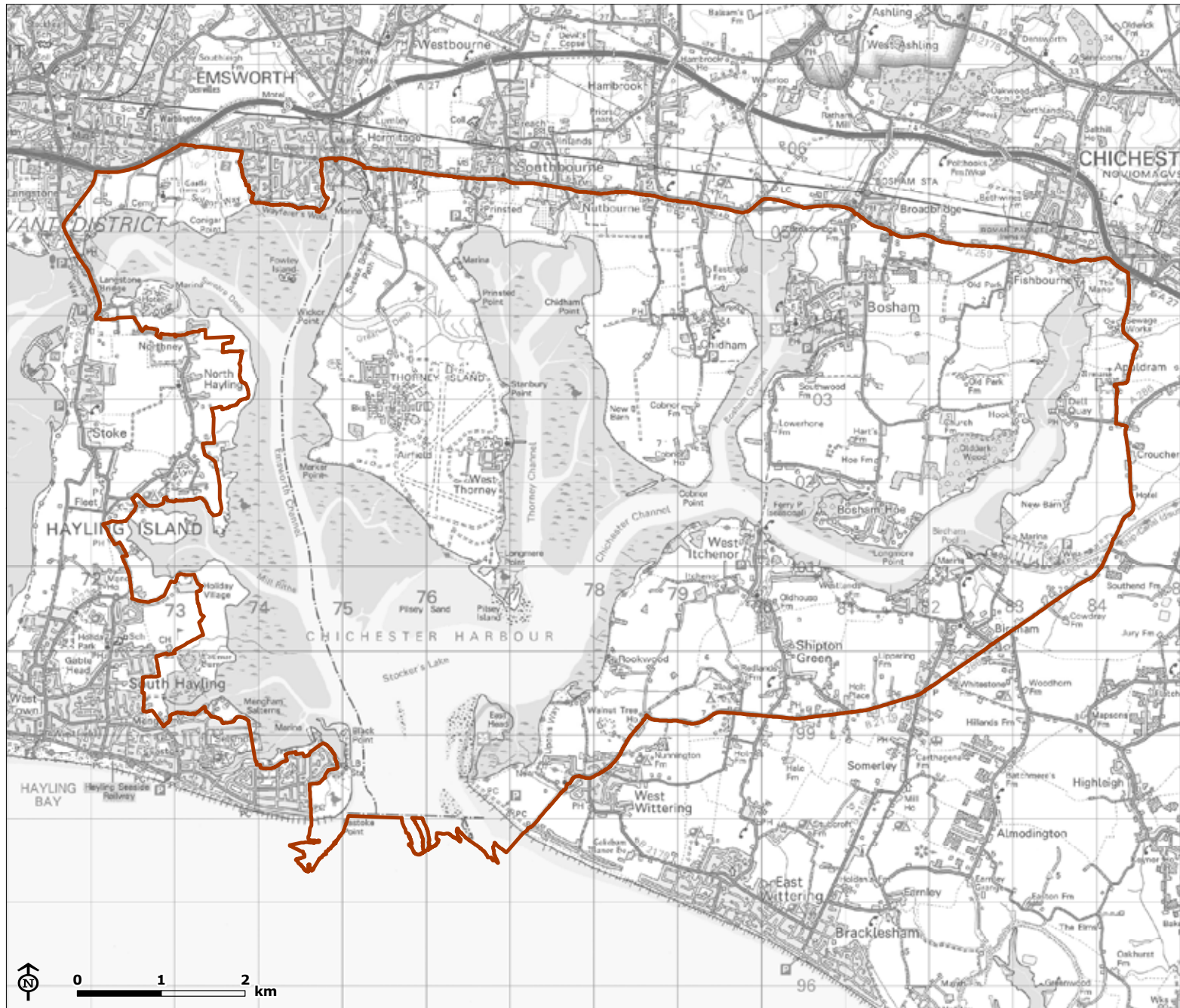
**An Integrated Coastal Zone Management Strategy for
the Trust Port and Area of Outstanding Natural Beauty**

Page 21




Enjoying, Protecting, Enhancing

**Chichester
Harbour
Conservancy**



Chichester Harbour

 Area of Outstanding Natural Beauty (AONB)

Map Scale @ A4: 1:65,000



Foreword



I am fortunate that England's Areas of Outstanding Natural Beauty are part of my Ministerial responsibilities. Whether it be rolling hills, sweeping coastline or a tranquil village, spending time in an AONB can stir the heart and lift the spirit.

This is a pivotal moment for all AONBs. The Government has set its ambition in the 25 Year Environment Plan which states clearly the importance of natural beauty as part of our green future, while AONBs retain the highest status of protection for landscape through national planning policy. The Review of National Parks and Areas of Outstanding Natural Beauty led by Julian Glover - the first of its kind for generations - will make recommendations to make sure our designated landscapes can flourish in the years ahead.

In my visits to AONBs around the country, I have been struck by the passion of many people - farmers, volunteers, and hard-working staff - for the beautiful places they live and work. In this spirit I am delighted to welcome publication of this Statutory Management Plan for Chichester Harbour. It is significant that this plan will be delivered in partnership by those who value the Trust Port and Area of Outstanding Natural Beauty. I would like to thank all those involved in preparation of this document, and wish you the best of success in bringing it to fruition.

Lord Gardiner
Parliamentary Under Secretary of State
for Rural Affairs and Biosecurity



Welcome from the Chairman

It gives me great pleasure to introduce the Third Review of the Chichester Harbour Management Plan. Our Integrated Coastal Zone Management Strategy brings together the work of the Conservancy and its partners in managing a Trust Port and an Area of Outstanding Natural Beauty (AONB). Although produced by the Conservancy, this document has been prepared with everyone who lives, works, or visits Chichester Harbour in-mind.

The Conservancy engaged with many local people during the preparation of this Management Plan. For example, it was subject to a public consultation over a period of two months. Copies of the Plan were made available at all the local libraries and at the four Local Authorities. We contacted over 150 stakeholder groups and it featured in our monthly email newsletters, which are circulated to over 3,200 people. Four open meetings took place around the Harbour, when members of the public could engage directly with Conservancy staff about the emerging Management Plan.

Meanwhile an independent consultant reviewed the Management Plan, undertaking an Equalities Impact Assessment, a bespoke Sustainability Appraisal, and an outline Habitat Regulations Assessment (all available to download from the Conservancy's website). The overall conclusion was that the implementation of the Management Plan would be highly beneficial to Chichester Harbour.

With those words of encouragement, and with the support of the Conservancy staff, I am very confident that this new Management Plan will guide us through to 2024 and help us underwrite the long-term future of Chichester Harbour. This will not only benefit local people and visitors alike but, more importantly, it will also help to protect and enhance the fantastic flora and fauna that is critical to this area.

Before I finish, I would just like to refer to the forward by Lord Gardiner, where he talks about the Government Review of National Parks and Areas of Outstanding Natural Beauty, being led by Julian Glover. Hopefully, the final report will make recommendations to ensure that our designated landscapes can flourish in the years ahead. It is therefore vital to the future of Chichester Harbour that the current unique control the Conservancy has over both Chichester Harbour – established by an Act of Parliament – and the AONB, is in no way diminished. In fact, we are looking to have greater influence in some areas, such as planning. Lord Gardiner finished his forward by 'wishing us the best of success in bringing this Management Plan to fruition'. The outcome of the Glover Review could well influence the development of future Management Plans.

Finally, I would like to thank you all for your ongoing support.

Jeremy Hunt
Chairman
Chichester Harbour Conservancy

Executive Summary

Section 1 details background information to the management of Chichester Harbour. In 1964, Chichester Harbour was designated an Area of Outstanding Natural Beauty (AONB), with the primary purpose to conserve and enhance the natural beauty of this nationally important protected landscape. In 1971, Chichester Harbour Conservancy was established with the function to protect the interests of navigation and the conservation of nature. The Conservancy practices Integrated Coastal Zone Management, which has successfully brought the objectives of the AONB and the Conservancy together for many years.

Since 2000, relevant local authorities have been required to publish a Statutory Management Plan every 5-years for each AONB that is within their geographical jurisdiction. Chichester Harbour Conservancy, on behalf of Hampshire County Council, West Sussex County Council, Chichester District Council and Havant Borough Council, has led with the publication of each Chichester Harbour Management Plan, with every iteration providing a framework for action to help look after and manage this protected landscape. The Third Review of the Chichester Harbour Management Plan establishes a new long-term Vision to 2050 and reaffirms the special qualities of the AONB. Chichester Harbour Conservancy is committed to working in partnership to oversee the management of the Harbour, which encompasses both water and the surrounding land.

Section 2 considers 15 policies to continue safeguarding the environment, whilst remaining relevant to local people, and supporting local businesses. The policies

are not in any order of importance and great weight should be collectively attached to all of them. The policies explain the importance of conserving and enhancing the landscape, the protection of habitats, safety on the water, the maintenance of navigation aids, water quality, catchment sensitive farming and looking after the wildlife species that use the Harbour. The importance of health and wellbeing, sailing and boating, education, connecting people to nature, economic development, marine litter pollution, and the historic environment and heritage assets, are also considered. Of course, in practice there is a significant degree of overlap between the policies, therefore they should be read as an integrated set.

Section 3 explains the importance of planning in this nationally important protected landscape. Since 2014, the Conservancy has developed 18 Planning Principles to help guide development in and directly around the AONB. The Planning Principles, which should be considered in conjunction with the 15 policies, have been prepared to assist individuals, agents, businesses and developers to better understand the criteria that Chichester Harbour Conservancy will use to appraise planning applications when responding to the relevant Local Planning Authority. Although the Planning Principles are not development management policies, they complement the respective Local Plans providing a greater level of detail as to what is, and what is not, likely to be considered as acceptable development in and around Chichester Harbour.

Section 4 is the Appendix, which includes facts and figures about Chichester Harbour and a list of locally designated sites. Spatial data is presented on a suite of maps.



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Section 1

Background Information

Our Vision and Values

Our Vision to 2050

The Vision to 2050 has been developed from an understanding of the special qualities, ensuring that what is unique, valuable and outstanding about Chichester Harbour is conserved and enhanced for the future.

In 2050, the nationally and internationally important landscape and setting of Chichester Harbour is conserved and enhanced.

- The special qualities of the Area of Outstanding Natural Beauty are appreciated and enjoyed by local people and visitors who care for the Harbour now and in the future.
- Management is balanced by ongoing mutual respect shown by different user groups and all within the natural limits of the Harbour.
- The diverse habitats and excellent water quality benefit the rich array of wildlife, which use the Harbour in harmony with the recreational activities of sailing, walking, cycling and relaxing.
- People understand and value their surroundings with many opportunities for outdoor education.
- Businesses thrive with marine enterprises, farmers and tourism providers positively contributing towards a prosperous local economy whilst safeguarding the natural and historic environment.

Chichester Harbour will be a resilient landscape, where local communities and businesses are prepared and able to adapt to future challenges.

Our Continuing Values

Chichester Harbour Conservancy and its partners have evolved a series of values to guide the management of Chichester Harbour. These values provide a framework to underpin the landscape-scale approach to help deliver the Management Plan.

1. Conserving and Enhancing the Special Qualities of the AONB

- Protect the natural beauty of the landscape of Chichester Harbour.
- Enhance the diverse range of habitats for the benefit of wildlife.
- Continue to value Chichester Harbour for sailing, boating and other recreational activities.
- Safeguard the quiet and undeveloped nature of Chichester Harbour.
- Increase access to, understanding and appreciation of, the historic environment and heritage assets of Chichester Harbour.

2. Sustainability and Wise Use

- Maintain and improve the facilities and marine industries in Chichester Harbour for safe recreation where they are consistent with its landscape and nature conservation designations.
- Ensure the wise use and sustainable management of Chichester Harbour for the benefit of present and future generations.
- Maintain a balance between the various interests and user groups.

3. Increasing Knowledge and Understanding

- Increase public awareness, particularly among young people, of the value of Chichester Harbour and the threats to its well-being.
- Increase community involvement, public participation and social inclusion in the management of Chichester Harbour.
- Undertake or commission scientific research as the basis for sound environmental management of Chichester Harbour.

4. Helping People to Enjoy Chichester Harbour

- Manage the Harbour to promote and aid the enjoyment of users of all ages, abilities and interests.
- Seek to restrict some activities if they hinder the widespread enjoyment of others.

5. Supporting Sustainable Development

- Support sustainable forms of rural and marine industry and agricultural practices where they are consistent with Chichester Harbour's landscape and nature conservation designations.
- Support the economic and social needs of the local communities where they are consistent with Chichester Harbour's landscape and nature conservation designations.

6. Working in Partnership

- Engage and deploy volunteers to help with the delivery of the Chichester Harbour Management Plan.
- Encourage partner organisations to help deliver the Chichester Harbour Management Plan.
- Develop a close working relationship between all involved in Chichester Harbour and co-ordinate policy with the other agencies involved in integrated coastal zone management.
- Raise the profile of Chichester Harbour across South East England and at national level.

The Special Qualities of Chichester Harbour

Chichester Harbour was designated an Area of Outstanding Natural Beauty (AONB) in 1964. The reason it meets the criteria for the designation is because the landscape has a number of exceptional features, called special qualities. When these are considered in combination, they collectively define what is distinctive and significant about Chichester Harbour compared with other parts of the countryside. The Landscape Character Assessment, refreshed in 2019 and available to download from the Conservancy's website, describes in detail the landscape of Chichester Harbour.

The 10 special qualities are in no particular order and they should be read as an integrated set.

- The unique blend of land and sea – especially the combination of expanses of open waters, narrow inlets and intimate creeks.
- The frequently wooded shoreline.
- The flatness of the landform, unusual among AONBs, accentuates the significance of sea and tide and of distant landmarks across land and water.
- The open water of the central area of the Harbour.
- The overall sense of wilderness within the seascape.
- The particularly strong historic environment and heritage assets.
- The picturesque harbourside settlements.
- The wealth of flora and fauna, and notably the vast flocks of wading birds add to the richness and diversity of the landscape.
- The unspoilt character and unobtrusive beauty.
- The very special sense of peace and tranquillity, largely engendered by the gentle way the AONB is used and closeness to nature that is experienced.

Protecting the Special Qualities

For many years, Chichester Harbour Conservancy and its partners have looked after these special qualities so they can safely pass from one generation to the next while being conserved and enhanced in-keeping with the range of environmental designations.

The combination of pressures outlined in the following tables demonstrates that Chichester Harbour needs to be actively managed. The management measures being taken by Chichester Harbour Conservancy and its partners are crucial for the long-term protection of the AONB.

Sea Level Rise and Climate Change

Potentially affects all the special qualities.

THREATS



- In 2013, the Intergovernmental Panel on Climate Change projected that global sea levels would rise between 0.53 metres and 0.98 metres by 2100.
- If this is correct it would have a dramatic impact on Chichester Harbour, most likely affecting the sailing clubs, coastal footpaths, harbourside buildings and dwellings, lowland farming and network infrastructure (e.g. roads, power supplies, telephone lines, etc.).
- The length of natural coastline in the Harbour is decreasing as a greater number of hard shoreline defences are installed. This causes coastal squeeze - the loss of saltmarsh habitat - and affects the natural setting of the AONB.
- Coastal footpath erosion in particular may result in the permanent loss of access routes around the Harbour.
- Habitats and wildlife will also be affected by climate change. Species will change and the advent of new diseases may impact on populations.
- Hotter, drier summers may result in increased levels of tourism, which will need to be managed.
- Warmer, wetter winters may result in increased instances of flash flooding and storm events.

OPPORTUNITIES



- Working closely with Local Planning Authorities to protect the AONB, using the National Planning Policy Framework, Local Plans, the Chichester Harbour Management Plan, Neighbourhood Plans, Village Design Statements, and Supplementary Planning Documents.
- Working with universities and the Environment Agency to understand better the impacts of climate change.
- Encouraging measures to mitigate the rate at which climate change will take place, such as small-scale renewable energy and the use of electric vehicles.
- Working closely with the Highways Authorities and Natural England to protect the footpath network, including the England Coast Path.
- Planning ahead to rollback footpaths where they may be entirely lost to coastal erosion.
- Deploying Volunteer Rangers (Harbour Watch) to regularly assess the condition of footpaths and shoreline defences.
- Advising anyone considering installing or replacing shoreline defences to take account of the Chichester Harbour 'Sustainable Shorelines: General Guidance' document.
- Ongoing species research to monitor change of habitats and wildlife.
- Working with tourism providers to manage increases in the number of visitors.
- Adapting and/or improving existing buildings and other infrastructure to prepare for the flash flooding and storm events.



Pressures from Development

Potentially affects all the special qualities.

THREATS



- Over 300 planning applications are submitted every year in and directly around the AONB.
- New major developments in and directly around the AONB, such as extensive housing sites, industrial parks, and large-scale renewable energy infrastructure, are likely to have an overall detrimental impact on the protected landscape.
- Growing trend towards larger and more prominent harbourside detached houses, detracting from the natural beauty.
- Over-time, the impact of incremental developments is resulting in the gradual urbanisation of the countryside.
- Chichester Harbour is sensitive to recreational disturbance, particularly to overwintering birds but also to other species such as harbour (common) seals, grey seals and water voles. Increased disturbance can reduce time wildlife spend feeding and resting. Walking, dog walking, personal water craft, shooting, bait-digging and one-off aggravating behaviour on the harbourside, such as building works and occasional parties with loud music, can have a detrimental impact on wildlife.
- High levels of light pollution have a detrimental impact on humans and wildlife.
- Marine businesses are part of the historic environment of the Harbour. They need to be financially sustainable and are subject to wider economic uncertainties.
- Once a marine business ceases to operate, it may never return, especially if the site changes to dwellings.
- Neglected, derelict or ill-managed sites detract from the natural beauty.
- Unauthorised developments require swift and effective enforcement action due to the environmental sensitivities of this nationally and internationally important landscape.
- The roads around the Harbour often get heavily congested during peak times, resulting in air and noise pollution and a sense of dissatisfaction for locals and visitors.

OPPORTUNITIES



- Working closely with Local Planning Authorities to protect the AONB, using the National Planning Policy Framework, Local Plans, the Chichester Harbour Management Plan, Neighbourhood Plans, Village Design Statements, and Supplementary Planning Documents.
- Investing developer contributions through Bird Aware Solent to help educate people about recreational disturbance affecting the Special Protection Area.
- Seeking a long-term solution to the A27 Chichester Bypass that does not detrimentally affect Chichester Harbour.
- Working together to better manage seasonal traffic congestion.
- During seasonal peak traffic times towards West Wittering, dispersing tourists to other destinations on the Manhood Peninsula.
- Investigating the potential for new cycle routes around the Harbour.
- Encouraging use of public transport, the Salterns Way, and the uptake of electric vehicles with local authorities.

Water Quality and Marine Pollution

Potentially affects all the special qualities.

THREATS



- New housing developments add pressure on the Waste Water Treatment Works.
- Instances of heavy rainfall puts pressure on Waste Water Treatment Works leading to storm discharges into Chichester Harbour. This affects water quality, which results in excessive nitrates and the growth of macroalgal weed. This is a problem for habitats, wildlife, water users and local people.
- Impacts of bacteria from storm discharges and other inputs causing failures of the classification of shellfish and bathing waters.
- Agricultural run-off from farms within the catchment also has a large detrimental impact on water quality.
- Pollution washes into the Harbour from the Solent and further afield, which is difficult to have any direct control over.
- Chichester Harbour is affected by marine pollution, and in particular from plastics. Other forms of litter also frequently wash-up on the strandline along with occasional instances of land-based fly-tipping.

OPPORTUNITIES



- Working closely with Local Planning Authorities to protect the AONB, using the National Planning Policy Framework, Local Plans, the Chichester Harbour Management Plan, Neighbourhood Plans, Village Design Statements, and Supplementary Planning Documents.
- Working with Chichester Water Quality Group, which includes Southern Water, to influence the Chichester Local Plan and use it to manage small developments in the catchments of the Harbour so as not to compromise water quality ensuring that Chichester Harbour is protected and enhanced.
- Working with the Arun & Western Streams Catchment Partnership towards a healthy groundwater, river and marine system where all interested sectors, groups or individuals may contribute towards protecting and restoring the natural environment to benefit people and wildlife now and in the future.
- Working with the Arun & Rother Rivers Trust to protect, conserve, and enhance the rivers, streams, watercourses and water impoundments. Conserve and improve biodiversity and increase awareness of the need and importance of a healthy river environment.
- Working with universities, Solent Forum, and the Sussex Marine & Coastal Forum, to better understand the issues of plastic pollution, and with communities and partners (e.g. the Clean Solent Seas and Shores project) to reduce litter pollution and improve water quality.
- Deploying Volunteer Rangers (Harbour Watch / Conservation) to collect rubbish washed-up in Chichester Harbour so it can be properly disposed of.
- Working with local authorities to swiftly address instances of fly-tipping, and where there is evidence of the culprit, to seek prosecution.

Noise Pollution

Potentially affects the special sense of peace and tranquillity.

THREATS

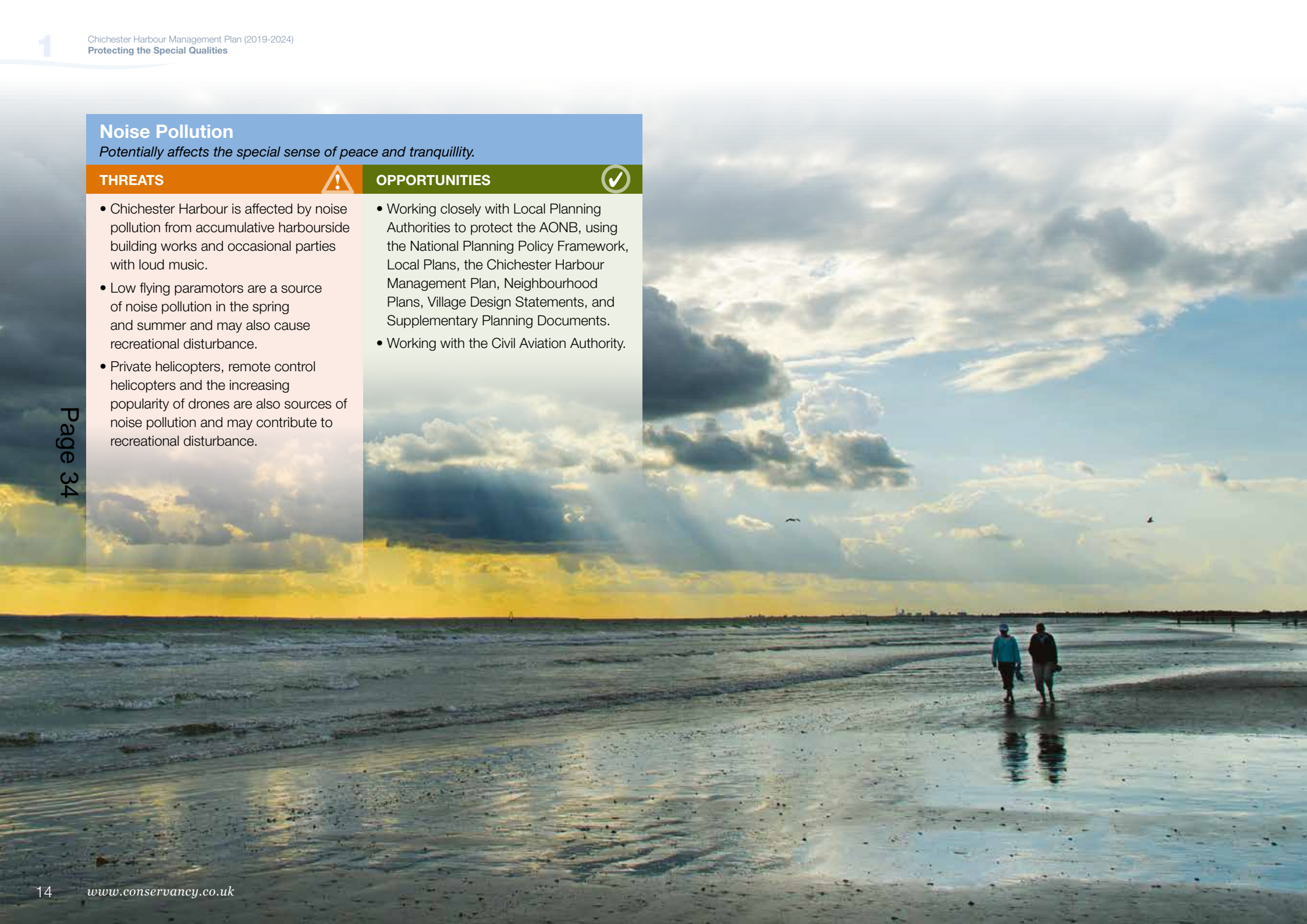


- Chichester Harbour is affected by noise pollution from accumulative harbourside building works and occasional parties with loud music.
- Low flying paramotors are a source of noise pollution in the spring and summer and may also cause recreational disturbance.
- Private helicopters, remote control helicopters and the increasing popularity of drones are also sources of noise pollution and may contribute to recreational disturbance.

OPPORTUNITIES



- Working closely with Local Planning Authorities to protect the AONB, using the National Planning Policy Framework, Local Plans, the Chichester Harbour Management Plan, Neighbourhood Plans, Village Design Statements, and Supplementary Planning Documents.
- Working with the Civil Aviation Authority.



Chichester Harbour in Legislation

On 4th February 1964, Chichester Harbour was designated an AONB, with the Government issuing a press notice the following day, titled “Beauty of Chichester Harbour to be Protected.”

The primary purpose of the AONB designation is to conserve and enhance the natural beauty. In pursuing the primary purpose, account should be taken of the needs of agriculture, forestry, other rural industries and of the economic and social needs of local communities. Particular regard should be paid to promoting sustainable forms of social and economic development that in themselves conserve and enhance the environment. Recreation is not an objective of designation, but the demand for recreation should be met insofar as it is consistent with the conservation of natural beauty and the needs of agriculture, forestry and other uses.

Chichester Harbour Conservancy

On 5th August 1971, Chichester Harbour Conservancy was established by the Chichester Harbour Conservancy Act. The Act recognised the Harbour as a single estuary and brought together its management through a Statutory Advisory Committee, comprising local stakeholders, and a Statutory Board, constituting local councillors and representatives of the Statutory Advisory Committee.

The duties and powers of Chichester Harbour Conservancy are set out and explained in the Act, as spelt out in part IV, section 21:

21.– (1) It shall be the function of the Conservancy, subject to the provisions of this Act, to take such steps from time to time as to them seem meet for the conservancy, maintenance and improvement of–

- a) The harbour, for the use of pleasure craft and such other vessels as may seek to use the same;*
- b) The amenity area, for the occupation of leisure and recreation and the conservation of nature:*

and the facilities (including, in relation to the harbour, navigational facilities) afforded respectively therein or in connection therewith.

(2) In the fulfilment of the function with which they are charged by subsection (1) of this section, the Conservancy shall have regard to the desirability of conserving the natural beauty and amenity of the countryside and of avoiding interference with fisheries.

Chichester Harbour Conservancy is a unique organisation. It is the only Statutory Harbour Authority with responsibility for an Area of Outstanding Natural Beauty (AONB). Its purposes extend beyond that of other AONBs, to include leisure, recreation and the conservation of nature.

The Act gave jurisdiction to the Conservancy for the land and water within the Amenity Area.

Statutory Advisory Committee

The Statutory Advisory Committee provides expert guidance to the Statutory Board and was established by the Chichester Harbour Conservancy Act of 1971. The aims of the Statutory Advisory Committee are:

- to ensure that Chichester Harbour is managed effectively; and
- to provide a forum for the exchange of information and ideas; and
- to consider issues likely to affect the area adversely and recommend action; and
- to make recommendations for new initiatives.

The Statutory Advisory Committee is made up of **17 members** from a variety of special interest groups.

	Members
Chichester District Association of Local Councils	1
• Representing Parish Councils	
Chichester Harbour Federation	4
• Representing Harbour users	
Commercial Interests	1
Defra Interests	2
Naturalists:	1
• Hampshire and the Isle of Wight Wildlife Trust	
• Hampshire Ornithological Society	
• RSPB	
• Sussex Wildlife Trust	
• Sussex Ornithological Society	
Professional Boatman's Association	1
Recreational and Sports Anglers	1
Residents of the Borough of Havant	1
• Representing Residents Associations	
Royal Yachting Association	1
Sussex Inshore Fisheries and Conservation Authority	1
Wildfowlers	1
Other Interests in Chichester Harbour:	2
• Friends of Chichester Harbour	
• Farming and Landowning Interests	

Whilst the Statutory Advisory Committee does not have any responsibilities or duties, it must be consulted with on all strategic matters by the Statutory Board as an active Harbour partnership.

Statutory Board

The Statutory Board is the decision-making body and was also established by the Chichester Harbour Conservancy Act of 1971. The Statutory Board is made up of **15 members**.

	Members
Hampshire County Council	4
West Sussex County Council	4
Chichester District Council	2
Havant Borough Council	2
Statutory Advisory Committee	3

Members are either appointed to the Statutory Board by the local authority or by the Statutory Advisory Committee. Members must collectively act in the best interests of the Conservancy, Chichester Harbour and the Amenity Area. If any given matter arises that may not be in the best interests of their appointing body, in accordance with the 1971 Act, the best interests of the Conservancy, Chichester Harbour and the Amenity Area must take priority.

Conservancy Team

As of 2019, Chichester Harbour Conservancy employs around **50 people** to help manage the Trust Port and Area of Outstanding Natural Beauty.

	Employees
Permanent (full-time)	19
Permanent (part-time)	9
Seasonal Patrol Assistants	8-10
Education Centre Team Teachers (casual)	7
Solar Heritage Skippers and Crew (casual)	6

The Role of the Harbour Authority

Chichester Harbour Conservancy is the Statutory Harbour Authority. It is one of the largest recreational sailing harbours in the country, comprising 30 square kilometres of water at high-tide, with a resident fleet of 10,500 boats. The Harbour sustains 5,200 moorings and marina berths, and 14 sailing clubs. It is estimated that each year 25,000 people enjoy the Harbour's waters for racing, cruising and fishing.

The management of Chichester Harbour is guided by the duties and powers as described in the Chichester Harbour Conservancy Act of 1971 and by a range of harbour and merchant shipping legislation, detailed in the Conservancy's Safety Plan & Marine Safety Management System.

Complementing these duties and powers and providing a national standard for marine safety in ports and harbours is the Port Marine Safety Code (the 'Code'). The Code was developed to improve safety in the port marine environment and to enable organisations to manage their marine operations to nationally agreed standards. It provides a measure by which organisations can be accountable for discharging their statutory powers and duties to run harbours or facilities safely and effectively. It also provides a standard against which the policies, procedures and performance of organisations can be measured. The Code is designed to reduce the risk of incidents occurring within the port marine environment and to clarify the responsibilities of organisations within its scope.

The Code is primarily intended for the 'duty holder' which will, for most organisations, mean those members of the organisation, both individually and collectively, who are ultimately accountable for marine safety. At Chichester Harbour, the Statutory Board Members are the duty holder.

The Code refers to some of the existing legal duties and powers that affect organisations in relation to marine safety but it does not in itself create any new legal duties. However, although they are not mandatory, there are nevertheless several measures which are key to the successful implementation of the Code.

In order to comply with the Code, Statutory Harbour Authorities must consider the following 10 measures:

- I. **Duty Holder.** Formally identify and designate the duty holder, whose members are individually and collectively accountable for compliance with the Code, and their performance in ensuring safe marine operations in the Harbour and its approaches.
- II. **Designated Person.** An independent 'designated person' is appointed to provide assurance about the operation of the Marine Safety Management System. The designated person must have direct access to the duty holder.
- III. **Legislation.** The duty holder must review and be aware of their existing powers based on local and national legislation, seeking additional powers if required in order to promote safe navigation.
- IV. **Duties and Powers.** Comply with the duties and powers under existing legislation, as appropriate.
- V. **Risk Assessment.** Ensure that marine risks are formally assessed and are eliminated or reduced to the lowest possible level, so far as is reasonably practicable, in accordance with good practice.
- VI. **Marine Safety Management System.** Operate an effective Marine Safety Management System which has been developed after consultation, is based on formal risk assessment and refers to an appropriate approach to incident investigation.
- VII. **Review and Audit.** Monitor, review and audit the risk assessment and Marine Safety Management Plan on a regular basis – the independent designated person has a key role in providing assurance for the duty holder.
- VIII. **Competence.** Use competent people (who are trained, qualified and experienced) in positions of responsibility for managing marine and navigation safety.
- IX. **Plan.** Publish a Safety Plan showing how the standards in the Code will be met and produce a report assessing performance against that Plan at least every three years.
- X. **Aids to Navigation.** Comply with directions from the General Lighthouse Authorities and supply information and returns as required.

www.gov.uk/government/publications/port-marine-safety-code

Countryside and Rights of Way Act of 2000

The Countryside and Rights of Way (CRoW) Act of 2000 required local authorities to publish Statutory Management Plans for all AONBs. Since then, the Conservancy has published a Management Plan on behalf of Hampshire County Council, West Sussex County Council, Chichester District Council and Havant Borough Council every five years. Each Plan fulfils the duty placed upon these local authorities under Part IV of the CRoW Act and provides a framework for the Conservancy and its partners to drive forward integrated and co-ordinated action for the management of this nationally important protected landscape.

As a result of the CRoW Act, the Statutory Advisory Committee and the Statutory Board formally established the Statutory Joint Advisory Committee (JAC) for the AONB. This included taking on responsibility for land outside the Amenity Area, but within the AONB, creating a single coherent Management Plan for the whole landscape.

Every year, Chichester Harbour Conservancy publishes an Annual Review of the delivery of the Management Plan. These reports summarise the activities of the Conservancy and its partners throughout the preceding year. The Annual Reviews help to raise awareness of the value of Chichester Harbour and the work collectively being undertaken.

The CRoW Act also placed a new duty on local authorities and other relevant authorities (for example, Southern Water, Highways England, etc.). The duty is that 'when exercising or performing any function in relation to, or so as to affect, land in the AONB, to have regard to the purpose of conserving and enhancing the natural beauty of the AONB'. This means that the Conservancy will always look to the local authority or relevant authority to consult with the JAC on any proposal that affects the AONB.



Local, National and International Designations

A distinctive feature of Chichester Harbour is the range and spatial coverage of local, national and international designations, which is uncommon amongst Areas of Outstanding Natural Beauty and National Parks. These designations collectively demonstrate that Chichester Harbour is very sensitive to changes in landscape and land use, particularly affecting natural resources, habitats and biodiversity. Please also refer to the suite of maps in Section 4.

Worldwide Designation	Ramsar Site	Wetlands are among the most diverse and productive ecosystems. Chichester and Langstone Harbours were recognised as a wetland of international importance when they were designated as a Ramsar Site in 1987, under the Ramsar Convention.
	Special Area of Conservation (SAC)	A Special Area of Conservation is a site designated under the Habitats Directive. These sites, together with Special Protection Areas, are called Natura sites and they are internationally important for threatened habitats and species. Solent Maritime SAC was designated in 1994.
	Special Protection Area (SPA)	A Special Protection Area is a site designated under the Birds Directive. Chichester and Langstone Harbours SPA was designated in 1979.
	Water Framework Directive	This aims for good water quality and covers groundwater, surface water (rivers, canals, lakes, reservoirs, estuaries, other brackish waters, and coastal waters) out to one nautical mile from shore as well as wetlands. The Directive, which came into effect in 2000, gives shellfish harvesting waters and bathing waters special protection.
Nationally Important Designations	Area of Outstanding Natural Beauty (AONB)	An Area of Outstanding Natural Beauty is a landscape which is considered so precious that it is protected for the nation. The criteria for designating an AONB include valuable wildlife, habitats, geology and heritage, as well as scenic views. Chichester Harbour was designated as an AONB in 1964.
	Bass Nursery Area	A Bass Nursery Area is a place that is recognised as a haven for small school bass. Fishing for bass, or fishing for any fish using sand-eels as bait, by any fishing boat within any part of the Harbour as defined, is prohibited between 30th April and 1st November each year. Chichester Harbour was designated a Bass Nursery Area in 1990.
	Site of Special Scientific Interest (SSSI)	Chichester Harbour was designated a Site of Special Scientific Interest in 1970 because it was considered to be of special interest by virtue of its fauna, flora, geological or physiographical / geomorphological features.
Locally Important Designations	Conservation Area	Conservation Areas protect special architectural and historical places of interest. There are ten Conservation Areas in and around Chichester Harbour.
	Dark Sky Discovery Site	Three Dark Sky Discovery Sites were defined in Chichester Harbour in 2017. They are particularly good sites for stargazing.
	Local Nature Reserve	Local Nature Reserves are particularly appropriate for educational, research or public information purposes. There are five Local Nature Reserves in Chichester Harbour.
	Local Wildlife Site	Local Wildlife Sites in West Sussex feature important habitats that complement Local Nature Reserves and the Site of Special Scientific Interest. They are the equivalent of a Sites of Importance for Nature Conservation in Hampshire. There are 16 Local Wildlife Sites in Chichester Harbour.
	Site of Importance for Nature Conservation (SINC)	Sites of Importance for Nature Conservation in Hampshire feature important habitats that complement Local Nature Reserves and the Site of Special Scientific Interest. They are the equivalent of Local Wildlife Sites in West Sussex. There are 25 SINCs in Chichester Harbour.

Integrated Coastal Zone Management

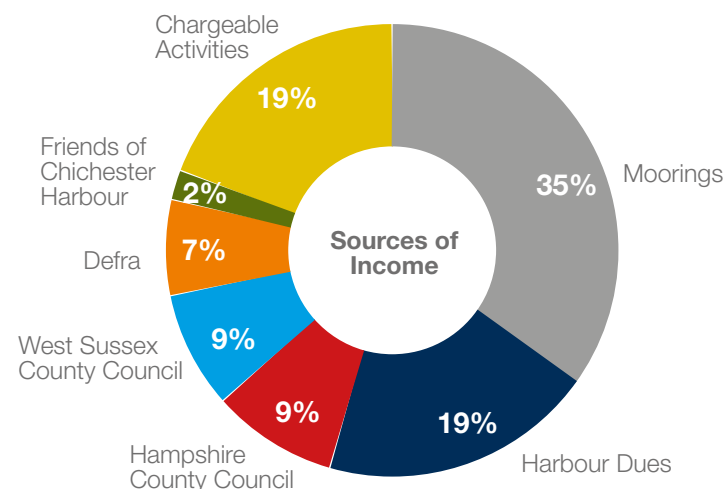
There is a recognised need to work in partnership at Chichester Harbour because there are many different stakeholders with land and water interests and they are all concentrated in and around the estuary landscape.

The complexity of Chichester Harbour, in terms of both its high conservation value and its importance and use as a major recreational boating Harbour led, in the late 1960s, to concerns that there was not an adequate system of management to deal with the potential conflicts. This was recognised by both Harbour users and the local authorities, and following a detailed study of the needs of Chichester Harbour in 1968 (the Chichester Harbour Study), an Act of Parliament was firstly promoted by West Sussex County Council, and soon after supported by Hampshire County Council as well. The Chichester Harbour Conservancy Act of 1971 is available to download from the Conservancy's website.

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The Chichester Harbour Conservancy Act of 1971 encouraged a spirit of co-operation amongst its differing stakeholders. Managing the Harbour and the land around it (the Amenity Area) was a key component of the Act. Today, this holistic approach is called **integrated coastal zone management**. Whilst this term was only established in 1992, in the same year a Parliamentary Select Committee cited Chichester Harbour as an exemplar for integrated coastal zone management. This was because the Conservancy had been practising it in all but name since the 1971 Act, and from 1992 onwards other organisations were encouraged to follow suit.

Chichester Harbour Conservancy is principally funded by income from: moorings and Harbour Dues; a precept from Hampshire County Council; a precept from West Sussex County Council; an AONB Grant from Defra; project funding from the Friends of Chichester Harbour and income derived from chargeable activities. (e.g. harbour charges, boat park income, harbour rents, works licences, legal charges, rural payments, car park income, and investment income). **A chart showing the proportion of income sources that collectively fund the ongoing management of Chichester Harbour is shown on the right (correct as of 2019).** The income is used to deliver the policies and actions in the Management Plan.



Local Supporting Organisations

A distinctive characteristic of Chichester Harbour is the combination of the Conservancy, the Federation, the Friends, and the Trust. Each organisation has its own specific role and remit.

Chichester Harbour Federation

Originating with four sailing clubs in 1924, the Chichester Harbour Federation aims to promote sailing and boating in the Harbour, co-ordinate race activities, and to act as a collective voice and forum for the marine community. Around 40 organisations are members of the Federation, representing all the major Harbour users and marine industries. The Federation runs Chichester Harbour Race Week, one of the most popular dinghy regatta weeks, regularly attracting in excess of 300 entries each year. The Federation supported the AONB designation in 1964, and since then, has helped with governance of Chichester Harbour Conservancy. The Federation is a Principal Partner for the delivery of the Management Plan, performing a vital role that connects the sailing and boating community to the work of the Conservancy, and vice-versa.

Friends of Chichester Harbour

Founded in 1987, the Friends of Chichester Harbour is a charity with around 3,000 members. Members enjoy a programme of social activities. Income raised from membership fees is used to fund conservation, amenity and educational projects in partnership with Chichester Harbour Conservancy. In addition, volunteers support weekly Conservation Work Parties around Chichester Harbour, and the Harbour Watch initiative. The Friends also help with the governance of Chichester Harbour Conservancy. The Friends of Chichester Harbour are a Principal Partner for the delivery of the Management Plan, by providing funding for projects and through the co-ordination of opportunities to volunteer.

Chichester Harbour Trust

Chichester Harbour Trust was established in 2002 as a response to the rapid growth of development pressure in and around the Area of Outstanding Natural Beauty. Since then, the Trust has acquired over 250 acres of land at 13 sites to help protect, conserve and enhance natural beauty. With ever-growing support from the local communities, the Trust works in partnership with Chichester Harbour Conservancy, local authorities, landowners, and other stakeholders who are interested in safeguarding the landscape for future generations. Chichester Harbour Trust is a Principal Partner for the delivery of the Management Plan, with a commitment to safeguarding the long-term protection of the Harbour environment.



Partnership Plans and Strategies

Wherever possible, the Management Plan will aim to help deliver other plans and strategies, whether nationally, across the South East or locally, or where there are clear shared priorities.

National

- A Green Future: Our 25 Year Plan to Improve the Environment, Department for Environment, Food and Rural Affairs (Defra)
- Estuary Edges: Ecological Design Advice, Environment Agency
- Guidance Notes for the Reduction of Light Pollution, Institution of Lighting Professionals
- National Planning Policy Framework, Ministry of Housing, Communities and Local Government
- National Planning Policy Guidance, Ministry of Housing, Communities and Local Government
- Port Marine Safety Code, Department for Transport
- South Inshore Plan, Marine Management Organisation

South East

- Hampshire Minerals and Waste Local Plan, Hampshire County Council
- North Solent Shoreline Management Plan, Eastern Solent Coastal Partnership
- Serving Hampshire, Hampshire County Council
- Solent Diffuse Water Pollution Plan, Natural England / Environment Agency
- Solent Recreation Mitigation Strategy, Bird Aware Solent
- Solent Waders and Brent Goose Strategy, Hampshire and Isle of Wight Wildlife Trust
- South East River Basin Management Plan, Environment Agency
- West Sussex Local Flood Risk Management Strategy, West Sussex County Council
- West Sussex Minerals and Waste Local Plan, West Sussex County Council
- West Sussex Plan, West Sussex County Council

Local

- Chichester District Surface Water and Foul Drainage Supplementary Planning Document, Chichester District Council.
- Chichester Harbour AONB Joint Supplementary Planning Document, Havant Borough Council and Chichester District Council
- Chichester Harbour Emergency Plan, Chichester Harbour Conservancy
- Chichester Harbour Landscape Character Assessment, Chichester Harbour Conservancy / Chris Blandford Associates
- Chichester Harbour State of the AONB Report, Chichester Harbour Conservancy / Land Use Consultants (LUC)
- Chichester Local Plan, Chichester District Council
- Havant Local Plan (Core Strategy), Havant Borough Council
- Neighbourhood Plans
- Oil Spill Contingency Plan, Chichester Harbour Conservancy
- Port Marine Safety Code: Safety Plan & Marine Safety Management System, Chichester Harbour Conservancy
- Port Waste Management Plan, Chichester Harbour Conservancy
- Sustainable Shorelines: General Guidance, Chichester Harbour Conservancy / Royal Haskoning DHV
- Village Design Statements

Section 2

Chichester Harbour Policies

Guide to how the Policies are structured

The **Policy** is the agreed way in which Chichester Harbour will be managed so as to protect the special qualities and meet the Vision to 2050.



Policy 1 Conserving and Enhancing the Landscape

The distinctive landscape character of the Area of Outstanding Natural Beauty is conserved and enhanced for the benefit of future generations.

The accompanying text provides **background information** in support of the policy.



An 'Area of Outstanding Natural Beauty' is a landscape with the highest level of protection in UK law. The Chichester Harbour AONB landscape is characterised by open water, intertidal mud and sand, saltmarshes, shingle beaches, sand dunes, woodlands, meadows and grasslands, ponds and streams, coastal grazing marsh, reed beds, hedgerows, trees, ditches and farmland. Collectively, this is known as the **natural capital** of Chichester Harbour. The natural capital either directly or indirectly brings value to the Harbour and the country by providing us with food, clean air and water, wildlife, recreation and protection from some natural hazards.

The Harbour's coastline is made-up by distinctive inlets and rythes that criss-cross the landscape. The coastline is fringed by wind-swept shingle beaches, saltmarshes, hedgerows, trees and dunes.

The short list of **Management Challenges** collectively show the reasons why Chichester Harbour needs to be continually managed.



MANAGEMENT CHALLENGES	PRINCIPAL PARTNERS
<ul style="list-style-type: none"> Impacts of climate change and sea level rise will change the landscape in years to come. Incremental urbanisation of the countryside. Loss of farmland hedgerows and trees. Land sold for development rather than bestowed in its natural beauty for the benefit of future generations. Installation of hard shoreline defences reduce naturalness of Harbour. Unauthorised developments threaten the landscape character. 	<ul style="list-style-type: none"> Campaign to Protect Rural England (CPRE) Chichester Harbour Conservancy Chichester Harbour Federation Chichester Harbour Trust Chichester Harbour Partnership

The list of **Principle Partners** are some of the indicative organisations that will help to deliver each policy.



The **list of actions** that are identified in this Management Plan are indicative. This means that as the Plan is realised, additional actions that will also help to deliver the policy, may be implemented.

The **actions Chichester Harbour Conservancy will take** are a combination of statutory obligations, actions which are highly important for the management of the AONB, and new initiatives that the Conservancy would like to take.



Actions to be taken by Chichester Harbour Conservancy:

- 1.1 To prepare and publish a new Chichester Harbour Landscape Character Assessment.
- 1.2 To better understand the likely short, medium, and long-term impacts of climate change on the landscape of Chichester Harbour.
- 1.3 To prepare and publish a Climate Change Adaptation Plan for Chichester Harbour.
- 1.4 To prepare and publish a report on the natural capital of Chichester Harbour.
- 1.5 To identify key viewpoints that visually demonstrate the landscape character and annual fixed photography from these viewpoints to monitor changes.

The **actions other stakeholders** will take are initiatives that are to be taken forward by partners, with the support of, but not necessarily led by, Chichester Harbour Conservancy.



Actions to be taken by other stakeholders:

- 1.8 To support Chichester Harbour Trust to acquire new sites in the Harbour to provide long-term environmental protection.
- 1.9 To investigate opportunities for new landscape-scale conservation measures including the creation of new wildlife corridors between the Harbour and the South Downs, and along the Chichester Shore.
- 1.10 To utilise the planning system to help deliver the policy.
- 1.13 To remove hard shoreline defences and replace them with natural defences in consultation with relevant stakeholders.

Policy 1 Conserving and Enhancing the Landscape

The distinctive landscape character of Chichester Harbour Area of Outstanding Natural Beauty will continue to be conserved and enhanced for the benefit of current and future generations.

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An 'Area of Outstanding Natural Beauty' is a landscape with the highest level of protection in UK law. The Chichester Harbour AONB landscape is characterised by open water, intertidal mud and sand, saltmarshes, shingle beaches, sand dunes, woodlands, meadows and grasslands, ponds and streams, coastal grazing marsh, reed beds, hedgerows, trees, ditches and farmland. Collectively, this is known as the **natural capital** of Chichester Harbour. The natural capital either directly or indirectly brings value to people and the country by providing us with food, clean air and water, wildlife, wood, recreation and protection from some natural hazards.

The Harbour's coastline is made-up by distinctive tidal channels, leading to numerous inlets and rythes that criss-cross expanses of saltmarsh and mudflats. The shoreline is fringed by wind-sculpted oaks and scrub, with open agricultural fields bounded by hedgerows. Historic coastal villages are defined by centuries of maritime association, and in the flat landscape, the vertical elements of church spires and old mills are important parts of its character. The low-lying coastal plain landscape is framed against the backdrop of the South Downs.

The dynamic landscape of Chichester Harbour is constantly changing in response to human activities and natural processes. Agriculture has developed; settlements have changed in both their appearance and extent; road traffic has increased and the industries associated with the Harbour have changed. Natural events and storm surges have also had a significant visual impact, for example on the sand dunes of East Head.



MANAGEMENT CHALLENGES

- Changes in landscape due to the impacts of climate change and sea level rise in years to come.
- Incremental urbanisation of the countryside.
- Loss of farmland hedgerows and trees.
- Land sold for development rather than bestowed in its natural beauty for the benefit of future generations.
- Installation of hard shoreline defences reduces the naturalness of the Harbour.
- Unauthorised developments not in keeping with the landscape character.
- Unprotected land between Chichester Harbour and South Downs subject to increasing development pressure.
- Detrimental impact on landscape of over-ground network infrastructure, particularly utility poles.

PRINCIPAL PARTNERS

- Campaign to Protect Rural England (CPRE)
- Chichester Harbour Conservancy
- Chichester Harbour Federation
- Chichester Harbour Trust
- Chichester Ship Canal Trust
- Environment Agency
- Farmers
- Friends of Chichester Harbour
- Individual Residents
- Landowners
- Local Authorities
- National Association of AONBs
- Natural England
- Parish Councils
- Residents Associations
- South Downs National Park Authority
- Universities

Actions to be taken by Chichester Harbour Conservancy:

- 1.1 To prepare and publish a new Chichester Harbour Landscape Character Assessment.
- 1.2 To understand better the likely short, medium, and long-term impacts of climate change on the landscape of Chichester Harbour.
- 1.3 To prepare and publish a Climate Change Adaptation Plan for Chichester Harbour.
- 1.4 To prepare and publish a report on the natural capital of Chichester Harbour.
- 1.5 To identify key viewpoints that visually demonstrate the AONB and thereafter to take annual fixed photography from those viewpoints, to help monitor future landscape changes.
- 1.6 In partnership with the Friends of Chichester Harbour, to deploy Volunteer Rangers (Conservation) to plant trees and lay hedgerows to help enhance the natural landscape.
- 1.7 The next round of data for the national Census will be collected in 2021. Following its subsequent publication, to prepare and publish an updated State of the AONB Report.

Actions to be taken by other stakeholders:

- 1.8 To support Chichester Harbour Trust to acquire new sites in the Harbour to provide long-term environmental protection.
- 1.9 To investigate opportunities for new landscape-scale conservation projects, including the creation of new wildlife corridors between Chichester Harbour and the South Downs, and along the Chichester Ship Canal.
- 1.10 To utilise the planning system to help conserve the landscape and its setting.
- 1.11 To protect the historic and iconic views from the AONB towards Chichester Cathedral, to and from Kingley Vale National Nature Reserve, and to and from the South Downs.
- 1.12 To utilise the 'Sustainable Shorelines: General Guidance' document when considering repairing, replacing or strengthening shoreline defences, informing people about the issue of coastal squeeze.
- 1.13 To remove hard shoreline defences where they are no longer needed in consultation with relevant coastal protection authorities.



- 1.14 To proactively plan and rollback coastal footpaths, rather than lose them altogether through the gradual process of erosion.
- 1.15 To support activities that raise awareness of the AONB designation and the value of the landscape.
- 1.16 Wherever feasible in the AONB, to install all new utility cables underground.

Policy 2 Development Management

All development in Chichester Harbour will continue to conserve and enhance the Area of Outstanding Natural Beauty and be consistent with all other designations. Determinations on applications for planning permission and forms of consent will be consistent with the relevant policies of the relevant adopted Local Plan. Development outside of the Area of Outstanding Natural Beauty, but sufficiently close to the boundary, will not detrimentally impact the character and setting of the protected landscape. Mitigation for recreational disturbance will be sought for all new developments for dwellings within 5.6 kilometres of the Special Protection Area.

Nationally protected landscapes have unique characteristics which make them attractive places to live, work and spend leisure time. This has led to pressure to increase the size of settlements, to infill within Settlement Policy Areas and, increasingly, to the construction of more substantial dwellings. This trend has become a dominant force in changing the landscape. Local Planning Authorities need to ensure that all new developments do not erode the special qualities that make Chichester Harbour an Area of Outstanding Natural Beauty. Increased instances of recreational disturbance in Chichester Harbour, as a result of new developments within 5.6 kilometres of the Special Protection Area, is a serious concern and is further considered in Policy 8, Thriving Wildlife.

The relatively small size of Chichester Harbour has generally precluded any large developments inside the AONB in recent years, although this has resulted in added pressure on the land directly outside the AONB, which affects the character and setting. Urban extensions around Apuldram, Fishbourne, Bosham, Chidham & Hambrook, Southbourne, Emsworth and Hayling Island, could potentially lead to the loss of the distinctive identity of associated smaller settlements, the erosion of rural character and the loss of open views into and out of the AONB.

Local communities have a key role to play in the planning process. Their involvement in the development of Neighbourhood Plans and Village Design Statements is seen as important in identifying local needs and local design and these documents offer useful guidance in the planning process within the AONB. The Itchenor, West Wittering, Bosham, Emsworth, Northney and Tye and Langstone Village Design Statements have been adopted as Supplementary Planning Documents. Most villages within the AONB also have Neighbourhood Plans, which have considerable weight in the planning process. In 2017 the Joint Chichester Harbour AONB Supplementary Planning Document was adopted by the Local Planning Authorities, which provides design guidance for the AONB.

Chichester Harbour Conservancy is a non-statutory consultee within the planning system. The Conservancy has an established Planning Committee, and employs a Principal Planning Officer, to appraise new planning applications within or directly adjacent to the AONB, and to co-ordinate the Conservancy's response to strategic planning consultations. Recommendations to the respective Local Planning Authority are guided by the Management Plan and the Planning Principles. It is hoped that local communities will also use the Management Plan and Planning Principles as tools to respond to planning applications.



MANAGEMENT CHALLENGES	PRINCIPAL PARTNERS
<ul style="list-style-type: none"> • As a non-statutory consultee, Chichester Harbour Conservancy has limited control over development in the AONB. • The national requirement to build new houses is putting pressure on the environment, particularly in South East England. • There will be an increase in recreational disturbance as a direct consequence of new housing developments within 5.6 kilometres of the Special Protection Area. • New developments put increased pressure on the finite capacity of Waste Water Treatment Works. • Land outside the AONB and close to the boundary does not have the same level of protection, yet new developments in the buffer zone can damage the character and setting of the AONB. • There is a trend for existing large dwellings on the waterfront of the Harbour to be excessively rebuilt with a greater footprint and silhouette. • There are occasional new dwellings built that are out of character in the neighbourhood. • One of the few derelict sites in the AONB is at Burnes Shipyard (Bosham), and there is one long-term building site on the fringe of the AONB, at Yacht Haven (Hayling Island). • The number of greenhouses in and around the AONB contribute towards the high levels of light pollution at night. • Major developments in or close the AONB could have a significant detrimental impact. • Breaches of planning law have resulted in ongoing enforcement cases, which can damage the landscape of the AONB. • The shortage of affordable housing in Chichester Harbour. 	<ul style="list-style-type: none"> • Bird Aware Solent • British Marine • Campaign to Protect Rural England (CPRE) • Chichester Harbour Conservancy • Chichester Harbour Federation • Chichester Harbour Trust • Environment Agency • Historic England • Individual Residents • Local Authorities • Marine Management Organisation (MMO) • Natural England • Parish Councils • Residents Associations • South Downs National Park Authority • Southern Water

Actions to be taken by Chichester Harbour Conservancy:

- 2.1 To appraise and respond to all planning applications in and directly around the AONB.
- 2.2 To offer a pre-application advice service.
- 2.3 To respond to national and local planning consultations.
- 2.4 To participate in all hearings, public inquiries and examinations in public that affect Chichester Harbour.

Actions to be taken by other stakeholders:

- 2.5 To utilise the planning system to conserve and enhance the AONB (Local Planning Authorities).
- 2.6 To offer a pre-application advice service (Local Planning Authorities, Natural England, etc.).
- 2.7 To take enforcement action where there are breaches of planning law (Local Planning Authorities).
- 2.8 To take enforcement action where there are breaches of statutory consents / permits (Environment Agency, Historic England, etc.).
- 2.9 To work to alleviate traffic congestion around Chichester Harbour.
- 2.10 To utilise the Management Plan, incorporating the Planning Principles, to inform local responses to planning applications (parish councils, residents associations, etc.).



Policy 3 Diversity of Habitats

The richness of the Harbour's natural habitats will continue to be conserved, restored and enhanced so wildlife can thrive and ecological systems remain healthy and valued. Aside from natural processes, there will be no net area loss of habitats in Chichester Harbour. With regards to any relevant new developments, the statutory obligation for net environment gains will be implemented.

The unique mixture of habitats in Chichester Harbour make it an important local, national, and international resource for nature conservation. The coastal plain encompasses a diverse suite of marine, intertidal and lowland habitats.

The **saltwater and freshwater habitats** of the Harbour are a priority for nature conservation. They have highly dynamic features, being heavily influenced by erosion, sedimentation and water flows. They are strongly influenced by topography, the chemical composition of the water, and the soils and land-use found in the surrounding catchment. They provide a wide range of specialized micro-habitats, and support many types of aquatic plants and animals. The adjacent **mudflats** are sedimentary intertidal habitats consisting of silts and clays with a high organic content. Mudflats are highly productive areas which, together with other intertidal habitats, support large numbers of predatory birds and fish. They provide feeding and resting areas for internationally important populations of migrant and wintering waterfowl, and are also valuable nursery areas for fish.

Chichester Harbour has the 7th largest area of **saltmarsh** in the UK (Joint Nature Conservation Committee, 2010). It is found on the upper part of the mud, which the water reaches only when the tide is high. It is covered in plants that can cope with salt and with regularly being underwater. Saltmarshes start life as mudflats and through a process called 'succession' the habitat naturally changes.



Each saltmarsh provides tidal nursery areas for fish, food for waders and wildfowl and nesting sites for waders and seabirds. Many of the plants growing on saltmarsh are not found anywhere else, making it an internationally important habitat.

The shoreline of Chichester Harbour includes **shingle beaches** leading up to the **strandline**, the area at the top of the beach where the high tide deposits material from the sea. This is made-up from natural debris, mainly seaweeds, and other flotsam and jetsam caught by tidal currents and washed-up onto the shore. The strandline supports a whole variety of creatures, especially invertebrates. These small animals provide an important source of food for larger birds and mammals. The strandline can help with the development of sand dunes.

Sand dunes are another very fragile, but important, coastal habitat. Several birds like to nest in the dunes, including skylarks, meadow pipets and stonechats, with ringed plovers and oystercatchers nearby. The dunes are also home to a selection of invertebrates.

The **reed beds** at Fishbourne Meadows, Emsworth and Thorney Island can grow over two metres high and are very important for bird life and mammals, such as the iconic water vole. Water trickling through reed beds is cleaned by microorganisms living on the root system. This natural process helps with water purification by breaking down the pollutants in the water.

The **pastures** of Fishbourne Meadows are an important habitat, managed through grazing. The area has never been ploughed so it has a wide range of plant and insect species. Freshwater streams flow through the meadow keeping the area moist. In places, it is bordered by areas of woodland. Although there is limited cover of **grassland** in Chichester Harbour, one place it is found is at west Chidham where there are long term plans to enable the creation of new saltmarsh habitat. Chichester Harbour has been farmed for hundreds of years for the production of crops and to raise livestock. During this time, wildlife has moved into the **farmed landscape** to make the most of the riches it offers, from flower-filled field margins to bushy hedgerows, reed-lined ponds to seed-filled stubbles. The network of **ditches**, used for drainage purposes, provide essential wildlife corridors between habitats.

Woodlands are the most diverse of all the habitats found in Chichester Harbour. One single oak tree can support 350 different species of insect and have over 30 different lichen species on its bark (Forestry Commission, 2009). Wildlife also seeks food and shelter in the crevices of the bark, the canopy of fresh leaves, the hollow trunks of old trees, leaf litter and branches of dead wood and rotting wood on the woodland floor. Furthermore, woodlands remove harmful pollution and carbon dioxide from the atmosphere. The two largest woodlands in Chichester Harbour, at Old Park Wood and Tournembury, are both private estates. Other small copses found around the Harbour are collectively important to the natural landscape.

The Volunteer Rangers (Conservation) service was established by Chichester Harbour Conservancy and the Friends of Chichester Harbour in 2014. Since then, they have helped with coppicing, scrub and bramble clearance, weeding, tree planting and the creation of new ponds. They have also installed new fences, benches, signage, interpretation panels and other countryside infrastructure, as well as laying or resurfacing footpaths and occasionally, in support of the other Volunteer Rangers (Harbour Watch), litter picking. Finally, they have helped to maintain bird hides, repair shoreline defences, and regularly assist with community events

Chichester Harbour Conservancy and the Friends of Chichester Harbour help to manage the following sites, all of which are in the stewardship of Chichester Harbour Trust: Ellanore Spit (West Wittering), Fishbourne Meadows (Fishbourne), The Dell and Maybush Copse (Chidham), and Eames Farm (Thorney Island).



MANAGEMENT CHALLENGES

- Saltwater and freshwater habitats are negatively affected by high levels of water pollution. This stimulates the growth of macro-algal weed on the mudflats, due to the high nitrate levels.
- Saltmarsh habitat can be lost by the installation of hard sea defences which prevents the natural process of succession. This is called coastal squeeze.
- Flotsam and jetsam in the strandline is accumulated litter, which is often unsightly and can be dangerous to humans and wildlife.
- The sand dunes at East Head are subject to change both through natural processes and erosion, with the latter caused by trampling in restricted areas.
- The reed beds require constant management otherwise they will naturally turn into woodland.
- The loss of hedgerows, the arable margin and wildflower meadows as land has been repurposed.
- The future of European designations (SAC, SPA, Water Framework Directive) is going through an uncertain period, which may impact on conservation measures.
- Woodlands require sound management otherwise the diversity of species will decrease through loss of sunlight and an increase in species.
- The threat of diseases to plants and trees, most notably Chalara dieback of ash (*Hymenoscyphus fraxineus*) first reported in the UK in 2012.

PRINCIPAL PARTNERS

- Arun & Rother Rivers Trust
- Arun & Western Streams Catchment Partnership
- Associated British Ports
- British Trust for Ornithology
- Chichester Harbour Conservancy
- Chichester Harbour Trust
- Chichester Water Quality Group
- East Head Coastal Issues Advisory Group
- Eastern Solent Coastal Partnership
- Environment Agency
- Farmers
- Forestry Commission England
- Friends of Chichester Harbour
- Hampshire Ornithological Society
- Individual Residents
- Landowners
- Local Authorities
- National Trust
- Natural England
- Parish Councils
- Residents Associations
- The RSPB
- Solent Forum
- Sussex Marine & Coastal Forum
- Sussex Ornithological Society
- Thorney Island Conservation Group
- Universities
- Wildfowlers
- The Wildlife Trusts
- The Woodland Trust

Chichester Harbour Conservancy owns or has a management agreement at these sites: Birdham Reserve (Birdham), Salterns Copse and Beaky's Wildlife Area (Apuldram), Stakes Island (Chidham), Nutbourne Marshes (Southbourne), Thornham Point (Thorney Island), North Common (North East Hayling Island), and Earnley Triangle (Hayling Island).

Other sites that Chichester Harbour Conservancy and the Friends of Chichester Harbour help others to look after include: Chalkdock Marsh (West Itchenor), Pilsey Island, Gutner Point and Sandy Point (Hayling Island).

Actions to be taken by Chichester Harbour Conservancy:

- 3.1 In partnership with the Friends of Chichester Harbour, to deploy Volunteer Rangers (Conservation) to help with practical management tasks in the AONB.
- 3.2 To prepare and publish new 10-year management plans for all sites managed by Chichester Harbour Conservancy and/or Chichester Harbour Trust.
- 3.3 To improve the value of the AONB for the conservation of wildlife.
- 3.4 To continue to restrict public access to some particularly sensitive habitats.
- 3.5 To provide advice to landowners and homeowners about managing land and gardens for conservation.
- 3.6 To assess the conservation value of the large ponds in the AONB and thereafter to seek actions to improve biodiversity.

Actions to be taken by other stakeholders:

- 3.7 Identify sites in the AONB that can be improved for their biodiversity value.
- 3.8 To monitor the condition of the Site of Special Scientific Interest, the Special Area of Conservation, the Special Protection Area and the Ramsar Site.
- 3.9 To investigate opportunities for new managed realignment projects, to help create new saltmarsh.
- 3.10 To work with partners to identify and manage instances of tree disease.



Policy 4 Safety on the Water

Chichester Harbour Conservancy will undertake and regulate marine operations in a way that safeguards the Harbour, its users, the public and the environment, by implementing and demonstrating compliance with the Port Marine Safety Code.

Chichester Harbour is a vibrant centre for recreational boating. It encloses extensive areas of sheltered water at high-tide, making it an ideal location for small boat sailing. It is widely known for the high quality dinghy racing undertaken by most of the Harbour's 14 sailing clubs. The Harbour is also popular with larger cruising vessels that take advantage of easy access to the Solent and Channel ports and picturesque deep-water anchorages. The Harbour provides 2,000 marina berths and 3,200 swinging moorings to accommodate these vessels. The complement of Harbour vessels also includes a small commercial fishing fleet, charter anglers, visiting workboats and dredgers, and an array of other small craft including, kayaks, personal watercraft, and stand-up paddleboards. 10,500 craft in all and in fine weather swimmers join this mix.

The Conservancy is responsible for maintaining a marine environment that is safe for all Harbour users. This is principally achieved by managing safety in Chichester Harbour in accordance with the **Port Marine Safety Code** (the 'Code'). The Code establishes a national standard for port marine safety and a measure by which Statutory Harbour Authorities can be held accountable for their legal powers and duties to run their harbours safely.

The Conservancy has a wide range of duties and powers under its 1971 Act. Other harbour legislation is in place to manage safety, including the powers to make byelaws and Harbour Directions.



MANAGEMENT CHALLENGES

- Danger to navigation caused by congestion and overcrowding on the water, particularly at weekends.
- Conflicts between different types of Harbour user which may also impact on safety of navigation, for example racing versus cruising, moorings versus navigation and the operation of fishing vessels.
- Need to balance aspirations for growth by maritime businesses with the Statutory Harbour Authority's responsibility for safety of navigation, and the statutory requirements of the nationally and internationally important environmental designations.
- Management of personal watercraft.
- New and developing classes of craft: foiling, asymmetrics, kite surfing, kayaks, stand-up paddleboards, gig rowing and marine autonomous surface ships.
- Disruptions on quays and jetties during hot weather, including overcrowding and tombstoning (jumping into the water with a straight vertical posture).

PRINCIPAL PARTNERS

- Amateur Fishermen
- British Ports Association
- Chichester Harbour Conservancy
- Chichester Harbour Federation
- Langstone Harbour Board
- Maritime and Coastguard Agency (MCA)
- Professional Boatman's Association
- Royal National Lifeboat Institution (RNLI)
- Royal Yachting Association (RYA)
- Solent & Southern Harbour Masters Association
- Sussex IFCA
- Sussex Police and Hampshire Constabulary
- UK Harbour Masters' Association

Actions to be taken by Chichester Harbour Conservancy:

- 4.1 To nominate Statutory Board Members to act as the 'Duty Holder' responsible for setting a standard for the safe management of the Harbour in accordance with the Code.
- 4.2 To nominate a suitably qualified 'Designated Person' responsible for providing independent assurance to the 'Duty Holder' that the Marine Safety Management System is working.
- 4.3 To review annually existing powers derived from local and national legislation, seeking additional powers if required in order to promote safe navigation.
- 4.4 To review and confirm compliance with duties and powers.
- 4.5 To complete and maintain risk assessments on all Harbour operations and implement control measures.
- 4.6 To operate an effective Marine Safety Management System, developed after consultation, based on risk assessment, and detailing the approach to incident investigation.
- 4.7 To monitor, review and seek Designated Person audit of the Marine Safety Management System annually.
- 4.8 To recruit competent staff, trained to industry standards with ongoing performance management.
- 4.9 To prepare and publish an annual Safety Plan.
- 4.10 To achieve full compliance with General Lighthouse Authority requirements.
- 4.11 To maintain staff job descriptions, allocating responsibility for the delivery of the Code.
- 4.12 To maintain Harbour Office Standing Instructions for safe delivery of the Conservancy's work programme.
- 4.13 To maintain a log of incidents and accidents on the Harbour and maintain a regime to review hazards and control measures.
- 4.14 To maintain Health & Safety at Work orders for the safe conduct of all activities performed by Conservancy employees.
- 4.15 To maintain a Patrol presence based on risk analysis.
- 4.16 To update Admiralty Chart 3418 – Langstone and Chichester Harbours by informing UK Hydrographic Office of all known changes to the hydrography of the Harbour and aids to navigation.

- 4.17 To maintain a fit-for-purpose fleet of vessels.
- 4.18 To issue seasonal Weekend Navigation Bulletins highlighting pinch points.
- 4.19 To publicise the Conservancy's Harmony leaflet and reinforce messages in other publications, talks and communications with yachtsmen.
- 4.20 To assess impacts of developments on safe navigation through the Planning Principles and Works Licences.
- 4.21 To take advantage of technological advancements to improve the Marine Safety Management System.
- 4.22 To prepare and publish a Vessel Movement Survey.

Actions to be taken by other stakeholders:

- 4.23 To prepare and publish risk control measures (Chichester Harbour Federation):
 - Code of Conduct for Racing
 - Risk Assessments for Racing and Events
 - De-confliction of racing programmes



Policy 5 Facilitating Navigation

Chichester Harbour Conservancy will continue to conserve the Harbour and discharge its open port duty. Users will be provided with adequate information about conditions in the Harbour.

Chichester Harbour is a dynamic environment shaped by the action of wind, wave and tide. Those processes continue; the vast shingle and sand banks of the Winner and Pilsey are always in a state of flux and beach levels can change significantly in short order. Ebb tides reaching 6.4 knots in the entrance ensure a steady supply of material to Chichester Bar, which requires regular monitoring and dredging to optimise safety and access to the Harbour.

A large tidal range, revealing significant areas of mudland at low-water, requires a significant focus on aids to navigation necessitating 35 main lights, 39 day marks and over 200 withies, to mark the 27 kilometres of navigable channels.

10,500 vessels require a comprehensive mix of facilities to support their activities and these are met through a combination of marinas, boatyards and mooring providers. Additionally Chichester Harbour Conservancy provides **infrastructure and services** that supports sailing opportunities for all sections of the marine community, and seeks to ensure that they blend sympathetically with landscape and are used in harmony with the wide variety of habitats. The Conservancy maintains jetties at Itchenor and Emsworth, a historic quay at Dell Quay, and a range of pontoons and launching hards around the Harbour.

The Conservancy will seek to provide mooring facilities and support services that are relevant in a tight and changing market.



MANAGEMENT CHALLENGES

- The dynamic environment and movement of sediments. The need to balance conduct works and dredging operations, in order to maintain safe navigation and recreational use, with the conflicting requirements of environmental designations.
- End of serviceable life for large numbers of glass reinforced plastic (fibreglass) vessels. No sustainable form of disposal and abandonment of vessels.
- Changing requirements of yachtsmen.
- Difficulty of enhancing facilities in a highly designated environment.

PRINCIPAL PARTNERS

- Amateur Fishermen
- Associated British Ports
- British Ports Association
- Burhill and Golf and Leisure Limited
- Chichester Harbour Conservancy
- Chichester Harbour Federation
- Chimet Support Group
- Langstone Harbour Board
- Marine Management Organisation (MMO)
- Maritime and Coastguard Agency (MCA)
- Royal National Lifeboat Institution (RNLI)
- Royal Yachting Association (RYA)
- UK Harbour Masters' Association

Actions to be taken by Chichester Harbour Conservancy:

- 5.1 To ensure the Harbour has a modern and well-maintained system of navigation aids based on risk assessment and complying with The International Association of Marine Aids to Navigation and Lighthouse Authorities system of buoyage (Region A).
- 5.2 To maintain channel marker posts and buoys.
- 5.3 To undertake regular bathymetric surveys of key areas such as Chichester Bar and Sandhead.
- 5.4 To seek to maintain a Charted depth of 1.5m below Chart Datum on Chichester Bar.
- 5.5 To regulate works and dredging below mean high water springs by Works Licences to maintain safety of navigation, the environment and landscape of the Harbour.
- 5.6 To support and sponsor, where appropriate, proposals for sustainable dredging in the Harbour to maintain safety of navigation and amenity value of the Harbour, in accordance with the Habitats Regulations and Water Framework Directive.
- 5.7 To maintain the Maintenance Dredging Baseline document.
- 5.8 Unless in exceptional circumstances, to refuse Works Licences for all new developments that may lead to an increase in the number of vessels accessing the water, e.g. new launching sites, stacking facilities or developments that would detrimentally impact on the environment.
- 5.9 To maintain Conservancy owned hards, pontoons and jetties in a safe and workable condition.
- 5.10 To regulate and set conditions for the number, location, size and standard for moorings in the Harbour in order to maintain safe navigation.
- 5.11 To maintain the moratorium on new moorings.
- 5.12 To discourage the increase in marina berths unless compensated for by wasting existing moorings.
- 5.13 To claw back deep-water mooring sites in key positions, when the licensee seeks to transfer or surrender them, and to exercise this policy with a presumption in favour of the Conservancy.
- 5.14 To regulate all moorings in the Harbour and to maintain a fleet of suitable vessels to fulfil Conservancy, moorings and control of navigation roles.
- 5.15 To provide facilities for yachtsmen which do not contribute to congestion and are sympathetic to the environment of the Harbour.

- 5.16 To promote sustainable boating through the development of facilities that reduce pollution of the marine environment.
- 5.17 To provide Harbour users with information on weather conditions and forecasts.
- 5.18 To investigate whether swinging moorings or pontoons represent the most environmentally and economically sustainable solution to mooring vessels in the Harbour.
- 5.19 To investigate alternative facilities to scrubbing piles to minimise any impacts to water quality.
- 5.20 To undertake a review of all boat facilities and future requirements, including moorings, pontoons and jetties.
- 5.21 To allocate designated anchorage areas and monitor their safe use.
- 5.22 To produce a strategy for end of life vessels and investigate upcycling/recycling options.
- 5.23 To undertake a review of required future facilities for stand-up paddleboards, kayaks, dinghies and their associated equipment, especially storage and launch sites.

Actions to be taken by other stakeholders:

- 5.24 To maintain all private aids to navigation, e.g. jetty lights, as a statutory requirement.



Policy 6 Water Quality

The water of Chichester Harbour will be appropriate to the high conservation value and recreational use of the Area of Outstanding Natural Beauty. Work will continue to manage sources of water pollution. Waste reception facilities will continue to be provided and oil spill response preparedness will be maintained. Research into pollution, including microplastics, will be undertaken.

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Good water quality is fundamental for the overall health of Chichester Harbour. Water quality sustains ecological processes that support native fish and invertebrate populations, vegetation, wetlands and birdlife. In addition, many people rely on good water quality for recreational use. Water quality can be reduced by **nutrient enrichment, excessive levels of bacteria**, and **toxic substances** such as heavy metals. In terms of the Harbour's designations, one of the most significant detrimental impacts is from excessive nutrients causing the Harbour to be eutrophic. This causes excessive growth of macroalgal weed, which smothers intertidal habitats, preventing birds from feeding and in the worst cases excluding oxygen so that the mud can no longer support the invertebrates that many species rely on. Macroalgal weed also blocks the cooling water intakes on vessels, slows sailing dinghies, and accumulates on the strandline.

The Harbour receives inputs of nitrates from several sources, including from the wider Solent and agricultural run-off. This **diffuse pollution** is tackled through a number of initiatives including the Solent Diffuse Water Pollution Plan, Catchment Sensitive Farming, and the Downs and Harbours Clean Water Partnership. Three Waste Water Treatment Works and eight combined outflows discharge into the Harbour. Heavy rain and high groundwater conditions put pressure on Waste Water Treatment Works. In these conditions, the nutrients in sewage are untreated before being discharged into Chichester Harbour.



The bacterial quality of the water is assessed monthly. Samples of oysters are collected from sites around the Harbour and they are tested to confirm they are within the parameters for harvesting and to determine the level of water treatment required. While there has been a gradual improvement over recent years the Harbour is still subject to regular failures and prohibitions from catching and selling shellfish from affected areas. There is no statutory standard for recreational waters and Chichester Harbour is not designated as a Bathing Water. However, discharges into the Harbour may have environmental health implications for sailors, and Chichester Harbour Conservancy, in partnership with Chichester District Council, undertakes a monitoring programme at 11 sites. The results are presented to the public, measured against the European Bathing Water Directive to allow the level of risk to be assessed. The addition of ultraviolet (UV) treatment to the storm discharge at Chichester Waste Water Treatment Works since 2013 has seen a marked improvement in these results.

The Water Framework Directive aims to protect and improve the chemical and ecological quality of rivers, estuaries, coastal waters and groundwaters. Every water body will be required to reach Good Chemical Status and Good Ecological Status. Chichester Harbour, however, is designated as a Heavily Modified Water Body and some of the parameters identified to reach Good Ecological Status are affected by the physically modified nature of the Harbour, or its use, and as such Good Ecological Potential is the required status. This does not relate to nutrient levels or good chemical status, which are not affected by the physical modifications, or its navigational use. The current Water Framework Directive overall water body classification for Chichester Harbour is Moderate Status (as of 2019), with, with an objective to achieve Good Potential by 2027. Chichester Harbour has Moderate Ecological Status and Moderate Status for physico-chemical quality elements (as of 2019), with objectives to achieve Good Status for both by 2027.

The Chichester Harbour Site of Special Scientific Interest is currently classified by Natural England, as of 2019, as being mostly in Unfavourable Recovering condition (82% of the SSSI). There is a threat to the recovery of the majority of the Harbour due to the potential water quality changes from housing growth and the uncertainty around efficacy of executing measures to tackle diffuse pollution.

Chichester Harbour Conservancy maintains an Oil Pollution Preparedness Plan, and a Ports Waste Management Plan on behalf of all the Harbour's marine waste producers, which conforms to the requirements of Marpol Convention Annex V. A free pump-out facility is provided at Itchenor for vessels needing to empty holding tanks.



MANAGEMENT CHALLENGES

- New developments put pressure on Waste Water Treatment Works.
- Storm water discharges from Water Waste Treatment Works and related sewer overflows, consisting of sewage effluent mixed with rain water, can occur following periods of prolonged or heavy rain and when the level of groundwater is high.
- When there is insufficient headroom for development, developers may resort to package treatment plants, which may have similar environmental implications.
- The maintenance of septic tanks and cesspits.
- Farming operations, including fertilizers and animal manure, which are both rich in nitrogen and phosphorus, are one of the primary sources of nutrient pollution.
- Discharges from recreational boats and run-off from antifouling paint are minor sources of water pollution.
- The dumping of green waste (e.g. grass cuttings) in the Harbour or on the harbourside is a minor source of water pollution.

PRINCIPAL PARTNERS

- Arun & Rother Rivers Trust
- Arun & Western Streams Catchment Partnership
- British Marine
- Chichester Harbour Conservancy
- Chichester Harbour Federation
- Chichester Water Quality Group
- Downs & Harbours Clean Water Partnership
- Eastern Solent Coastal Partnership
- Environment Agency
- Farmers
- Individual Residents
- Landowners
- Local Authorities
- Marine Conservation Society
- Maritime and Coastguard Agency (MCA)
- Natural England
- Parish Councils
- Residents Associations
- Royal Yachting Association (RYA)
- Solent Forum
- Southern Water
- Sussex Marine & Coastal Forum
- Universities



Actions to be taken by Chichester Harbour Conservancy:

- 6.1 To maintain and exercise an Oil Spill Contingency Plan.
- 6.2 To maintain a Harbour Port Waste Management Plan and look for ways to increase recycling.
- 6.3 To maintain and exercise a Marine and Coastguard Agency compliant Oil Pollution Response Plan, a Tier 1 response capability and a contract with an approved contractor for a Tier 2 response to an oil spill in the Harbour.
- 6.4 To support and promote The Green Blue, the Royal Yachting Association and British Marine's initiative, to encourage environmental best practice.
- 6.5 To continue to provide a pump out station in the Harbour.
- 6.6 To investigate the scale and impacts of microplastics and microfibers on water quality and introduce measures to minimise their circulation.

Actions to be taken by other stakeholders:

- 6.7 To work with the Chichester Water Quality Group to help maintain and improve water quality discharged from the Waste Water Treatment Works
- 6.8 To improve the bacterial quality of storm discharges by the UV treatment at Chichester Waste Water Treatment Works.
- 6.9 To ensure all new housing developments have suitable sewage provision, resisting any new planning applications for private sewage outlets that discharge into Chichester Harbour.
- 6.10 To use evidence to influence decision making and investment in protecting and enhancing important habitats and species, and water quality improvements (e.g. Shellfish Valuation Study, 2018; Natural Capital (Water Quality) of the Solent Study, 2018/19).
- 6.11 To continue to monitor water quality levels at strategic locations around the Harbour.
- 6.12 To address any water misconnections.
- 6.13 To engage with Catchment Sensitive Farming initiatives.
- 6.14 To continue to monitor macro-algal weed coverage mapping (Environment Agency).
- 6.15 To work with universities and other partners to understand the efficacy of sustainable commercial seaweed harvesting, a short-term solution to remove algae mats impacting mudflats and saltmarsh.
- 6.16 To work with marinas, sailing clubs and boat yards to manage antifouling on boats.
- 6.17 To raise local awareness not to dispose of green waster in the Harbour is leave it on the harbourside.

Policy 7 Catchment Sensitive Farming

The farms and water catchments surrounding Chichester Harbour are the dominant landform of the Area of Outstanding Natural Beauty. They will continue to be sustainably managed to protect the nationally important landscape designation and promote biodiversity

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Some of the richest agricultural land anywhere in the country can be found in the lowlands around Chichester Harbour. It is widely recognised that farmers and the type of farming practiced can either have a direct positive impact (e.g. organic, sustainable land management), or direct negative impact (e.g. use of chemicals, like fertilisers, herbicides and pesticides), on biodiversity and the overall wellbeing of the landscape. Traditionally agriculture has been the single most important practice shaping the land of Chichester Harbour. Farming and land use has evolved over the centuries in response to consumer demands and market forces and continues to do so today. The number and size of land holdings has changed, along with field sizes and cropping patterns. These factors directly affect the landscape character of the AONB.



Catchment Sensitive Farming is a partnership approach designed to help farmers and a range of other partners to improve water and air quality in High Priority Areas, by offering free training, advice and support for grant applications.

The land of Chichester Harbour, extending north into the South Downs, is a High Priority Area. The first aim of Catchment Sensitive

Farming is to save farms money by introducing careful nutrient and pesticide planning, thereby reducing soil loss and helping farmers to meet their statutory obligations such as in **Nitrate Vulnerable Zones**. The land surrounding Chichester Harbour, extending north into the South Downs, is a Nitrate Vulnerable Zone. The second aim is to deliver environmental benefits such as reducing water pollution, cleaner drinking water, safer bathing water, healthier fisheries, thriving wildlife and lower flood risk for the whole community.

However, farming faces increasing challenges from an uncertain future, in terms of risks to the long established programme of subsidies. The way farming responds to these financial pressures will inevitably impact upon the landscape and wildlife. With a lack of clarity around the future of government policy, as of 2019, the risk is that some conservation programmes may come to an end. Longer term, climate change will also have an impact on agriculture, affecting average temperatures, with heat waves, inclement weather, higher levels of rainfall and the advent of new pests and diseases. Both political pressures and the advent of climate change are high concerns to farmers and may have a significant impact on the AONB.

Meanwhile, local farmers have also been implementing opportunities to diversify the farm business by developing new products (e.g. dairy ice cream) and by converting farm buildings (e.g. for tearooms or self-catering accommodation). Increasingly, there has been a move towards promoting local produce for sale in local shops and farmers' markets. Initiatives like 'Three Harbours Beef', which markets beef that has been raised on local grazing marshes, continue to be supported. Organic smallholdings are increasingly popular as society takes a greater interest in the provenance of food.



MANAGEMENT CHALLENGES	PRINCIPAL PARTNERS
<ul style="list-style-type: none"> • Threat of nitrates from fertilisers, herbicides and pesticides (diffuse pollution) impacting upon the water quality of the Harbour. • Farmers face an uncertain future as government policy continues to evolve. There is some concern that land will be squeezed for productivity, if there is a delay between existing conservation programmes and the commencement of new schemes. • Market forces and the challenging economic climate make it harder for farmers to manage land in a less intensive or organic way. • Advent of climate change will impact on traditional farming practices. • The reduction of livestock farming and traditional farming practices has affected the landscape character. • The need to capture and build on the public interest in food and farming to promote a deeper understanding of how they influence and support biodiversity and the landscape of the AONB. 	<ul style="list-style-type: none"> • Arun & Rother Rivers Trust • Arun & Western Streams Catchment Partnership • Chichester Harbour Conservancy • Chichester Harbour Trust • Country Land and Business Association (CLA) • Downs and Harbours Clean Water Partnership • Environment Agency • Farmers • Farming & Wildlife Advisory Group (FWAG) South East • Individual Residents • Landowners • Local Authorities • National Farmers Union (NFU) • Natural England • Universities

Actions to be taken by Chichester Harbour Conservancy:

- 7.1 To provide advice to farmers and land managers on management techniques that enhance the nature conservation and landscape value of farms within the AONB.
- 7.2 To seek permissive access and educational opportunities within the farmed landscape of the AONB.
- 7.3 To hold Countryside Open Farm Days to raise awareness of the importance of farming in the AONB.
- 7.4 To publicise examples of best practice farming and land management in the AONB, and where relevant, in partnership with Chichester Harbour Trust.
- 7.5 To investigate opportunities to diversify the use of Eames Farm, Thorney Island, complementing the range of environmental designations.

Actions to be taken by other stakeholders:

- 7.6 To identify and promote new opportunities for agri-environment schemes.
- 7.7 To promote Catchment Sensitive Farming and initiatives which reduce the nutrient input into the Harbour.
- 7.8 To support initiatives which promote local marketing, processing and distribution of high quality distinctive local food demonstrating good environmental credentials.

Policy 8 Thriving Wildlife

The abundant wildlife and plants of Chichester Harbour will continue to be cherished, respected, allowed space to flourish, and will live in harmony with humans. Ongoing species research will continue to help inform management decisions.

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Chichester Harbour is a birdwatcher's paradise because it is **internationally important for its birdlife**. The Special Protection Area, which was designated to protect the birdlife, was awarded in recognition of 15 species of non-breeding waders and waterfowl, three species of breeding tern and for its overall water bird assemblage. Peak counts of water birds in mid-winter regularly exceed 48,000, with **dark-bellied brent geese** and **dunlin** the two most abundant species. The Conservancy works closely with Bird Aware Solent to help manage levels of recreational disturbance in the Special Protection Area.

Recreational disturbance is the term used to describe the actions of humans directly causing wildlife to move, take flight or 'flush' for fear of predation. One of the most pertinent forms of disturbance comes from dogs that may instinctively charge towards birds as they are resting or feeding. Research undertaken by Bird Aware Solent found that on average 1 in 4 households have a dog in south east England, which results in a lot of dog walking around



Chichester Harbour, and potentially frequent disruptions to the wildlife as more houses are built. Threatened and endangered species are considered to be particularly vulnerable to this form of disturbance and specifically, during the overwintering period. To help address this, all new developments within 5.6 kilometres of the Special Protection Area are required to pay a levy to be used to raise awareness of recreational disturbance and thereby help to mitigate the problem. Aside from the overwintering birds, Chichester Harbour is also important for passage migrants such as **osprey**, which stop off to feed and rest on their way to and from their breeding grounds in northern England and Scotland.

Chichester and Langstone Harbours have **the largest colony of harbour seals and grey seals in the Solent**, with annual counts revealing that numbers are gradually increasing. Recent counts have shown there are around 40 harbour (common) seals and 10 grey seals in late summer. Previous monitoring of the movement of seals (Solent Seal Tagging Project, 2010) proved that they were foraging throughout the Solent and along the Sussex coast. .

The Sussex Inshore Fisheries and Conservation Authority (IFCA) has carried out biennial small fish surveys in Chichester Harbour since 2010, in collaboration with Chichester Harbour Conservancy. So far, 48 species have been recorded, with **herring, common gobies, sand smelt, golden grey mullet, black bream and bass** forming the bulk of the samples. These surveys illustrate the importance of the Harbour as a designated Bass Nursery. Other sub-tidal species include **peacock worm** and **squat lobster**.



Historically, Chichester Harbour has also supported a large **oyster** fishery. It is open for a short period each autumn to licensed vessels and is regulated by Sussex IFCA.

The ditches, streams and ponds within Chichester Harbour also support populations of **water voles** which require sensitively managed waterside vegetation, and well-connected wetland areas. Many of the hedges, orchards and woodlands support populations of **bats** and **hedgehogs**.

A number of sites around the Harbour, such as some upper saltmarshes, shingle ridges and coastal grasslands are botanically rich. Fishbourne Meadows is notable for its population of **southern marsh orchids**, and Ellanore Spit for its community of shingle plants including **sea kale**. In late summer, many of the Harbour's saltmarshes bloom with extensive patches of **sea lavender**.

MANAGEMENT CHALLENGES

- National decline in nature through decreasing wildlife and biodiversity.
- Recreational disturbance, particularly to wintering birds but also to other species such as seals and water voles.
- Chichester Harbour is a designated Bass Nursery Area and its fish stocks need to be protected.
- High levels of night time light pollution have detrimental impact on nocturnal animals.
- Storm surges may damage key habitats, like shingle banks and sand dunes.
- Uncertainty as to how climate change will impact on the variety of habitats and wildlife.
- Over collection of ragworm.
- Uncontrolled collection of clams.

PRINCIPAL PARTNERS

- Arun & Rother Rivers Trust
- Arun & Western Streams Catchment Partnership
- Bird Aware Solent
- British Trust for Ornithology (BTO)
- Chichester Harbour Conservancy
- Chichester Harbour Trust
- Eastern Solent Coastal Partnership
- Environment Agency
- Farmers
- Friends of Chichester Harbour
- Hampshire Ornithological Society
- Individual Residents
- Landowners
- Langstone Harbour Board
- Local Authorities
- Manhood Wildlife and Heritage Group (MW&HG)
- National Trust
- Natural England
- Parish Councils
- Residents Associations
- The RSPB
- Sussex IFCA
- Sussex Ornithological Society
- Thorney Island Conservation Group
- Wildfowlers
- The Wildlife Trusts



Actions to be taken by Chichester Harbour Conservancy:

- 8.1 In partnership with the British Trust for Ornithology, to deploy Wetland Bird Survey (WeBS) volunteer counters to monitor Special Protection Area birds throughout the year, including breeding bird surveys.
- 8.2 To create a variety of secure, safe seabird breeding sites, which may include islands and use of fences to prevent access by foxes.
- 8.3 To install floating tern rafts at appropriate locations around the Harbour.
- 8.4 To develop new management agreements to secure important wintering and breeding bird sites.
- 8.5 To prepare and publish a new Priority Species Strategy for Chichester Harbour.
- 8.6 To raise awareness about the issue of recreational disturbance.
- 8.7 In partnership with Langstone Harbour Board, to monitor the seal population and investigate their diet and behaviour.
- 8.8 To undertake a new sub-tidal survey of Chichester Harbour.

Actions to be taken by other stakeholders:

- 8.9 To improve habitats for pollinators and insects.
- 8.10 To implement the Solent Waders and Brent Goose Strategy.
- 8.11 To invest developer contributions through Bird Aware Solent to help look after the Special Protection Area.
- 8.12 To ensure known water vole sites are sensitively managed.
- 8.13 To only plant native species in Chichester Harbour whilst removing non-native plant species.
- 8.14 To ensure fish and shellfish stocks are carefully and sustainably managed for future generations (businesses, Sussex IFCA, etc.).
- 8.15 In develop and implement new small-scale conservation projects (Wildfowlers).
- 8.16 To promote and participate in relevant national campaigns, including the Garden Bird Survey, the Farmland Bird Survey and Big Butterfly Count.



Policy 9 Health and Wellbeing

Chichester Harbour will continue to be recognised as an exceptional place for people to undertake outdoor exercise. The landscape will continue to be enjoyed by walkers, cyclists, sailors and boaters, with opportunities available to try water sports, like kayaking, canoeing, stand-up paddleboarding and rowing in ways that respect nature. For many others, the chance to simply rest and relax in an Area of Outstanding Natural Beauty will benefit everyday wellbeing.

There is increasing awareness of the health benefits of the countryside (Outdoor Recreation Network, 2016). Chichester Harbour is an excellent place to participate in a range of outdoor activities. There are 56 miles of Public Rights of Way and 7.5 miles of permissive paths around Chichester Harbour. **Walking**, jogging and running are simple, free, and some of the easiest ways to be active. Sometimes overlooked as a form of exercise, they all help to build stamina and stay fit.

Likewise, **cycling** is excellent for cardiovascular fitness. It is also good for the environment as a low impact form of transport. The Salterns Way cycle route, established in 2006, has grown in popularity and is in regular use. The route connects West Wittering to the City of Chichester and some stretches of the route are also accessible for wheelchair users.

There are many health benefits to **sailing and boating**. Whether gently relaxing out on the water or competing at high speeds against other boats, the activity can be great for levels of fitness. Controlling a large vessel and adjusting constantly to the elements brings both mental and physical challenges. These include strengthening muscles, cardiovascular benefits, mental wellbeing, concentration, communication and spatial awareness.



Paddlesports provide a cardiovascular workout and are excellent for aerobic fitness, strength and flexibility. Kayaking and canoeing are particularly good for torso and leg strength, as the power to canoe or kayak comes mainly from rotating the torso and applying pressure with the legs. Moving a paddle improves muscle strength particularly in the back, arms, shoulders and chest. Since the user is in control of the vessel, there is a choice whether to be active, which can be exhilarating, or a gentle user, which is more peaceful and meditative. Meanwhile, **rowing** is increasing in popularity in Chichester Harbour, with some sailing clubs, the Langstone Pilot Gig Club, and the Langstone Cutters Rowing Club offering opportunities to participate. As well as having the health and wellbeing benefits of paddlesports, this type of rowing improves co-ordination skills through teamwork.

Chichester Harbour stands out from other outdoor spaces because the natural surroundings have been proven to reduce stress and tension. For example, studies from the University of Essex (2007), the Royal College of GPs (2015), and the University of Reading (2017) have found that time spent in the countryside or on the water can dramatically lower the heart rate, blood pressure, muscle tension, stress, as well as the risks of obesity. It can also cut recovery time from illnesses and boost mental wellbeing. There are many indirect benefits of being in the countryside as well. For example, feeling fitter provides a holistic boost, providing the energy and motivation for people to pursue other activities, as well as improving sleep.

Instances of noise, light and air pollution in Chichester Harbour all need to be managed so they do not have a negative impact on the range of opportunities available in the AONB to improve health and wellbeing.

MANAGEMENT CHALLENGES	PRINCIPAL PARTNERS
<ul style="list-style-type: none"> Noise pollution from harbourside building works and occasional parties with loud music. Other causes are aerobatic displays and low flying paramotors. Remote control helicopters and the increasing popularity of drones are also sources of noise pollution. High levels of light pollution have detrimental impact on the wellbeing of humans and wildlife. Road traffic congestion impacts on air pollution and stress levels. The need to establish more cycle routes around Chichester Harbour. A shortage of bridleways. 	<ul style="list-style-type: none"> Chichester Harbour Conservancy Chichester Harbour Federation Chichester Harbour Trust Civil Aviation Authority Disability Groups (Chichester Access Group, Havant Area Disability Access Group) Friends of Chichester Harbour Hayling Helis Healthcare Establishments (Sussex Community NHS Trust, Hampshire Community Health Care) Individual Residents Landowners Langstone Cutters Rowing Club Langstone Pilot Gig Club Local Authorities Manhood Peninsula Partnership Natural England Parish Councils Residents Associations Royal Yachting Association (RYA) Sustrans Thorney Island Conservation Group Universities Woodger Trust

Actions to be taken by Chichester Harbour Conservancy:

- 9.1 To promote the health benefits of spending time in Chichester Harbour.
- 9.2 To promote the England Coast Path as a destination and 'Living Coasts' after it is established.
- 9.3 To keep the footpaths in the AONB in a safe and usable condition (i.e. those owned or managed by Chichester Harbour Conservancy).
- 9.4 To manage harbourside memorial benches.
- 9.5 To investigate opportunities to increase the number of wheelchair accessible paths.
- 9.6 To organise several guided walks every year.
- 9.7 To publish a new list of downloadable self-guided walks around Chichester Harbour on the Conservancy's website.
- 9.8 To enhance and promote the Salterns Way cycle route.
- 9.9 To maintain the surface of the Salterns Way in a safe and usable condition.
- 9.10 In partnership with the Friends of Chichester Harbour, to develop and implement a programme of footpath inspections every 15 months.
- 9.11 In partnership with the Friends of Chichester Harbour, to develop and implement a programme of Salterns Way inspections every 9 months.

Actions to be taken by other stakeholders:

- 9.12 To keep all the footpaths in the AONB in a safe and usable condition (i.e. those not owned or managed by Chichester Harbour Conservancy).
- 9.13 To promote opportunities for visitors to access Chichester Harbour sustainably through reduced car use and improved public transport and cycling links.
- 9.14 To encourage cyclists not to cycle on the footpaths.
- 9.15 To work with local businesses and philanthropic organisations to seek sponsorship for new cycle ways.
- 9.16 To explore possibilities to extend the Salterns Way around the Manhood Peninsula, including across Medmerry and on to Pagham Harbour.
- 9.17 Where feasible, to explore possibilities to create new cycle routes, bridleways and multiuse paths around Chichester Harbour.
- 9.18 To offer opportunities to participate in sailing, boating, paddlesports and rowing.

Policy 10 Enjoying Sailing and Boating

Chichester Harbour is one of the busiest recreational harbours in the country. The estuary will continue to be managed for the peaceful enjoyment of sailing and boating.

Chichester Harbour remains an unspoilt and peaceful estuary enjoyed by an estimated 25,000 sailors each year. **The 2018 Chichester Harbour Residents and Visitor Survey identified the three most popular reasons for sailing in the Harbour: its natural location, with access to the Solent; the scenic landscape qualities; and the favourable sailing conditions.** There is a balance to maintain between encouraging people to enjoy the Harbour afloat, while also preventing congestion and the dangers that come with it. Since it was established in 1971, the Conservancy has taken steps to manage the number of boats on the Harbour, to reduce conflict between different interest groups on the water and to improve the boating infrastructure.



This is achieved by using a prescriptive moorings policy to control the number of vessels; keeping areas of the Harbour clear for sailing; and supporting sailing clubs and boatyards. The Conservancy promotes peaceful enjoyment by encouraging courtesy and good behaviour, rather than relying on rules and regulations to control vessels.

The Conservancy facilitates opportunities for non-sailors to enjoy the Harbour by boat. It operates *Solar Heritage*, a solar powered catamaran, with space for up to 50 passengers. The vessel takes trips around Chichester Harbour all year round, with commentary from experienced guides about the importance of the Area of Outstanding Natural Beauty. *Solar Heritage* has also been adapted for wheelchair users. The engines are virtually silent, so as she glides along, passengers can admire the view and the habitats and birdlife that help make Chichester Harbour so special.

The Friends of Chichester Harbour, in partnership with Emsworth Yacht Harbour operate a passenger vessel, called oysterboat *Terror*, which is considered in Policy 15, Historic Environment and Heritage Assets.

Several commercial passenger vessels also operate in Chichester Harbour, collectively enhancing the visitor experience.



MANAGEMENT CHALLENGES	PRINCIPAL PARTNERS
<ul style="list-style-type: none"> • The peaceful enjoyment of sailing can be disturbed by congestion and overcrowding on the water, particularly at weekends in the summer. • There may also be conflicts between different types of vessels and a lack of understanding and consideration of the needs of others. • Linked to recreational disturbance, there is a growing need to better manage the impact of recreational boating and facilities on the environmentally designated sites and species. • Differing objectives between the management of marinas and the management of the AONB. • Increasing pressure for marina berths to be used for people living onboard, or 'Beds-on-Board' rentals. • Increasing concern for water quality, which affects the experience of sailors and boaters. • Changing market conditions, including an aging population of recreational sailors and boaters. 	<ul style="list-style-type: none"> • Amateur Fishermen • Associated British Ports • British Marine • British Ports Association • Chichester Harbour Conservancy • Chichester Harbour Federation • Friends of Chichester Harbour • Langstone Cutters Gig Club • Langstone Pilot Gig Club • Langstone Harbour Board • Maritime and Coastguard Agency (MCA) • Royal National Lifeguard Association (RNLI) • Royal Yachting Association (RYA) • Solent Forum • Sussex Marine & Coastal Forum • UK Harbour Masters' Association

Actions to be taken by Chichester Harbour Conservancy:

- 10.1 To maintain up-to-date byelaws and Harbour Directions for the management and regulation of all types of vessels in order to ensure the safe and peaceful use of the Harbour.
- 10.2 To maintain a patrol presence on the Harbour to enforce byelaws, give directions and to offer advice and assistance to mariners.
- 10.3 To continue to increase maritime awareness and knowledge among Harbour users.
- 10.4 To maintain and exercise a Harbour Emergency Plan liaising and co-ordinating, as appropriate, with other emergency services and local authorities.
- 10.5 To maintain and enforce the 8-knot speed limit.
- 10.6 To discourage an overall increase in size of vessels using the Harbour.
- 10.7 To monitor vessel movements to determine levels of congestion.
- 10.8 To maintain a ban on water skiing, kite surfing and similar activities.
- 10.9 To encourage the development of sail and small boat training.
- 10.10 To licence commercial vessels and masters operating within the Harbour carrying fewer than 12 passengers. (Issued subject to the conditions of the Conservancy).
- 10.11 To continue to operate the *Solar Heritage* catamaran, a year-round passenger vessel, and plan for her long-term replacement.

Actions to be taken by other stakeholders:

- 10.12 To provide opportunities for people to learn how to safely sail and boat in Chichester Harbour.
- 10.13 To raise awareness of the Solent Seals Code of Conduct.



Policy 11 Excellence in Education

The stunning estuary of Chichester Harbour is a place where people of all ages and abilities can develop an understanding and appreciation of one of England's most cherished landscapes. The Chichester Harbour Education Service will continue to work with visiting schools and colleges, thereby enabling children and young people to learn about the Area of Outstanding Natural Beauty.

The variety of habitats and its coastal location make Chichester Harbour an **ideal outdoor learning environment**. Since the opening of the Education Centre in 1999, the Conservancy has developed a sophisticated and well-structured formal education programme open to students of all ages, working in close co-operation with Hampshire and West Sussex schools as well as those from further afield. This programme covers the complete range of educational establishments from primary to adult, and includes special education as well as specialist interest groups.



Over 11,000 pupil sessions are run each year (one session is a single pupil visiting the Harbour for half-a-day). This figure includes field trips in several Harbour locations as well as afloat, using *Solar Heritage*. The Conservancy is committed to giving pupils and students the opportunity to explore the natural environment, learning and developing new skills from the Harbour experience. Beaky's Wildlife Area, which is near to the classroom at Dell Quay, provides a location for younger children to learn. It is also a suitable space for special educational needs groups to enjoy time outside in a safe environment.

The formal education programme continues to be developed in the context of the Management Plan and in relation to the demands of the National Curriculum. This results in curriculum-related activities designed to bring a better understanding of, and a sense of guardianship for, this protected landscape. Education provision works closely with local Environmental Education Groups. The established learning programmes focus on outdoor and first-hand experiences, including art and photography, coasts and rivers, citizenship (Junior Conservancy), history, investigating animals, plants and habitats, literacy and numeracy, and life skills.

The Chichester Harbour Education Service benefits from a team of expert and highly valued Education Volunteers, who support the service in all areas of its work. They are an essential part of the team, providing an 'extra pair of eyes' when supervising large groups of young people, during busy outdoor learning sessions.

MANAGEMENT CHALLENGES

- Comparatively few schools visit the Harbour during winter months even though there is much to see and do during this important time of the year.
- Visits to Chichester Harbour can be financially prohibitive for some educational establishments.
- There is scope for a greater volume of graduate and postgraduate research to take place at Chichester Harbour.

PRINCIPAL PARTNERS

- Chichester Harbour Conservancy
- Chichester Harbour Federation
- Chichester Harbour Trust
- Chichester Ship Canal Trust
- Friends of Chichester Harbour
- Colleges
- Institute of Outdoor Learning
- Primary Schools
- Secondary Schools
- South Downs National Park Authority
- Special Educational Needs Schools
- Universities
- Woodger Trust

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**Actions to be taken by Chichester Harbour Conservancy:**

- 11.1 To deliver a curriculum-linked Chichester Harbour Education Service which provides staff and resources for visiting educational establishments.
- 11.2 To deploy Education Volunteers to help facilitate visiting educational establishments.
- 11.3 To deliver the Junior Conservancy programme, which enables children to understand real life issues in Chichester Harbour and then debate them in the Council's Chamber.
- 11.4 To deliver a local outreach programme called Harbour Schools.

- 11.5 To develop and maintain new relationships with schools within reasonable commutable distance that are not currently taking advantage of the educational opportunities of Chichester Harbour.
- 11.6 In partnership with the Friends of Chichester Harbour, to try and overcome any barriers to accessing the Education Service (e.g. transport, affordability, etc.).
- 11.7 To encourage more winter school visits, for example, to engage pupils with the range of overwintering birds only present at that time of year.
- 11.8 In partnership with the Friends of Chichester Harbour, to offer subsidised *Get Afloat!* trips on *Solar Heritage* to groups that would not otherwise be able to go out on the water.

Actions to be taken by other stakeholders:

- 11.9 To engage with different water user groups (dinghy, racing, cruising, and powerboat, etc.) raising awareness about good environmental practice (sailing clubs, Chichester Harbour Federation, etc.)
- 11.10 To provide education opportunities for special educational needs groups.

Policy 12

Connecting People to Nature

Local communities are fundamentally important to Chichester Harbour and the long-term protection of the Area of Outstanding Natural Beauty. Chichester Harbour will continue to be a place where people develop positive relationships with the natural environment, thereby fostering a long-term sense of guardianship.

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Geographically, there are over a dozen neighbourhood communities around the Harbour. In West Sussex, these include the Parish Councils of West Wittering, West Itchenor, Birdham, Apuldram, Fishbourne, Bosham, Chidham & Hambrook and Southbourne. In Hampshire, there are the residents associations of Emsworth, Langstone, North East Hayling Island and South Hayling. In addition to these, there are also societies, like the Itchenor Society, and associations, like the Bosham Association and the Langstone Village Association, and some Friends groups, like the Friends of Maybush Copse and the Friends of Nore Barn Woods. Furthermore, there are many specialist interest groups too, with members enjoying activities such as walking, stargazing, bird watching and fishing. Collectively, they are all **Harbour communities**. The largest single community in Chichester Harbour is the sailing community, and many of those participants are also Friends of Chichester Harbour, who have helped to look after the environment since 1987.

Activities are a way in which people connect with the natural environment. In doing so, they can create a personal value on their subject matter, whether it is taking a photograph, painting a picture, crafting something new, or for the young generation, going crabbing for the first time.



Activities are one way in which people can connect people with nature. Every year Chichester Harbour Conservancy organises a programme of guided walks and activities to help connect people to nature. The programme is supported by Volunteer Rangers (Activities) who provide expert talks on a variety of topics, including wildflowers, dragonflies and damselflies, morning bird song, and the colony of seals. Other volunteers also help with the programme of guided walks and with events.

Chichester Harbour Conservancy is a partner of the **Secrets of the Solent** project, which is being led by Hampshire & Isle of Wight Wildlife Trust. This Heritage Fund initiative will connect local people across the Solent to the wildlife that lives in, and depends on, our underwater habitats and the intertidal zone. The overall focus of the project is on sustainability and living within environmental limits.

MANAGEMENT CHALLENGES	PRINCIPAL PARTNERS
<ul style="list-style-type: none"> Public awareness of the range and purpose of the national and international designations could be higher. There are many stakeholders across the Harbour, sometimes with competing interests. The aging resident population of Chichester Harbour and the increasing societal dependency on digital networks may result in instances of rural social isolation. The need to identify and engage with a new generation of volunteers. Public awareness of the names of wildlife, both plants and animals, could be higher, particularly amongst children and young people. 	<ul style="list-style-type: none"> Bosham Association Chichester Harbour Conservancy Chichester Harbour Federation Chichester Harbour Trust Chichester Ship Canal Trust Friends of Chichester Harbour Friends of Maybush Copse Friends of Nore Barn Woods Individual Residents Itchenor Society Landowners Langstone Village Association Parish Councils Residents Associations Specialist Interest Groups The Wildlife Trusts

Actions to be taken by Chichester Harbour Conservancy:

- 12.1 To prepare and publish the annual Harbour News & guide and guided walks and Activities programme, and to consider merging these documents in the future and moving to electronic publications.
- 12.2 To deploy Volunteer Photographers to take photographs for use in the Conservancy's publications.
- 12.3 To deploy Leaflet Distributing volunteers to help circulate hard copies of Chichester Harbour Conservancy's publications.
- 12.4 To deliver a diverse annual guided walks and activities programme for people of all ages and abilities, ensuring that all engagement opportunities are linked to the AONB.
- 12.5 To deploy Volunteer Rangers (Activities) to help with the delivery of the activities programme and other volunteers to help with guided walks.
- 12.6 To continue to publish regular email newsletters to subscribers, featuring the latest news in the AONB.
- 12.7 To deliver outreach talks to local communities in and around the Harbour.
- 12.8 To raise awareness of the names of the most common wildlife found in the Harbour.
- 12.9 In partnership with the Friends of Chichester Harbour, to maintain the interpretation panels and information boards in a good state of repair.
- 12.10 To hold a Chichester Harbour Open Forum in 2021 to allow the public to directly feedback their views on its management to Chichester Harbour Conservancy.

Actions to be taken by other stakeholders:

- 12.11 In partnership with Chichester Harbour Trust, to manage sites in their ownership for the benefit of local people and wildlife and in keeping with the AONB designation (Maybush Copse, The Dell, etc.).
- 12.12 To manage other sites for the benefit of local people and wildlife and in keeping with the AONB designation (Nore Barn Woods, North Common, etc.).
- 12.13 To organise new stargazing events at the three Dark Sky Discovery Sites in Chichester Harbour.
- 12.14 To promote the availability of the two Sandcruiser beach wheelchairs at West Wittering Beach, both of which are free to hire.
- 12.15 To deliver the Secrets of the Solent project (Hampshire & Isle of Wight Wildlife Trust).



Policy 13 Prosperous Economy

Chichester Harbour will continue to be a place where marine businesses prosper. Everyday working practices respect the importance of the Area of Outstanding Natural Beauty designation and the range of other environmental and historic designations.

Chichester Harbour is a living, working landscape, and commercial activities, both past and present, have helped to shape its character. Many businesses support the Harbour's use as a recreational destination, with employment in boat building, services and visitor facilities. Over time the nature of the boat building and repair industry has changed with customer demands, but traditional methods are still used on wooden day boats, whilst yachts are repaired at a range of boatyards. Chichester Harbour supports many marine-related businesses, including marinas and sailing clubs, and collectively they provide jobs and volunteering opportunities and make a valuable contribution to the local economy."

The Valuing Chichester Harbour report of 2009 found that the total value of marine businesses and vessels was estimated to be £523 million. It was also estimated that Chichester Harbour attracts around 1.5 million visitors a year, supporting 50 tourism businesses. These include hotels, bed and breakfasts, caravan sites, pubs and restaurants, which all help to enhance the visitor experience. The Conservancy and its partners support sustainable tourism. This is when visitors make a positive impact on the economy, society and environment. Water-specific businesses, such as the water taxi, boat trips and boat training and hire, are targeted more specifically at those who come to enjoy the Harbour. The combined value of tourist-related activities was estimated at £44 million. Not all the businesses are tourism-focused or related directly to boating and yachting. Shops, offices and other commercial operations all provide services and employment to those who live and work within Chichester Harbour.



In the coming years, the Conservancy will update the Valuing Chichester Harbour report of 2009, so as to better understand the current contribution that Chichester Harbour makes to the economy.

Historically, oyster dredging, which operates during the winter months, has been the mainstay of the fishing industry of Chichester Harbour, together with small amounts of mullet and flounder. Generally, the oyster industry is relatively small, as is netting activity, with about half-a-dozen small (under 10 metres) vessels operating, increasing in number during the winter when a few boats from Selsey and the wider Solent join in the oyster dredging activity. In recognition of the decline in the native oyster fishery within the Harbour, a partnership known as the Chichester Harbour Oyster Partnership Initiative (CHOPi) was established in 2010. The members have worked together to develop an oyster recovery plan, that has included the creation of broodstock areas.

Amateur **anglers** fish during the year from the shore and boats, including charter boats, and Chichester Harbour is the only estuary in Sussex that is a designated nursery for sea bass. The following types of **fishing** activities are undertaken by vessels operating within Chichester Harbour: gill netting; cuttlefish trapping; oyster dredging; otter trawling; rod and line; drift netting; and whelk potting. In terms of value, the most important species landed in the Harbour are whelks, lobsters, cuttlefish, oysters and sole. However a diverse range of species is landed, including gurnard, grey and red mullet, sharks and rays.

MANAGEMENT CHALLENGES	PRINCIPAL PARTNERS
<ul style="list-style-type: none"> Government policy to find locations for housing development is an ongoing pressure. Sites traditionally used for marine business are increasingly being considered due to wider economic challenges. However, once a marine business is lost to housing, it is unlikely to return to marine use, thereby permanently changing the character of the area. Chichester Harbour supports small scale commercial fishing, particularly for oysters. Bait diggers do not always comply with the voluntary Code of Conduct which requires: the back-filling of holes for safety and to maintain the intertidal habitat; avoiding the disturbance of wildlife and marine heritage; refraining from digging around moorings, slipways, and sea walls; refraining from digging for commercial gain. Whilst tourism continues to grow and support the local economy, Chichester Harbour is already seasonally congested at peak times and is therefore unlikely to cope with a greater volume of tourists. A recognised shortage of parking spaces at Dell Quay, at Chidham, and at Bosham, resulting in traffic congestion and the informal parking of cars on verges. Lack of apprenticeship opportunities in Chichester Harbour. 	<ul style="list-style-type: none"> Chichester Chamber of Commerce Chichester Harbour Conservancy Chichester Harbour Federation Chichester Harbour Oyster Partnership Initiative (CHOPI) Emsworth Business Association Environment Agency Hampshire Chamber of Commerce Individual Businesses Local Authorities Marine Management Organisation (MMO) Natural England Southern IFCA Sussex IFCA Universities Visit Chichester Visit Hampshire

Actions to be taken by Chichester Harbour Conservancy:

- 13.1 To prepare and publish a new Valuing Chichester Harbour report.
- 13.2 To maintain facilities for small commercial fishing.
- 13.3 To support sustainable tourism, with new opportunities for visitor giving schemes, whereby new income generated is invested directly back into local biodiversity conservation measures.

- 13.4 To upgrade properties owned by Chichester Harbour Conservancy so that they are more environmentally efficient.
- 13.5 To explore the possibilities for new corporate sponsorships in Chichester Harbour.
- 13.6 To investigate opportunities to improve and enhance the visitor welcome in West Itchenor, including refurbishing the Harbour Office and facilities.
- 13.7 To hold Conservancy Open Days to raise awareness of the work of Chichester Harbour Conservancy.
- 13.8 To investigate the opportunity for a new car park at Dell Quay, as well as new bicycle hire schemes.
- 13.9 To introduce and facilitate corporate days out in Chichester Harbour.
- 13.10 To investigate the opportunity for a stronger Chichester Harbour Conservancy presence in Emsworth.
- 13.11 To continue to support the CHOPI.

Actions to be taken by other stakeholders:

- 13.11 To utilise the planning system to maintain the boat building heritage of Chichester Harbour (Local Planning Authorities).
- 13.12 To publicise the Bait Digging Code of Conduct to encourage greater compliance.
- 13.13 To determine fish stocks and harvesting rates.
- 13.14 To ensure observance of fishery regulations within the Harbour and enforce any breaches that take place (Sussex IFCA, Southern IFCA, Environment Agency, Marine Management Organisation etc.).
- 13.15 To support local business and tourism associations.
- 13.16 To investigate the possibility for a Chichester Harbour Leisure Card, thereby joining-up local tourism attractions to help develop the visitor economy.
- 13.17 To prepare and publish a new Destination Management Plan for Chichester Harbour.
- 13.18 To encourage the take-up of new apprenticeships, particularly with marine enterprises.

Policy 14 Marine Litter Pollution

Global marine litter pollution has increased substantially in recent years, with a high level of public awareness. Chichester Harbour will continue to be part of the solution by maintaining a coastline befitting an Area of Outstanding Natural Beauty.

Chichester Harbour is a wonderful place to enjoy walking, cycling, bird watching, taking photographs and drawing or painting the idyllic views. The countryside is also highly important to the sailing community, since the natural landscape is the backdrop of the waters in which they sail. There are many reasons why it is so well-liked. For instance, you can find the sights, sounds and smells of nature here, whether watching the Harbour Seals, listening to bird song or simply breathing in the fresh coastal air that is simply not possible in our urban centres. For others, it is nice to be somewhere that is largely undeveloped. However, with the popularity of Chichester Harbour as a destination, the Area of Outstanding Natural Beauty suffers from instances of marine litter pollution, whether washed in to the Harbour from outside sources or irresponsibly and illegally dropped directly within the Harbour itself.

According to the Marine Conservation Society, litter has increased by 135% since 1994, with plastics increasing by 180%. **Around 70% of beach litter is made of plastic, including plastic straws and cutlery and polystyrene.** Over time, one plastic bottle, for example, can break down into hundreds of tiny pieces, which can be mistaken for food by wildlife, or which can remain in the water or the intertidal zone indefinitely. Other types of common marine litter pollution include: cans, bottles, cartons, chewing gum, food wrappers (e.g. crisp packets), boxes, drinks containers, paper napkins, sandwich cartons, salt sachets, baby wipes, nappies and general household waste.

In 1986, Chichester Harbour Conservancy had the foresight to establish a group of 32 new, willing volunteers called 'Harbour Watch'. The shoreline was divided into sections and each 'Harbour Watcher' would patrol his or her section at regular intervals to collect and safely dispose of any rubbish that had been washed-up. Over 30 years later in 2019, the scheme is still going strong, with an influx of new volunteers replacing those that have stepped down. Today, they are now called Volunteer Rangers (Harbour Watch), which is a more recognisable role title in the field of conservation, and they work in partnership with the Friends of Chichester Harbour.

The 2017 BBC documentary, *Blue Planet II*, successfully raised national awareness of the problem of marine litter pollution. Since then, many local businesses and sailing clubs have committed to eliminating single-use plastics, and other initiatives, like Final Straw Solent, are helping to maintain the level of support and encourage a positive approach to waste. Chichester Harbour Conservancy has also sponsored some '2 Minute Beach Clean A-Boards' to encourage regular walkers to undertake ad-hoc litter picking at their own convenience.



MANAGEMENT CHALLENGES	PRINCIPAL PARTNERS
<ul style="list-style-type: none"> • Global marine litter pollution has increased substantially in recent years. • Plastic pollution, and in particular microplastics, are mistaken for prey by many marine animals and seabirds and thereby enter the food chain. • Abandoned fishing nets can be harmful to wildlife, damaging habitats and the visual beauty of the countryside. 	<ul style="list-style-type: none"> • Chichester Harbour Conservancy • Chichester Harbour Federation • Environment Agency • Final Straw Solent • Friends of Chichester Harbour • Individual Residents • Landowners • Local Authorities • Marine Conservation Society • National Trust • Natural England • Parish Councils • Residents Associations • Solent Forum • Sussex IFCA • Sussex Marine & Coastal Forum • Universities

Actions to be taken by Chichester Harbour Conservancy:

- 14.1 In partnership with the Friends of Chichester Harbour, to deploy Volunteer Rangers (Harbour Watch) to help collect and report the number of bags of litter picked-up, and any unusual finds.
- 14.2 In partnership with Sussex IFCA, to encourage best practice with fishing, promoting the safe and appropriate disposal of nets and equipment.
- 14.3 To collect and safely dispose of fishing equipment that is washed-up in Chichester Harbour.
- 14.4 To support academic research into the prevalence and effect of microplastics.

Actions to be taken by other stakeholders:

- 14.5 To encourage people to reduce waste and promote recycling.
- 14.6 To raise awareness of the issue of plastic pollution in Chichester Harbour.
- 14.7 To not release balloons, Chinese lanterns or other similar items which will eventually return to the Harbour as litter.
- 14.8 To work towards eliminating single-use plastics.
- 14.9 In partnership with Local Authorities, to remove fly tipping as quickly and effectively as possible.



Policy 15 Historic Environment and Heritage Assets

The landscape of Chichester Harbour reflects its history. The historic environment and heritage assets of the Area of Outstanding Natural Beauty will continue to be conserved and enhanced in keeping with its inherent value, with increased opportunities to access, better understand and appreciate the past.

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In many ways the landscape of Chichester Harbour reflects its history, with archaeological finds showing how the estuary was used thousands of years ago. Today, **historic features are a reminder of our past**, part of the landscape, and landmarks in their own right. They contribute to economic development as attractive features that are part of the community and a destination for tourism. There are many sites in and around Chichester Harbour registered on the Historic Environment Record.

There is a wealth of evidence of human use and habitation dating back to prehistoric times. The Harbour's evolution has been shaped by glacial processes and during the last interglacial period it was part of an active shoreline. By the Mesolithic period (12,000-4,000 BC) the coast was 40 kilometres away and the landscape was made-up of valleys where people visited to hunt and fish. Finds of worked flints suggested the Harbour was important for people through the Neolithic period and into the Bronze Age. By the Iron Age, the Harbour was an important area for salt working, and a hillfort was constructed at Tournurbury, on Hayling Island.



Chichester Harbour was one landing point for the Claudian arrival of AD43 in Rome's conquest of Britain. Discoveries at the site of a Romano-British villa in Warblington, and earlier findings at Fishbourne, shows there was trade with the Roman Empire before the invasion. In later years, legend has it that King Canute ordered the waves to go back from Bosham, and the same village also featured on the Bayeux Tapestry. Meanwhile, underneath Bosham is an ancient mill-stream that once served the medieval core of this settlement. Today, it is a valuable ecological corridor.

Many of the Chichester Harbour churches have stood for hundreds of years, including: St Peter and St Paul's Church, West Wittering; St Nicholas' Church, West Itchenor; St James' Church, Birdham; St Peter's and St Mary's Church, Fishbourne; Holy Trinity Church, Bosham; St. Mary's Church, Chidham; St Nicholas' Church, Thorney Island; St Thomas' Church, Warblington; and St Mary's Church, Hayling Island.

Several of the picturesque harbourside villages have their roots in the medieval period, as fishing, oyster farming and salt working flourished. Industry thrived in the post-medieval period with important features remaining in the landscape including mills, brick working sites, salterns and historic field systems.

The Friends of Chichester Harbour, in partnership with Emsworth Yacht Harbour, operate oysterboat *Terror*. *Terror* was originally built by Foster's Boatyard in Emsworth in about 1890, to support the 20 or so large ketches that dredged for oysters. Boats like *Terror*, (known as lighters) would collect the catch from the larger oyster merchants' vessels and transport them back to the shore. From there the oysters went straight to the busy fish markets in London, or they were stored in lays on the foreshore. About 100,000 oysters were shipped to the London markets each week.

Thanks to a grant from the Heritage Lottery Fund in 2006, *Terror* was lovingly restored at Dolphin Quay Boatyard in Emsworth over a two-year period. She was re-launched as a passenger vessel and can give up to six participants a memorable close-to-the-water experience as she sails around the Harbour.

Chichester Harbour had an important role in the defence of Britain during the Second World War, with many surviving features including airfields, pillboxes, and gun emplacements, particularly concentrated on Thorney Island, but with additional features on Hayling Island.

This rich heritage reflects the processes, both natural and historic, that have created the character of the landscape and contributed to the unique sense of place. Although not explicitly referred to as an AONB purpose, the historic environment and heritage assets are a key factor of the landscape.



MANAGEMENT CHALLENGES

- Monitoring the condition of Listed Buildings and Scheduled Monuments.
- Undertaking practical conservation works at historic sites.
- Raising the profile of the importance of the historic environment.
- Extending the archaeologically-based Condition Assessment programme to the Grade 2 listed buildings within the AONB.
- Climate change and sea level rise are revealing and destroying assets.

PRINCIPAL PARTNERS

- Chichester and District Archaeology Society
- Chichester Harbour Conservancy
- Chichester Harbour Federation
- Chichester Harbour Heritage Partnership
- Chichester Ship Canal Trust
- Coastal and Intertidal Zone Archaeological Network (CITIZAN)
- Emsworth Maritime and Historical Trust
- Emsworth Museum
- Fishbourne Roman Palace
- Friends of Chichester Harbour
- Historic England
- Local Authorities
- Museum of London Archaeology
- National Lottery's Heritage Fund
- Universities

Actions to be taken by Chichester Harbour Conservancy:

- 15.1 To continue to provide secretarial support for the Chichester Harbour Heritage Partnership
- 15.2 To continue to support the Friends of Chichester Harbour with the operation of oysterboat *Terror*.
- 15.3 To support and manage Chichester and District Archaeology Society Conservation Work Parties to conserve Second World War pillboxes and gun emplacements on

Thorney Island.

Actions to be taken by other stakeholders:

- 15.4 To continue to monitor the condition of Listed Buildings and Scheduled Monuments and encourage general public participation to update their condition on Historic England's List.
- 15.5 To continue with archaeological fieldwork within Chichester Harbour, subject to properly defined research objectives and with reference to the relevant museum's collection development policy.
- 15.6 To publicise archaeological sites and finds of interest and arrange for displays in local museums including Emsworth Museum and Fishbourne Roman Palace.
- 15.7 To utilise archaeological discoveries from the surrounding area as the basis to search for similar discoveries within the AONB – for example, the recent Bronze Age discoveries at Medmerry and in the South Downs National Park suggest there should be more evidence of Bronze Age activity within Chichester Harbour.
- 15.8 To react to changes in the physiographical appearance of Chichester Harbour to undertake new surveys in the changed ground.
- 15.9 To utilise new publicly available data such as Light Detection and Ranging (LiDAR) or aerial photography to generate new surveys of areas where new archaeology might be discovered.
- 15.10 To search for the probable Roman site on Thorney Island as evidenced by the discoveries displayed in St Nicholas' Church. This search will need to be prompted by new evidence.
- 15.11 To devise and implement a robust Condition Assessment Programme for monitoring Heritage at Risk in the AONB.
- 15.12 To develop relationships with local historical societies to enable a team of volunteers to be recruited to carry out a Grade 2 listed buildings monitoring programme.
- 15.13 To encourage the publication of articles in local and national journals about heritage issues.
- 15.14 To increase the use of social media to engage people with the historic environment.
- 15.15 To keep the Historic Environment Record (HER) up-to-date.



Section 3

Chichester Harbour Planning Principles



Planning Considerations

In June 2000, Nick Raynsford (then Planning Minister), made a statement in the House of Commons confirming that AONBs are equivalent to National Parks in terms of their landscape quality, scenic beauty and planning. In planning terms, this meant that AONBs should be strongly protected. However, over 76% respondents surveyed by Chichester Harbour Conservancy in 2018 felt that development pressure was the single biggest threat to the future of the Area of Outstanding Natural Beauty (source: Chichester Harbour Residents and Visitors Survey 2018). These threats include inappropriate and unauthorised developments, over intensive developments (especially on the fringe of the Harbour), and the trend towards the construction of excessively large replacement harbourside properties.

In order to help address this high level of concern, Chichester Harbour Conservancy developed 18 Planning Principles, designed to interpret and supplement the adopted development management policies of the relevant Local Planning Authority (LPA). These were prepared to promote and reinforce local distinctiveness in the AONB and offer those seeking planning permission greater certainty on which to make their decisions. It is anticipated that this greater clarity will strengthen relationships between the LPAs, developers, voluntary organisations and the general public which in turn will strengthen the delivery of the Management Plan, which is a material planning consideration.

The key objectives for the Planning Principles are to be seen from the perspective of the Conservancy's responsibilities, recognising that these are consistent with, and seek to interpret, adopted statutory land use policies as they relate to development in the AONB. 'Development' here is defined as constituting development under the provisions of the Town and Country Planning Act 1990, as amended. The AONB is tightly regulated, and a range of permissions and consents may be required before a development can take place.

Planning law prescribes circumstances where consultation must take place between an LPA and certain organisations, prior to a decision being made on an application. The organisations in question are under a duty to respond to the LPA within a set deadline and must provide a substantive response to the application in question. The type and location of development will determine whether particular organisations or persons are consulted. For example, in Chichester Harbour, 'statutory consultees' include Hampshire County Council, West Sussex County Council, Natural England and the Environment Agency.

Applications for Development	
Local Planning Authority: Planning Permission	The Local Planning Authority will advise on whether or not a planning application is required. They will consider the various impacts of proposals on the AONB.
Marine Management Organisation (MMO): Marine Licence	A marine licence must be obtained for all construction works below mean high water springs. The MMO will ensure that proposals adhere to the latest national marine planning policies.
Natural England: Consent	Natural England will consider the potential impacts of the proposal on the conservation designations.
Environment Agency: Flood Defence Consent	The Environment Agency will look to ensure that proposed works do not inadvertently increase flood risk, damage flood defences, or harm the environment, fisheries or wildlife.
Historic England: Listing Building Consent and Scheduled Monument Consent, and a Licensing Scheme for Protected Wreck Sites	Historic England is tasked with protecting the historical environment of England by preserving and listing historic buildings, ancient monuments and advising central and local government.
Chichester Harbour Conservancy: Works Licence	Under the Chichester Harbour Conservancy Act of 1971, the Conservancy has the right to veto any works in the Harbour below mean high water springs, even if all the other permissions and consents are in place.

Chichester Harbour Conservancy is defined as a 'non-statutory consultee' in planning law. LPAs engage with non-statutory consultees to identify clearly the types of developments within the local area in which they have an interest, so that any formal consultation can be directed appropriately, and unnecessary consultation avoided. In the coming years, Chichester Harbour Conservancy will lobby Government to become a 'statutory consultee'. If successful, this means there will be legal requirement for the LPAs to consult with the Conservancy on all applications inside the AONB, with an additional formal duty placed on the Conservancy to respond. Chichester Harbour Conservancy also aspire to be recognised as a special case in the National Planning Policy Framework, like the Broads Authority, which also has similar purposes around conservation, recreation and navigation.

As a general principle of design in the environment, all proposals should be informed by a clear process of contextual analysis, understanding the site, its features and surroundings. More particularly within the AONB, this will include an understanding of where the finished development will be seen from in the wider landscape, whether from land or water, both within and adjacent to the AONB.

Overall, it is the natural landscape and trees/vegetation which should predominate in rural/coastal locations. Theoretical design principles should be used to prepare design and access statements to support planning applications. Where proposed development is likely to have an adverse impact either on landscape character or visual amenity, a Landscape and Visual Impact Assessment (LVIA) should also be provided.

The Chichester Harbour Landscape Character Assessment should be referenced by developers when formulating proposals. As part of making their Local Plans, Havant Borough Council and Chichester District Council commissioned their own landscape capacity/sensitivity studies to help determine where new development might most appropriately be accommodated.

Those seeking to develop can seek a legal determination as to whether the development they wish to carry out requires planning permission. This is called a Certificate of Lawfulness for Proposed Development.

Enforcement

Where appropriate, the Conservancy will set-out its view as to why it may be expedient for the LPA to take planning enforcement action to remedy any actual or anticipated breach of planning control and (where appropriate) will offer support for the LPA case should an Appeal be lodged against any formal Notice being served to remedy identified breach(es).

The Conservancy will, where appropriate, assist the relevant LPA with evidence of harm to the AONB to either (or both) assist in the LPA's assessment as to the expediency (or other relevant threshold or requirement) of formal enforcement action being taken in relation to suspected or anticipated breaches of planning controls within or affecting the AONB.

Planning enforcement can be a long and drawn out process and those seeking to develop in the AONB will always be encouraged to seek professional guidance from a competent source at the earliest opportunity. The Conservancy, like its partner LPAs and some other government agencies, offers a pre-application consultation service.



PP01

Chichester Harbour as a Protected Area

Chichester Harbour is a designated Area of Outstanding Natural Beauty with the statutory primary purpose to conserve and enhance the natural beauty of the area. The Conservancy shall give great weight to the protection of the landscape, the conservation of nature and the special qualities of Chichester Harbour, as defined in the AONB Management Plan and Landscape Character Assessment. The Conservancy will oppose any application that, in its opinion, is a major change or will cause material damage to the AONB or which will constitute unsustainable development.

As the Statutory Harbour Authority, Chichester Harbour Conservancy is also responsible for navigation. Planning decisions which affect navigation should give great weight to safety considerations as defined in the Management Plan and the Port Marine Safety Code.

Reasoned justification

Chichester Harbour was designated as an AONB in 1964 and it is classified as a Category V Protected Area by the International Union for the Conservation of Nature (IUCN). The Chichester Harbour Conservancy Act of 1971 is the founding legislation for the amalgamation of the AONB Unit and the statutory Harbour Authority.

A number of international, European, national, regional and local designations affect the AONB and are detailed in Section 1. Development proposals which are likely to erode habitat, be prejudicial to wildlife, or damage the historic environment, are unlikely to receive the support of the Conservancy.

The Conservancy will normally be consulted by Natural England in relation to the necessity for an Appropriate Assessment under the Conservation of Habitats and Species Regulations 2010 (SI 2010/490) and by Local Planning Authorities (LPAs) in undertaking of a screening opinion to establish whether an Environmental Impact Assessment is required for any proposed development affecting the AONB. In these situations the Conservancy will assess the potential impacts based on its own data and guidance and will seek to ensure there will be no harm to the designated sites for nature conservation.

Where trees that add special interest, or areas of woodland, are identified as being under threat, the Conservancy will seek a Tree Preservation Order where appropriate. It is recognised that protection for trees and hedgerows will, at times, be required at short notice.

The presence of protected species on a site is a material consideration in planning terms. The extent of protected species and how they may be affected by any proposed development should be assessed prior to development being permitted – especially where any demolition or adjustment to a roof void forms part of the proposals.

Areas around existing designated sites can also be part of an overall habitat network as defined in the National Planning Policy Framework (NPPF) and National Planning Policy Guidance (NPPG). Where development affects these areas or the integrity of a designated site the Conservancy is likely to raise an objection to the proposals.

The impact of development within the AONB on designated sites for nature conservation is a key issue and the Conservancy seeks to ensure that no harm to designated sites occurs through the development process. Designated sites are an important part of the ecology and character of the AONB and the legislation contained in the Conservation of Habitats and Species Regulations 2010, Environmental Impact Assessment Regulations, the Countryside and Rights of Way Act 2000 and the Wildlife and Countryside Act 1981, all provide a stringent legislative framework to protect the relevant area. The Conservancy will comment on all planning proposals that appear to affect wildlife and will seek to inform the planning process with comments and input based on its own data and survey work.

The Conservancy will seek to ensure that all relevant guidance is followed, including Natural England's standing instructions for protected species (or groups of species).

Planning obligations under Section 106 of the Town and Country Planning Act 1990 (as amended), commonly known as S106 agreements, are a mechanism which make a development proposal acceptable in planning terms, that would not otherwise be acceptable. They are focused on site specific mitigation of the impact of development. The Conservancy will seek the cooperation of the LPAs where a S106 agreement is proposed.

The Conservancy will seek the cooperation of the LPAs in obtaining the necessary legal agreements to protect locations affected by development and to achieve appropriate and proportionate planning gains. Developers should be aware that LPAs may have adopted a Community Infrastructure Levy (CIL) schedule of charges and refer to that. Examples include:

- Improvements in access to the countryside, including access-for-all.
- Sympathetic management of land of conservation value, excluding it from further pressure.
- Improvements to the general infrastructure, which encourage acceptable levels of use.

The coastal margin, in particular the intertidal area of the AONB, is likely to be sensitive to all forms of new development.

It is highly unlikely that any sort of major development will be appropriate in the AONB unless the relevant tests of the NPPF are met. Major development which does not meet these tests will not be supported by the Conservancy. Whether something is 'major' development in this context is a matter for the local decision maker to take and not the simple definition set out in Article 2 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 (SI 2015/595).

Although it is acknowledged that a design and access statement is not essential for an application to be valid, the Conservancy will always welcome a short written statement to support any planning application. This can usefully set out the purpose behind the application and what the applicant is trying to achieve.

The special qualities of the AONB are detailed in Section 1 of the Management Plan and are described in the Landscape Character Assessment, which divides the protected landscape into different character areas.

A number of Neighbourhood Plans are being developed to reflect local community aspirations for housing allocations and other development. Neighbourhood Plans are part of the statutory development plan for each LPA.

Village Design Statements, also published by local communities within the AONB, provide detailed guidance on respecting local identity, ensuring development is harmonious within its setting and making a positive contribution to the local environment. Current adopted Village Design Statements within the AONB are: Bosham (2011); Emsworth (2008); Langstone (2008); Northney and Tye (2008); West Wittering (2006); and West Itchenor (2012).

The significance and amenity value of trees will be assessed on a case-by-case basis. Wherever possible, the Conservancy will encourage the use of native tree and shrub species typical of the AONB. Conservation Area Character Appraisals and associated Management Plans provide detailed guidance for Conservation Areas in around the AONB.

PP01 is over-riding and must be satisfied at all times. The rest of the Principles, outlined in PP02-PP18, that apply to specific types of planning application, shall be deemed to incorporate the terms of PP01.

PP02

Safeguarding Marine Enterprise

The Conservancy will support the retention and continued development of marine business uses and only support a change of use if the applicant can demonstrate that the site is not fit-for-purpose for a marine-related business and that any marine-related business use is unviable. In all cases, proposals should not have an adverse impact on the landscape and nature conservation interests of the AONB.

Applicants should take the following sequential approach and refer to 'Requirements of Marketing' below:

1. The Conservancy will look to see evidence of the site having been marketed for marine-related business use for at least 12 months prior to a planning application being submitted, as a whole or with the option to create smaller work units; and
2. If this marketing is unsuccessful, the site should be marketed for at least a further 6 months as a mix of marine-related business use and/or other appropriate commercial/employment uses which are capable of reversion to marine-related use in the future (such as the retention of features of the building which would allow boats to be easily taken into and out of the building and unimpeded access to tidal waters); and
3. Only if both of the above steps are unsuccessful, will other non-employment land related uses be considered. In these instances, marina style residential uses with dedicated access to the water and marine-related or other commercial/employment use(s) requiring planning permission may be acceptable, provided:
 - The applicant has clearly demonstrated with evidence that any non-employment use element is necessary to make the scheme viable in financial terms; and
 - Any proposed non-marine-related employment use retains easy access to the water and features of the building which allow boats to be easily taken into and out of the converted buildings; and
 - The marine-related or other appropriate commercial/employment use(s) are not so marginalised within the redevelopment so as to ultimately affect their viability in the long-term (a sufficiently detailed Business Plan should be provided to help demonstrate this); and
 - It can be demonstrated that the proposed uses are compatible with each other (so as to not constrain any retained business use in the future) and that dedicated access is retained to tidal waters; and
 - Adequate facilities are maintained to support the established marine use.

Reasoned justification

The Conservancy understands that the prosperity of marine businesses is cyclical. Once sites are lost from marine-related use, it is extremely unlikely that they will be replaced by new ones. It is therefore vital that sufficient marine site capacity is retained for the long term viability of the Harbour's marine infrastructure and the boats and businesses that depend on them. The Conservancy is sympathetic to applications for alternative industrial uses where these do not harm the AONB and where reversion to marine industrial use is possible.

In order to demonstrate that development would not have an adverse impact in the AONB, applicants should refer to the relevant Local Plan policies, the Landscape Character Assessment, the Management Plan, and if applicable, the Chichester Harbour AONB Supplementary Planning Document for further guidance.

Applications should include sufficient information to demonstrate that there would be no adverse impact on the landscape character or visual amenity of the AONB, which may include harbour-scene drawings, photo-montages and comparative drawings with the existing site.

Where no operational development is proposed but the change of use proposed would imply the need for external storage, the Conservancy will be concerned as to the impact of this in the landscape and may ask the determining LPA to impose planning conditions to restrict this or alternatively provide for its screening if appropriate.

Applicants are encouraged to seek preapplication advice from both Natural England and the Conservancy, particularly where proposals involve works to the shoreline or new/altered intertidal structures and shoreline defences. This may require a range of consents, including a 'Works Licence' from the Conservancy and consent from the Marine Management Organisation. Compensation for any net loss of intertidal habitat in the Special Area of Conservation may also be necessary.

Requirements of marketing

As well as wishing to see marine enterprises flourish in the AONB there is also a cultural identity dimension to this in terms of employment skills with a strong historic connection to the Harbour, which positively contribute to the AONB's distinctiveness.

Applicants should provide evidence that the site has been marketed for at least 12 months, including:

- Confirmation by an appropriate marketing agent, on headed company paper, that the premises were marketed for the required length of time.
- Dated photographs of marketing board/s on the premises, in terms of their size, scale, location and number during the marketing period.
- An enquiry log, detailing the dates and method of communication used and the issues raised by prospective tenants, which ultimately led to each enquiry not resulting in the letting of the property.
- A copy of all advertisements in the local, regional, national and international press and trade periodicals (should be at least one weeks' worth of advertisements per month, spread across each six month period of marketing).
- Evidence of marketing via the internet, by giving details of the website or websites used and the period of marketing via this medium.

Please also refer to the marketing guidance in the relevant Local Plan.

It is important that the marketing of the land and/or buildings should point out those factors lending their use for a marine related enterprise, for example unimpeded headroom for vehicular access, proximity to water for the ease of retrieving and launching boats and door height/width and internal headroom dimensions to allow prospective tenants/purchasers to quickly understand whether boats might easily be worked on and be transported on and off the site.

The Conservancy may take independent advice to ascertain whether the value of land or rents sought are competitive, compared with similar marine-related business premises and will expect a methodical and thorough marketing report.

The Conservancy is more likely to be convinced there is no interest in the property being occupied by a marine related enterprise if a full and concerted marketing campaign is undertaken, without successful sale or letting, prior to the lodging of a planning application for any materially different use and/or operational development.

Owners are encouraged to seek the advice of the LPA and Conservancy prior to the commencement of any marketing campaign to ascertain the marketing strategy and to discuss the alternative uses that the owner may wish to consider in terms of sales/letting particulars. The NPPF encourages pre-application stakeholder engagement, i.e. that the marketing plan is agreed with the LPA and the Conservancy at the outset.



PP03

Replacement Dwellings and Domestic Householder Extensions

The Conservancy is unlikely to object to a replacement dwelling or extension to an existing dwelling provided the applicant can demonstrate that all of the following criteria have been addressed:

- The increase in size and/or mass does not exceed 50% of the footprint and 25% to the elevation silhouette of the dwelling as can be evidenced by previous planning applications; and
- The proposal does not increase the developed frontage of the waterside to an extent which detracts from the openness or rural character of the coastal landscape when seen from public vantage points (including public footpaths, the water, the foreshore, roads, views across the Harbour and open countryside); and
- The proposal is of a sympathetic design and materials which complement the landscape setting and any local vernacular; and
- The proposal does not diverge significantly from the spatial pattern of surrounding development and the spaces between buildings; and
- That any extension to an existing two-storey or chalet bungalow dwelling remains sub-ordinate to the original dwelling shape as can be evidenced by previous planning applications to extend the property or otherwise no taller than the height of the main roof ridge.

Reasoned justification

The Town and Country Planning Act of 1947, which came into effect a year later, is the foundation of modern town and country planning in the United Kingdom. The main statutes are the Town and Country Planning Act 1990 and the Planning and Compulsory Purchase Act 2004, supported by the NPPF.

The pressure for the construction of more substantial dwellings through replacement or extension has become a dominant force in changing the landscape of the AONB. The need to future-proof such replacement dwellings or significant domestic extensions against flood risk can have an immediate impact to the increase in the silhouette of a building. The landscape quality and attractiveness of the area continues to fuel the demand for extending existing homes or creating much larger, grander replacements, particularly in waterside locations, which can be out of keeping with the landscape.

The Conservancy is aware that small scale incremental changes can have cumulative impacts on the AONB, and these small developments within a concentrated area can be seriously damaging to the rural character and natural beauty of the area. In response to the number of applications, often of unsympathetic designs and materials, Havant Borough Council and Chichester District Council, prepared and published a Joint Supplementary Planning Document for Chichester Harbour AONB. This encourages sympathetic, locally distinctive designs and materials which respond to their landscape setting, and provide advice on ways to reduce visual impacts, including by limiting increases in size and mass.

When considering a replacement dwelling or extension to an existing dwelling, where applicable, consideration must be given to the Neighbourhood Plan, Village Design Statement, and the Conservation Area Character Appraisal/Management Plan.

PP04

Creation of New Dwellings and Residential Institutions

The Conservancy is unlikely to object to any proposals for new dwellings and residential institutions affecting the AONB, where the applicant can demonstrate that all of the following criteria have been addressed:

- The proposed development is within existing settlement boundaries; and
- That sufficient headroom capacity exists in wastewater treatment works infrastructure to serve the development, or the applicant has devised adequate alternative on-site facilities and storage to allow controlled release into the public sewer; and
- Recreational disturbance is adequately and appropriately mitigated to the satisfaction of the Conservancy and in accordance with the relevant Local Plan policy or policies; and
- The NPPF statutory requirement for environmental net gains will be met

Under exceptional circumstances, the Conservancy may support proposed development outside the existing settlement boundaries, if it is expressly required to meet a local identified social and/or economic need.

Reasoned justification

Development should be sustainably located to allow occupants to fulfil most daily functions, without relying on the use of private motorised transport. Development that is outside of the defined settlement areas and is unsustainable may have a significant and long-lasting adverse impact upon the character and landscape of the AONB.

The Conservancy supports the prioritisation of development within the existing urban hierarchy, as set out in the relevant Local Plan. Whilst it is understood that the LPAs have approved some infill or replacement dwellings outside of these areas, the Conservancy will not normally support new dwellings or additional residential accommodation in these locations unless it can be clearly demonstrated that the development is vital for socio-economic reasons, providing essential affordable housing (in accordance with any local housing needs survey) and/or agricultural worker housing.

It is important that adequate waste water treatment infrastructure is in place to serve new dwellings or additional residential accommodation in the AONB. This will ensure that such infrastructure is not overwhelmed – especially in times of heavy precipitation – resulting in emergency discharge of waste water into the Harbour, with the resulting harm to people and nature that can result from contamination and poor water quality.

The Conservancy will request that LPAs impose occupancy planning conditions to agricultural worker dwellings, on the basis of it being essential for the agricultural worker to be present at their place of employment at all times.



PP05

Package Treatment Plants, Cesspits and Septic Tanks

Applications for developments relying on anything other than connection to a public sewer should be supported by sufficient information to understand the potential implications for the Harbour. If a development involves a package treatment plant and/or a septic tank, the applicant must provide detailed information about how the proposed development will be drained and waste water dealt with.

The applicant must satisfy the Conservancy that the plant will be maintained in accordance with an agreed management plan for the life of the plant or until the development is connected to the public sewer, if sooner. The applicant will be expected to provide a covenant to support such undertaking to maintain the plant.

The Conservancy will object to any application where it is likely to have a significant and adverse impact on water quality in the immediate vicinity of the discharge, or the wider Harbour. New discharges into the Harbour should be avoided due to potential impacts on both water quality and the natural beauty of the AONB landscape.

Reasoned justification

Good water quality is fundamental for the overall health of Chichester Harbour. Water quality sustains ecological processes that support native fish and invertebrate populations, vegetation, wetlands and birdlife. In addition, many people rely on good water quality for recreational use.

Treated sewage discharges have a range of impacts; introducing bacteria and viruses, which affect the Harbour's oyster fishery and human health, particularly if cockles and clams are collected in the vicinity. Nitrates add to the levels of weed growth, with detrimental impacts for habitats and species. The Harbour is failing to meet environmental standards due to excessive nitrates. These effects are exacerbated if the plant is not well maintained.

Where water quality has the potential to be a significant planning concern, an applicant should explain how the proposed development would affect the Harbour and how to mitigate the impacts. The applicant should provide sufficient information for the LPAs to be able to identify the likely impacts on water quality.

Most developments are expected to connect to a public sewer. Where this is not reasonably possible, the preferred solution should be a high quality sealed cesspit, where the contents are not discharged to the local environment. The least favoured options are a package treatment plant or a septic tank. Should either of these options still be considered the output must be treated on site through a suitable filtration system; a constructed reed bed system can be effective in some instances. Any cesspit, package treatment plant or septic tank will have to comply with building regulations and be suitably managed.

Applicants should look to use best available technology to reduce the environmental impact. Installation of a non-mains solution may require an environmental permit from the Environment Agency, which includes a robust management and maintenance plan. These must clearly set out responsibilities, means of operation, and a maintenance schedule to ensure that the plant complies with the permit conditions throughout its lifetime.

PP06

Conversion of Buildings Inside and Outside of Defined Settlements

The Conservancy is unlikely to object to the conversion of buildings inside and outside of defined settlements to an alternative use provided it is demonstrated that:

- Where applicable, the building is no longer required for its original purpose; and
- A structural survey indicates that the building is structurally sound; and
- Protected species and habitats are not detrimentally affected (e.g. bats, owls, great crested newts, water voles and hay meadows); and
- An alternative employment or tourism use is first evaluated for the building and shown by the applicant to be unviable, before dwellings with Class C3 of the Town and Country Planning (Uses Classes) Order 1987 (as amended) are proposed; and
- If a Class C3 dwelling is the most viable use, allowing appropriate repair/refurbishment of the building, the

Conservancy will request occupation is restricted to those needing a countryside location owing to their employment and/or on the basis of a rural exception site to provide affordable housing; and

- The design of any alterations and materials used are sympathetic to the character of the existing building and its rural location.

The Conservancy is likely to oppose proposals whereby a building conversion and its subsequent usage will disturb current levels of tranquillity.

Where a dwelling is permitted within Class C3 of the aforementioned Order, the Conservancy will examine the extent of the residential curtilage proposed and may request that the LPA give consideration to the removal of permitted development rights under the Town and Country Planning (General Permitted Development) England Order 2015.

Reasoned justification

Permitted development rights have been introduced under the aforementioned General Permitted Development Order for the conversion of agricultural buildings.

Agriculture epitomises the landscape of the AONB and it is vital for both nature conservation interests and the rural economy. Applications for the conversion of redundant agricultural buildings, for an alternative use, must be supported by sound evidence justifying the need for the conversion. The LPA is also likely to take advice as to the overall viability of the agricultural unit.

The Conservancy supports sustainable forms of economic development that are appropriate to the character of the AONB and recognises that farmers must be able to adapt, evolve and diversify their business. Where conversion to holiday accommodation is proposed, an accompanying business plan for the venture should be submitted.

PP07

New/Extended Farm and Woodland Buildings

Chichester Harbour Conservancy will not normally object to new or extended farm or woodland buildings where the applicant has demonstrated the proposal is:

- **Necessary for agriculture or silviculture; and**
- **Sited away from visually exposed locations; and**
- **Sub-ordinate to the host building; and**
- **Where possible, grouped with other buildings; and**
- **Adjacent to mature planting and/or screened using native tree and shrub species; and**
- **In accordance with LPA guidance in terms of type, size, design and materials.**

Reasoned justification

The AONB is dominated by arable production with 68% of the land under crops and 15 arable farms. 70% is Grade 1 (excellent) or Grade 2 (very good) agricultural land. Agriculture epitomises the landscape of the AONB and it is vital for both nature conservation interests and the rural economy. The land is a haven for wildlife, and in particular birds, as evidenced in the number of fields supporting dark-bellied brent geese and other waders, as recorded by the Conservancy and its partners. However, farming practices continue to change and the Conservancy is aware that it must take a flexible approach in response to agricultural requirements.

Whilst it is recognised that some agricultural development is permitted development, the Conservancy will seek to minimise the impact upon the landscape of agricultural structures, including in response to 'prior notification' applications. The Town and Country Planning (General Permitted Development) England Order 2015 (as amended) sets out prior notification requirements to LPAs by those seeking to exercise their permitted development rights for certain defined agricultural purposes.

If the Conservancy believes it to be expedient to restrict permitted development because of the impact from agricultural permitted development on the AONB (or a particular area of the AONB), it will urge LPAs to seek an Article 4 direction either across the AONB, or within the affected sensitive landscape area(s).

Chichester District Council has published specific guidance on farm buildings, and Havant Borough Council has adopted an overarching Design Supplementary Planning Document, to assist developers, when designing their proposals. Chichester District Council recommend a darkish khaki or bluish grey appearance and a dark slate grey colour, such as B.S. colour 18B 25 or 27 or a Khaki B.S. 1 OB/27 as these have been found to be the most sympathetic colours where buildings will be viewed against trees. The Conservancy will encourage dark colours, like these, to ensure the building blends in to its landscape setting.

The Conservancy has concerns over the intrusiveness of horticultural buildings within the landscape with the often large expanses of glass or polytunnels visible at great distances as well as within the immediate landscape of the AONB.

PP08

New Tourist Accommodation

The Conservancy is likely to object to applications for new or extended caravan or tourism accommodation sites within or adjacent to the AONB, unless it can be demonstrated that there would be no harm from visual intrusion, noise, increased recreational activity or erosion of rural character.

The Conservancy is likely to object to any application for caravan rallies or other caravanning/camping-related activity unless it can be demonstrated that the location does not have a detrimental impact upon the AONB or nature conservation interests and it is for a duration or recurrence which is compatible with the rural character of the AONB.

Reasoned justification

Permitted development rights exist to Members of the Camping and Caravanning Club to have up to 5 pitches for caravans within the curtilage of the Member's (residential) property and other rights relating to the temporary use of land also exist, under the General Permitted Development Order.

Planning permission for tented accommodation is required where the AONB falls within Chichester District under an Article 4 Direction.

Caravan parks containing transportable but largely static mobile homes are well-established in the AONB, as a result of the growth in countryside tourism during the 1960s and 1970s. With changing industry trends, it is unlikely that new proposals of this nature will come forward. Nevertheless, the Conservancy will carefully consider any such proposals, given the impact on the landscape and the visual prominence that these developments can have. More bespoke forms of accommodation, such as pre-fabricated lodges or the conversion of existing buildings, have added self-catering tourist accommodation to the market place.

The Conservancy will look to persuade the LPA to impose suitable planning conditions to ensure that the accommodation created cannot be occupied the whole year round and thus is genuinely available to those who wish to stay and explore the AONB, rather than those who would treat such accommodation as a second home or main home. Where such accommodation would contain all the necessary amenities to enable day-to-day living, the Conservancy would not wish to see such accommodation becoming permanent general purpose housing, which is not supported outside of the defined settlement boundaries.

It may be necessary for some forms of tourism development to be accompanied by an Appropriate Assessment under the 2010 Conservation of Habitats and Species Regulations, which may only be supportable where appropriate and adequate mitigation can be offered.

PP09 Dark Skies

The Conservancy is likely to support lighting proposals that reduce the adverse impact of artificial light in Chichester Harbour. The Institution of Lighting Professionals published best practice guidance in 2011.

Lighting proposals that are adjacent to or impact on areas of nature conservation will only be supported in exceptional circumstances. A statement outlining where the light will shine; when the light will shine; how much light will shine; the possible ecological impact and a series of mitigation measures, if appropriate, should accompany a planning application.

The Conservancy is unlikely to object to the lighting element of applications for prior approval or planning permission within and adjacent to the AONB, where the application includes evidence to demonstrate the following:

- The lighting proposals are the minimum needed for security and/or working purposes; and
- Any obtrusive light from glare or light trespass is an acceptable level; and
- Light beams will not be pointed out of windows; and
- Security lights are fitted with passive infra-red detectors (PIRs) and/or timing devices so as to minimise nuisance to neighbours and are set so that they are not triggered by traffic or pedestrians passing outside the property or premises; and
- Overall compliance with the published best practice guidance from the Institution of Lighting Professionals.

The Conservancy will object to any proposed development that includes smooth, reflective building materials, including large horizontal expanses of glass, particularly near the edge of the water, as this has potential to change natural light and to create polarised light pollution affecting wildlife.

Reasoned justification

The night sky is part of the scenic beauty of the AONB and should be conserved and enhanced. Light pollution is the light that is wasted upwards and reflects off the atmosphere, causing a visible night time blanket. According to the Campaign to Protect Rural England, Chichester Harbour has the third highest level of light pollution across all of England's

34 AONBs (as of 2016). Light pollution is a problem for various reasons, including energy wastage, detrimental effects on human health and psychology, erosion of tranquillity and disruption of ecosystems.

Obtrusive light is generally a consequence of poorly designed or insensitive lighting schemes. The three main problems associated with obtrusive light are:

- Sky glow - the orange glow seen around urban areas caused by a scattering of artificial light by dust particles and water droplets in the sky;
- Glare - the uncomfortable brightness of a light source when viewed against a darker background; and
- Light trespass - light spilling beyond the boundary of the property on which a light is located.

Each of the three types presents very different problems for the general public and for the environment as a whole.

Sky glow is the result of wasteful and ill-directed lighting and reduces the ability of people to see the natural night sky. This is a problem in rural locations. Artificial lighting can destroy local character by introducing a suburban feel into rural areas.

Glare and insensitive lighting can have serious implications for motorists who may become distracted or blinded by glaring lights spilling out on to the highway. Bright or inappropriate lighting in the countryside can also have severe ecological implications.

Obtrusive light in rural locations can affect the natural diurnal rhythms amongst a wide range of animals and plants. Light trespass is a common problem and can intrude on the residential amenity in both urban and rural settings causing stress and anxiety for people affected. In addition to these specific problems, obtrusive light represents a waste of energy, resources and money.

The Institution of Lighting Professionals has published guidance on acceptable levels of illumination for specific environmental zones, which relate broadly to the rural areas. All new developments should be designed so as to adhere to these best practice guidelines.



PP10 Shoreline Defences

The Conservancy has a hierarchy of preferred approaches to shoreline defences, as detailed in the Sustainable Shorelines: General Guidance document. The Conservancy is unlikely to object to proposals that entail:

- **Removing and not replacing existing defences; or**
- **Managed realignment, where appropriate; or**
- **Adaptive management, where appropriate.**

In locations where existing defences are present, the Conservancy is unlikely to object to a 'like-for-like' replacement providing that the applicant demonstrates that the defences are still required. The Conservancy prefers the use of materials that naturally degrade (i.e. timber rather than rock or concrete).

The Conservancy is likely to object to the installation of new, strengthened, or improved defences if they will have an adverse impact on habitats, species or safety of navigation.

Reasoned justification

Chichester Harbour covers 75 square kilometres and 86 kilometres of shoreline. The natural shoreline has a wooden fringe of coastal oaks with extensive saltmarshes, mudflats and sub-tidal channels. Approximately 41% of the Harbour is fully submerged at high tide and around two-thirds of the Harbour has shoreline defences.

Strategic guidelines for Chichester Harbour are outlined in the North Solent Shoreline Management Plan (2010) and at a local level through the Chichester Harbour Sustainable Shorelines: General Guidance document. The Environment Agency also published Estuary Edges: Ecological Design Advice (2013), which provides guidance on making a positive contribution towards estuary management. The Conservancy's preferred shoreline defence is a soft approach using natural vegetation that is sympathetic to the landscape character and visual amenity of the AONB.

The choice of shoreline defence will depend on the existing and adjacent defences, the degree of exposure to wave action, the potential impact on the local environment, and any special requirements relating to access, amenity, etc.

The shoreline defences in the Harbour are constructed with varying designs and materials. Many have degraded over time and will require repair or enhancement to keep in line with sea level rise in the future. Where works on existing shoreline defences are modest in scale or constitute 'like for like' repairs, these are likely to be supported by the Conservancy as they are unlikely to have an adverse effect on the adjacent habitats or a harmful visual impact.

Larger-scale works are likely to have greater landscape and nature conservation impacts. The Conservancy will require justification for the works and details of how landscape and nature conservation impacts will be addressed, avoided or compensated for. The Conservancy will also seek the opportunity to replace an existing defence with natural solutions.

The Conservancy will also need to consider the potential impacts of any shoreline defence works on navigation within the Harbour, both from direct impacts and those arising from any change in hydro-dynamics and sediment movement. Where shoreline defences do not currently or historically exist, the Conservancy is unlikely to support an application for new defences because of the landscape character, visual amenity and nature conservation impacts.

In order to address the gradual loss of intertidal habitats over time as sea levels rise (known as 'coastal squeeze'), the Conservancy is likely to support appropriate managed realignment sites as a preference to maintaining existing coastal defences. Any such scheme should also adequately address the outer defences, which should not just be abandoned and left to degrade to the detriment of the landscape and nature conservation interests.

PP11

Intertidal Structures

Planning applications for intertidal structures will be assessed for their impact on the visual land/seascape, nature conservation and navigational safety.

The Conservancy is unlikely to object to 'like-for-like' replacements, unless the existing structure:

- Is unauthorised and is either:
 - a) The subject of current enforcement action; or
 - b) In the Conservancy's view, should be the subject of enforcement action; or
- Is dilapidated or collapsed and the applicant is unable to evidence its use in the last 10 years.

If alterations are proposed to an intertidal structure that would materially affect its appearance, the Conservancy is unlikely to object provided the silhouette/footprint of the structure does not materially increase and materials with dark/muted/matte colour finishes are proposed.

The Conservancy will only support new or enlarged intertidal structures where:

- It is demonstrated they are for essential public use or it is demonstrated the development is necessary to ensure the continued viability of a marine related enterprise; and
- Any nature conservation impact can be mitigated; and
- There is no adverse land/seascape or visual amenity impact; and
- Safety of navigation is maintained.

Reasoned justification

The Harbour is designated as internationally important for nature conservation and the 2010 Conservation of Habitats and Species Regulations require any proposals likely to have a significant effect on the designated site to be assessed by the competent authority. Natural England will assess whether any proposed development within the intertidal area will have any relevant effect on the habitats and species of interest. In all cases, applicants should discuss their proposals with Natural England, the LPA and the Conservancy to ensure that all relevant issues and consents are identified and applied for.

All proposals below mean-high-water springs will require a Works Licence from the Conservancy. Applications for both planning permission and a Works Licence should be accompanied by a detailed method statement, which outlines the construction process and how adverse impacts on the designated sites will be avoided.

In some instances an Appropriate Assessment will be required to more fully assess the potential impacts before the LPA, Natural England and the Conservancy can determine whether the development is acceptable and if so what conditions may be necessary. A licence will also be required from the Marine Management Organisation and in some cases a licence or environmental permit from the Environment Agency.

Where a significant impact on the designated sites would arise (for example, from an increase in footprint/shading as a result of the proposed structure), this will need to be compensated for to ensure that there is no net loss of intertidal habitat.

Where it has been demonstrated that a new intertidal structure is essential for public use, adequate compensation will need to be provided to offset any impacts on nature conservation interests from the introduction of a new structure. The application will also need to demonstrate that there are no adverse impacts on the landscape character or visual amenity of the AONB or the safety of navigation. Where a new structure is only for private use, the Conservancy is highly likely to object to such a structure because of the likely significant impacts upon the landscape character and visual amenity of the AONB and the impact on nature conservation interests. There are also likely to be impacts upon navigational safety.

Examples of compensation include the removal of equivalent existing structures or material from the intertidal area, the provision of additional intertidal habitat elsewhere, and the surrendering of existing swinging moorings or other boat storage facilities.

Where repairs are contemplated to an existing intertidal structure, advice should be sought from the LPA as to the need for planning permission for such work. The LPA may invite an application for a Certificate of Lawfulness of proposed development. In all cases, supplying the LPA with photographs and drawings of the existing structure and a detailed written schedule of the work contemplated will speed-up this process.

Significant elevational changes to existing intertidal structures are unlikely to be supported by the Conservancy - (unless they are essential for public or commercial use and any impacts can be adequately mitigated) - because of their likely long-term impact on the AONB.

The cumulative impact of private householders installing new structures which extend into the Harbour could be seriously damaging to this highly sensitive coastal landscape as well as to the wildlife interest of the AONB and to the safety of navigation on the water. For these reasons, the Conservancy exercises a presumption against the introduction of new intertidal structures for private use.

In order to support marine-related businesses, the Conservancy will not apply this presumption where it can be demonstrated that the structure is essential for the success of the business and it would not have an adverse impact on the environment.

Depending upon the extent of collapse and dilapidation and the timeframe, this type of application can effectively mean the introduction of a new structure. As such, adequate compensation will need to be provided to offset any impacts on nature conservation interests, weighed against the habitat benefits the existing structure may offer. The applicant should demonstrate that the new structure would not have a detrimental impact upon the landscape character or visual amenity of the AONB or navigational safety.



PP12

Limits on Marinas and Moorings

The Conservancy is unlikely to object to a proposal for a new marina in the AONB if the applicant can demonstrate that all the existing marinas cannot be extended and any new berths are matched by a reduction in the same number of existing moorings.

The Conservancy is also unlikely to object to the extension of an existing marina in the AONB providing any new berths are matched by a reduction in the same number of existing moorings.

The Conservancy is likely to support proposals for the re-distribution of moorings to established marinas. It is unlikely to support proposals which result in a net increase in the number of moorings or marina berths.



Reasoned justification

Since the Conservancy was established in 1971 there has been a moratorium on the number of moorings and marina berths due to congestion in the Harbour at peak periods, which can be dangerous and may detract from the value of recreational experience. The Conservancy's vessel movement surveys show that a vessel passes the busiest transit every 6 seconds, over the peak half-hour period, and a further increase would lead to dangerous sailing conditions. Therefore, any schemes which propose to increase the number of marina berths will need to be offset by 'wasting' an appropriate number and type of moorings.

PP13

Public Access to the Water and New Launch-on-Demand Facilities

The Conservancy will object to any new facility which will provide a net gain in public access to the water for vessels or will increase the number of vessels using the Harbour.

The Conservancy will support proposals for storage buildings/ structures and areas of hard standing and associated means of enclosure related to the secure storage and operation of launch-on-demand boat services tied to new public access points to the water, where it can be demonstrated that:

- Such facilities are required to enable the continued viability of an existing marine-related enterprise or established recreational club with existing public shoreline access to the Harbour. Where such facilities represent a consolidation of several separate areas and access points, and tidying-up a site, the Conservancy may be more favourably disposed to such proposals, if the re-instatement of abandoned areas offers an enhancement to the AONB overall; and
- Any increase in recreational activity would not harm nature conservation interests; and
- Any increase in recreational activity would not be detrimental to navigational safety.

Reasoned justification

The Conservancy recognises that the Harbour is very close to capacity in terms of water-based recreational use, which can lead to issues of safety of navigation and detract from the recreational experience itself. Therefore, the Conservancy will continue to maintain its moratorium on the number of deep water moorings, object to proposals for new marinas and any new facilities which will provide new public access to the water for vessels.

A 'launch-on-demand' facility refers to a fixed structure to store, or mobile structure to lift boats into the water and then allow the boat to float off the supporting structure and vice versa. Very often, for reasons of security, a mobile structure may require to be housed in a building close to the shoreline and areas of hard standing, perhaps enclosed by fencing and may also be required to 'marshal' boats waiting to be launched.

Where such works require planning permission, the Conservancy will require that the natural beauty of the AONB and its nature conservation interests are given priority over recreational and maritime business interests. Where the latter are not compatible with the former, the Conservancy will be likely to object to such proposals.



PP14

Horse/Pony Grazing and Related Structures

The Conservancy is unlikely to object to applications for horse and/or pony grazing provided that the proposal does not have an adverse impact on the landscape or any nature conservation interests.

The Conservancy is unlikely to object to horse/pony-related structures that are:

- Sensitively sited so as not to be obtrusive in the AONB landscape; and
- Simple in appearance and modest in scale; and
- Constructed using a palette of natural materials with a muted finish.

Reasoned justification

The use of agricultural land for horse and pony grazing can have a detrimental effect on the character of the AONB, erode its rural qualities and interfere with its recorded use by wildlife. This is particularly true where paddocks are poorly managed, fields are subdivided with inappropriate fencing or where horse shelters are prolific, poorly constructed and not maintained. These together with other paraphernalia such as jumps and horse equipment stored outside of the buildings can have a detrimental impact, particularly in exposed locations.

The Conservancy may ask the LPAs to attach conditions to control the overall appearance of the development, which may include asking for a restriction on the outside storage of equipment and the use of post and rail fencing rather than plastic.



PP15

Signage Requiring Express Advertisement Consent

The Conservancy is unlikely to object to applications for signage where:

- The proposal relates well to the setting of the host building(s) or where the signage is positioned on buildings so as to respect the elevational composition of the building and avoid visual clutter; and
- Opportunities are sought for a single, co-ordinated sign at the common entrance to shared business premises; and
- The proposal is not harmful to the rural character of the AONB.

Reasoned justification

Chichester Harbour AONB is a Special Area of Advertisement Control as established by an Order on 27 November 1997, where the AONB falls within Chichester District. Special justification will be needed for directional signage not commissioned through the local Highways Authority. It is considered that with the advent of satellite navigation and good mapping on the internet, excessive directional signage is unnecessary and unduly clutters the highway network in the AONB, possibly also distracting drivers, which could have an adverse highway safety impact on non-vehicle users of the highway.

Proposals should be of a size which does not dominate the setting or elevation of a building. The top of any projecting signage to a shop front should generally be contiguous with the top of any fascia signage. The use of wooden, hand painted and non-illuminated signage, avoiding the use of garish or day-glow colours is unlikely to be objected to.

Where an applicant can provide written justification for the need for illumination (e.g. for health and safety reasons), external illumination by cowled/trough down lighting will be preferred. The housing for such down lighting should be colour finished, rather than bare metal, with matte black powder coating as a favoured option.

The Conservancy will use the recommendations of the Institute of Lighting Engineers for lit and unlit zones, especially to preserve the sense of darkness, remoteness and tranquillity outside defined settlement boundaries.

PP16

Renewable Energy

Micro-renewable energy installations are understood to be small scale and typically located adjacent to residential properties and/or small businesses. The Conservancy is likely to support proposals for micro-renewable energy installations under the following criteria:

- To be sited discreetly or out of view from public vantage points; and
- As far as practicable, to minimise their impact on the appearance of the installation on the site and/or building; and
- To be unobtrusive in relation to the wider landscape setting; and
- To operate at noise levels not exceeding 10dB(A) above background noise levels, within 50 metres of the installation.

The Conservancy is likely to object to all other sized renewable energy installations due to the potential detrimental visual and/or other impacts on the landscape of the AONB.

Reasoned justification

Permitted development rights for micro-generation are currently set out in the Town and Country Planning (General Permitted Development) England Order 2015. The LPA can advise on whether works are, or are not, permitted development

As the scale of the renewable energy installations increases, so does the potential for visual and other impacts on the AONB. In certain circumstances, the long-term impacts of the technologies may be capable of being adequately mitigated and applicants would be required to provide further details of any such proposed mitigation.

The scale of renewable energy installations will be assessed in terms of their height, site coverage and bulk in their immediate context. With respect to wind turbines, any adverse impact can be experienced over considerable distances. In addition, large wind turbines or large installations of turbines are likely to have impacts on nature conservation interests and the tranquillity of the AONB. Given the scale of these technologies it is unlikely that their wider impacts could be successfully mitigated.

PP17

Telecommunication Development

The Conservancy is unlikely to object to applications for prior approval or planning permission for telecommunications development within and adjacent to the AONB, where the application includes evidence to demonstrate the following:

- There is an essential need for the development in the proposed location; and
- Evidence that the potential for mast sharing and/or undergrounding has been thoroughly explored and it is explained why these options are not possible; and
- That other, less sensitive locations have been fully considered and why these have been discounted; and
- The height, colour and design of the development have been designed to reduce visual impacts; and
- Details of natural, or appropriate other screening is included.

Reasoned justification

Telecommunication development, especially masts, can have a detrimental impact on the wider landscape of the AONB, whether they are located within or adjacent to the AONB boundary. Applicants are encouraged to consider reducing the impacts of these often intrusive vertical features in the landscape and will need to demonstrate the need for the mast or masts in the location proposed, including information regarding existing signal coverage.



PP18

Access Infrastructure

Proposals to improve infrastructure related to walking, cycling and ease of use of public transport are likely to be supported by the Conservancy.

Reasoned justification

The AONB designation was awarded in part because it was recognised that the environment of Chichester Harbour should be protected for the nation and future generations to enjoy. However, road access to the eastern and western sides of the Harbour can often become congested at peak spring and summer periods.

The Conservancy supports the ability of the public to make informed decisions about sustainable travel choices when visiting and moving around the AONB, and will seek to reduce reliance on use of private motor vehicles.

Local Transport Plans produced by Hampshire County Council and West Sussex County Council seek to achieve an improvement in modal shift to walking, cycling and use of public transport. The Conservancy will work with its partners to promote new initiatives to achieve these changes.

To improve integrated access within the AONB, the Conservancy will support initiatives that are sensitively executed, with minimum visual impact in the wider landscape, so as to retain the rural character of many of the highways passing through and across the AONB, including:

- New and improved bus stops and shelters, including the introduction of real time information systems; and
- Safer pedestrian and cyclist connections between new developments and local amenities such as shops, schools and bus stops; and
- Replacement/new wayfinding signage to encourage walking and cycling in the AONB.



Section 4

Appendix

Page 104



Chichester Harbour in Facts and Figures

The purpose of a State of the AONB Report, which is a separate and accompanying document to the Management Plan, is to collate the latest available facts and figures to assist with the development of policies. The first two Chichester Harbour AONB State of the AONB Reports were prepared and published by Land Use Consultants (LUC), firstly in 2013 and then updated in 2018. Both are available to download from Chichester Harbour Conservancy's website.

Biodiversity

- 51% of Chichester Harbour AONB is designated as Sites of Special Scientific Interest (SSSI), covering 3,965 hectares.
- There are 3 internationally Important Birds that use the Harbour: dunlin, dark-bellied brent geese and black-tailed godwit.
- There are 8 nationally Important Birds that use the Harbour: redshank, curlew, grey plover, bar-tailed godwit, ringed plover, little egret, red breasted merganser, and greenshank.
- There are approximately 40 harbour (common) seals and 10 grey seals.
- There are approximately 200 maritime taxa including invertebrates, algae and fish.

Business

- There are 455 businesses in Chichester Harbour.
- The most common type of businesses in the AONB are professional, scientific and technical services (19%) and wholesale and retail trade, repair of motor vehicles (16%).
- Manufacturing (17%), wholesale and retail trade, repair of motor vehicles (16%) and service of accommodation and food (13%) employ the greatest number of people.
- 7,800 people are within employment age, of which 45% (3,500) are employed, compared to 61% in the South East. This is explained by high number of retired people living in Chichester Harbour, 31%, compared to 21% in the South East.
- Primary and secondary industries such as agriculture (7%), manufacturing (9%) and construction (11%) are other common business types found in the Harbour.

- Micro businesses are very significant employers within the Harbour, particularly when compared with the rest of the South East. In both areas, micro businesses account for around 75% of businesses, but they provide 45% of employment within the Harbour compared to 17% in the wider South East area.
- 1.5 million people visit Chichester Harbour every year, of which over 500,000 visit the West Wittering Estate and/or East Head.
- In 2009 the total value of Chichester Harbour was estimated to be £2.78 billion, made-up from maritime businesses (£524 million), residential property (£2,151 million), tourism (£44 million), land values (£52 million) and recreation (£1.2 million).

Farming

- 70% of farming land within Chichester Harbour is within Grades 1 (excellent) and 2 (very good), reflecting the highly fertile land which is suited to arable cropping and cereal growing.
- The farmed land around Chichester Harbour is dominated by arable farming which comprises 78.7% of agricultural land. The area of land used for cereal cropping has increased to 2,202 hectares in 2016. While the total amount of farmland has increased, the total number of holdings has fallen in recent years, demonstrating a trend towards larger holdings.
- The amount of land managed under agri-environment schemes (Environmental Stewardship or Countryside Stewardship) has declined by 64.8% from 1,892 hectares in 2013 to 666 hectares in 2018. This is because many of the Environmental Stewardship Schemes within Chichester Harbour have come to an end.
- Livestock numbers have declined significantly since 2009. The number of farms with grazing livestock has decreased from nine (2009) to three (2016).

Historic Environment and Heritage Assets

- There are 4 Scheduled Monuments, at Fishbourne Roman Palace, Tournurbury Hillfort, Warblington Castle, and Black Barn.
- There are 271 Listed Buildings, comprising 7 Grade 1, 5 Grade 2* and 259 Grade 2.
- There are 1,000 Historic Environment Record (HER) sites.
- There are 10 Conservation Areas, all with up-to-date Conservation Character Area Appraisals.

Landscape Character

- The AONB covers 7,400 hectares (29 square miles) of which 41% is below mean high water springs
- There are 9 Landscape Character Types.
- There are 16 Landscape Character Areas.
- There are 86 kilometres (53 miles) of shoreline of which 24 kilometres (15 miles) are undefended and natural.
- According to the Intergovernmental Panel on Climate Change, 1,331 hectares of lowland maybe at risk of flooding by 2100, 32% of Chichester Harbour.

Population and Housing

- The population of Chichester Harbour has increased from 10,502 to 10,585 between 2011 and 2016.
- There are 5,069 dwellings.
- Levels of overall deprivation are generally amongst the lowest in England.
- Conversely, levels of deprivation against the 'Barriers to Housing and Services' indicator are among the most deprived in the country. This is likely to be a result of high property prices.
- Average property values in Chichester Harbour are £392,897, 5.3% higher than those across the South East region, which average £373,100.
- Chichester District and Havant Borough as a whole have a significant number of second home owners, totalling 10,649.
- There has been no affordable housing built in Chichester Harbour for many years.

Public Rights of Way, Permissive Paths, Bridleways and Cycle Routes

- There are 91.5 kilometres of Public Rights of Way (56.5 miles).
- There are 12 kilometres of Permissive Paths (7.5 miles).
- There are 5 kilometres (3 miles) of the Solent Way in Chichester Harbour (total length is 60 miles, 97 kilometres).
- There are 12 kilometres of dedicated cycle route, the Salterns Way (7.5 miles).
- There is 1 kilometre of bridleway (0.6 of a mile).
- There are over 40 interpretation panels around Chichester Harbour.

Sailing & Boating

- There are 30 square kilometres of water (11.5 square miles).
- There are 27 kilometres of well-lit channels (17 miles).
- There are 10,500 registered vessels.
- There are 5,200 moorings and marina berths.
- There are 14 sailing clubs.
- Every year 25,000 people enjoy the Harbour's waters for racing, cruising and fishing.

Transport and Services

- All settlements within Chichester Harbour can access online grocery delivery.
- There are 5 schools, 11 churches, 2 GPs and 2 post offices.
- Chichester Harbour is generally well serviced with bus service along the main roads. Several rural roads, up to 2 miles from the main road, either do not have a bus route or it only operates on an occasional basis.

Trees and Woodlands

- Total woodland cover in the AONB is 158.9 hectares. The majority of woodland cover within the AONB is broadleaved (89%), which covers a total of 142 hectares. The amount of broadleaved woodland has remained approximately the same since 2013. However, young trees now comprise 6% of woodland cover; this figure has doubled in the last five years.
- Ancient and semi-natural woodland covers 71 hectares (or 1%) of Chichester Harbour. This has not changed since 2013.
- Between 2014 and 2017, Chichester Harbour Conservancy planted 8,585 trees, in partnership with the Friends of Chichester Harbour.

Water Quality

- The designated bathing site at West Wittering Beach has had an 'Excellent' water quality rating since 2014.
- Between 2016 and 201, all of the 11 water quality testing areas within Chichester Harbour were compliant when measured against the EU Bathing Water Directive.

Locally Designated Sites

Conservation Areas, Dark Sky Discovery Sites and Nature Reserves

Conservation Areas are designated in recognition of special architectural and historic interest.

Conservation Area Local Planning Authority

Emsworth	Havant
Langstone	Havant
Wade Court	Havant
Warblington	Havant
Bosham	Chichester
Dell Quay	Chichester
Fishbourne	Chichester
Prinsted	Chichester
West Itchenor	Chichester
West Wittering	Chichester

Dark Sky Discovery Sites are places that are away from the worst of any local light pollution, provide excellent sightlines of the sky and have good public access, including firm ground for wheelchairs.

Dark Sky Discovery Site Local Planning Authority

Eames Farm, Thorney Island	Chichester
Maybush Copse, Chidham	Chichester
North of the John Q. Davis	Chichester
Footpath, West Itchenor	



Local Nature Reserves are locally important and are designated to be protected them from nearby development.

Local Nature Reserve Local Planning Authority

Eames Farm	Chichester
Gutner Point	Havant
Pilsey Island	Chichester
Nutborne Marshes	Chichester
Sandy Point	Havant



Sites of Importance for Nature Conservation and Local Wildlife Sites

In Hampshire, Sites of Importance for Nature Conservation are managed for their wildlife interest.



In West Sussex, Local Wildlife Sites are managed for their wildlife interest.

Sites of Importance for Nature Conservation	Local Planning Authority	Local Wildlife Sites	Local Planning Authority
Boatyard Patch	Havant	Birdham Pool	Chichester
Brook Farm B	Havant	Chalkdock Marsh	Chichester
Chichester Road Meadow	Havant	Chichester Canal	Chichester
Conigar Point Meadows	Havant	Chichester Yacht Basin Meadow	Chichester
East of St Peters Road A	Havant	and Pool	
Emsworth Millpond	Havant	Cobnor Cottage Nature Reserve	Chichester
Fields of Saltmarsh South of Copse Lane	Havant	Cobnor Marsh	Chichester
Gutner Farm	Havant	East Itchenor Coastal Marsh	Chichester
Gutner Lane Meadow	Havant	Fishbourne Meadows	Chichester
Land East of Sandy Point	Havant	Nutbourne Pastures	Chichester
Langstone Mill Pond	Havant	Redlands Meadow	Chichester
Lifeboat Station Heath	Havant	River Lavant Marsh	Chichester
Lifeboat Station Saltmarsh	Havant	Salterns Copse	Chichester
Mengham Salterns	Havant	Slipper Mill Pond and Peter Pond	Chichester
Mill Rythe Holiday Village	Havant	Thorney Island	Chichester
Mill Rythe Lane Saltmarsh	Havant	Thornham Point	Chichester
Mill Rythe Pound Marsh B	Havant	West Wittering Beach	Chichester
Nore Grassland & Saltmarsh	Havant		
North Common & Saltmarsh	Havant		
North of Northney Road	Havant		
Verner Common West	Havant		
Wade Court Park	Havant		
Warblington Castle Farm East D	Havant		
Warblington Castle Farm East E	Havant		
Warblington Castle Farm West	Havant		



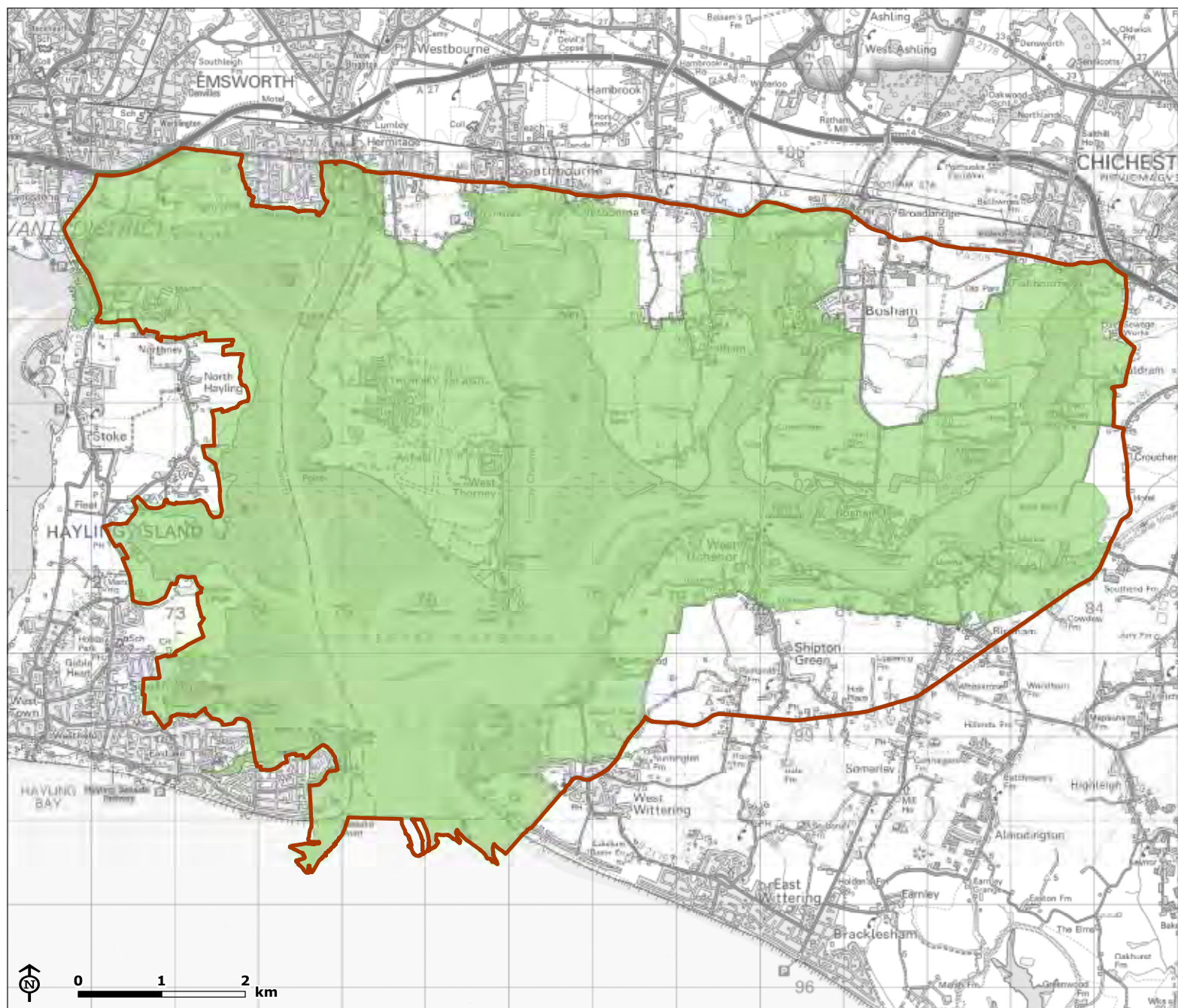
Map A

Amenity Area

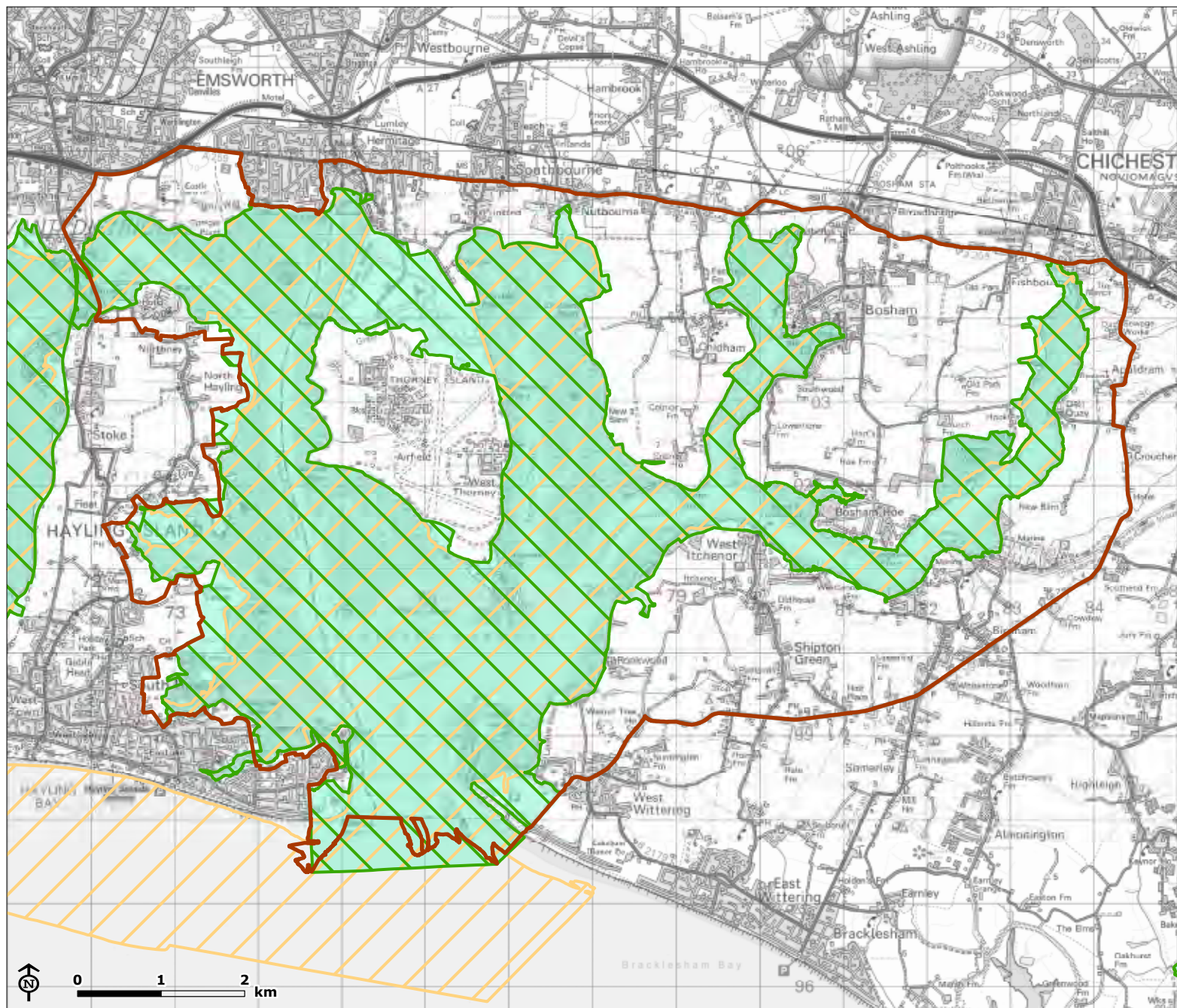
-  Chichester Harbour AONB as designated in 1964
-  Chichester Harbour Conservancy Amenity Area, as designated in 1971

Source: Chichester Harbour Conservancy

Map Scale @ A4: 1:65,000



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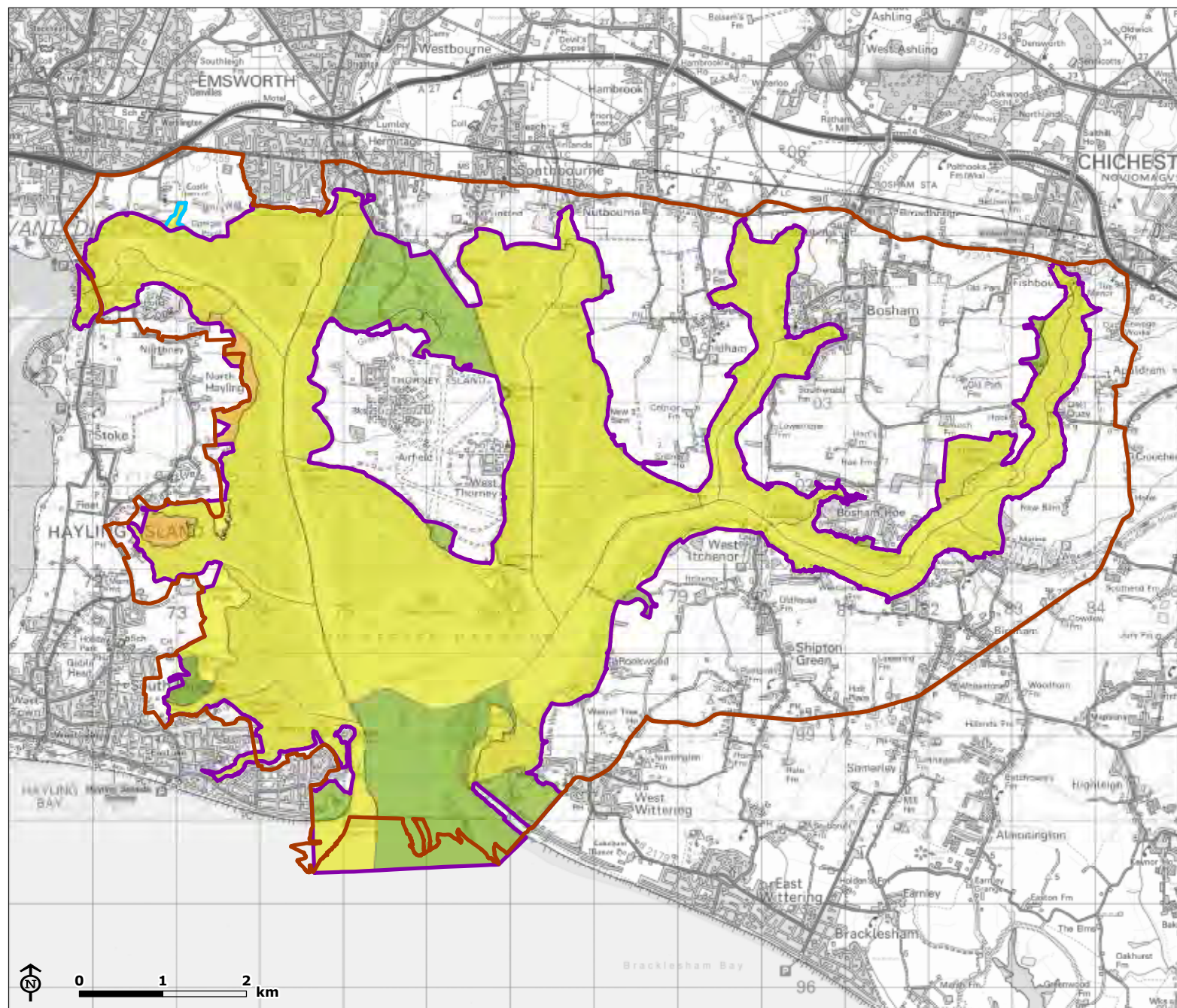
Map B

Worldwide and European Designations

- Chichester Harbour AONB
- Special Area of Conservation
- Special Protection Area
- Ramsar

Map Scale @ A4: 1:65,000





Map C

Site of Special Scientific Interest

Chichester Harbour AONB

SSSI name

Chichester Harbour
 Warblington Meadow

SSSI condition

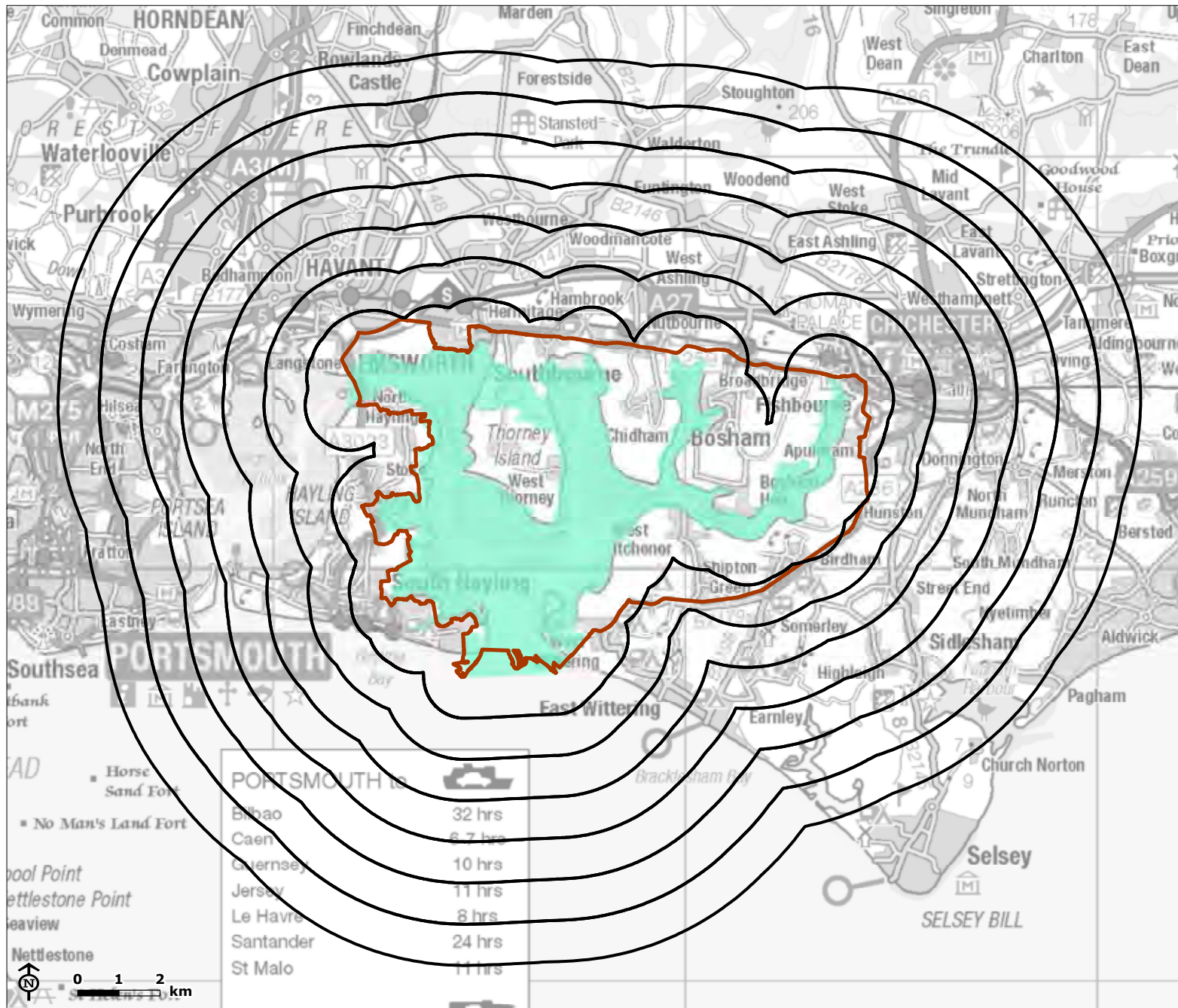
Favourable
 Unfavourable recovering*
 Unfavourable no change

* Old Park Wood was recently upgraded by Natural England to 'unfavourable recovering'

Source: Chichester Harbour Conservancy

Map Scale @ A4: 1:65,000





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Map D

SPA Buffer Zone

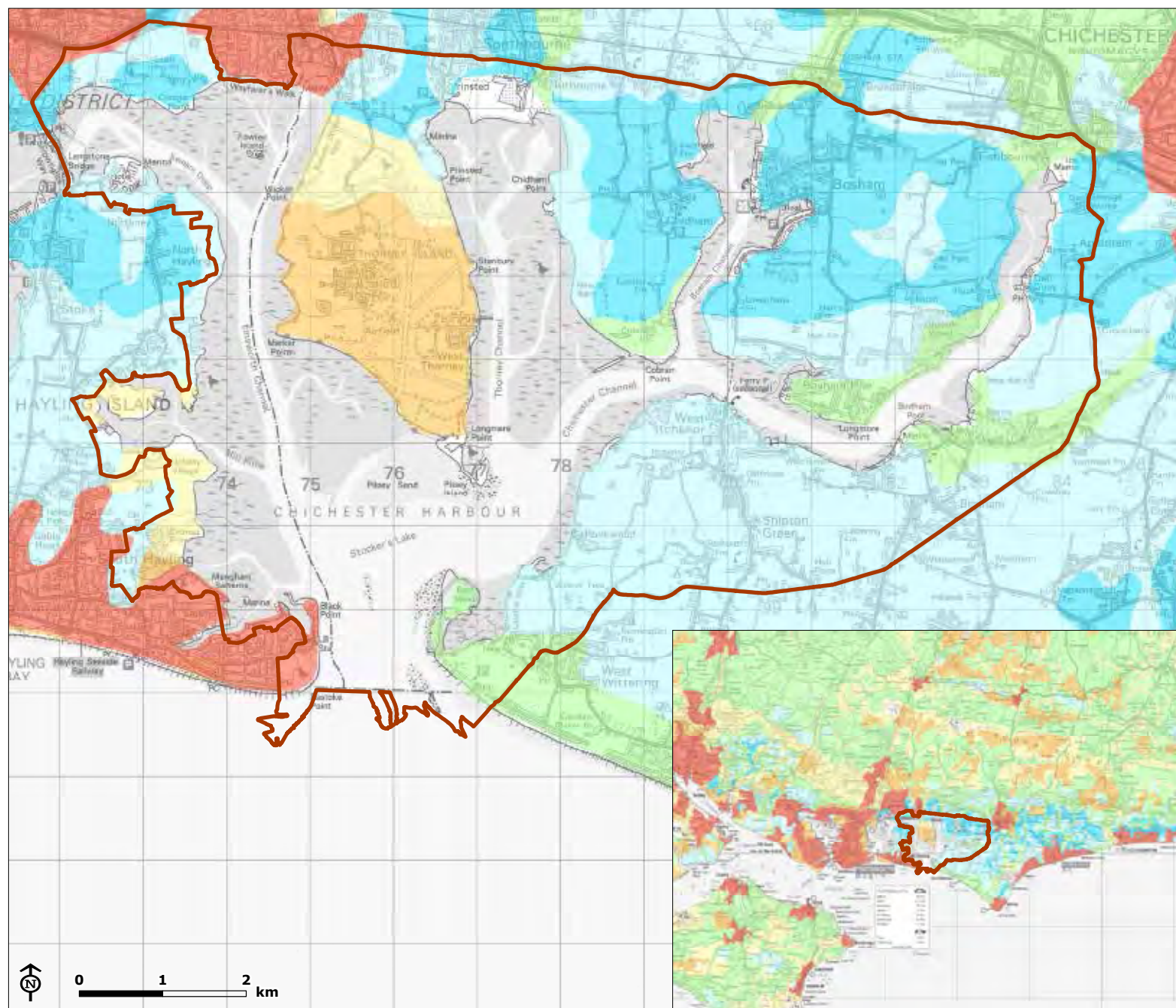
- Chichester Harbour AONB
- Chichester and Langstone Harbours Special Protection Area
- SPA 1 km Zones

The developers of all new dwellings built within 5.6 kilometres of the Special Protection Area must pay a levy to Bird Aware Solent to offset recreational disturbance.

Source: West Sussex County Council

Map Scale @ A4: 1:132,000





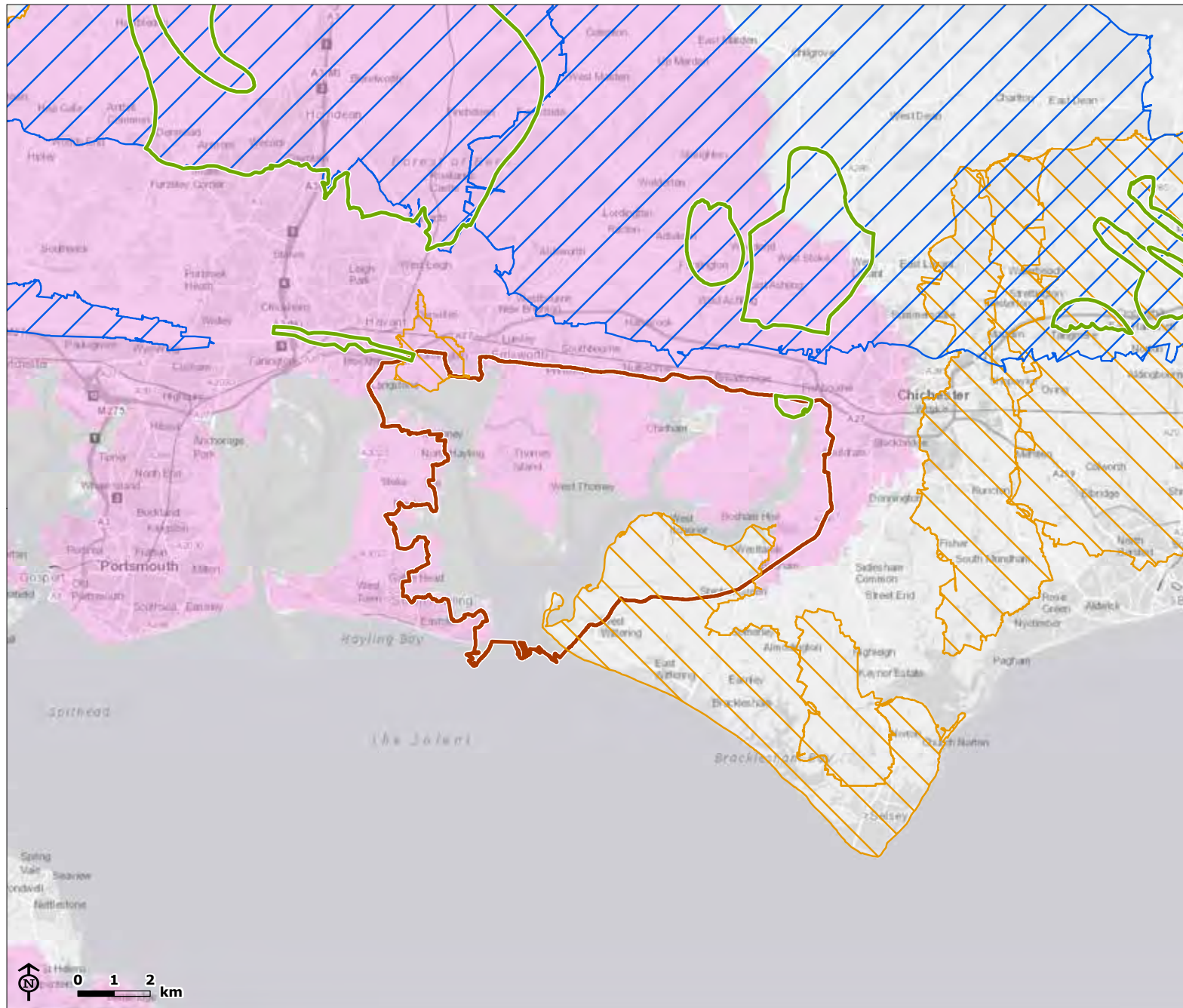
Map E

Agricultural Land Classification

- Chichester Harbour AONB
- Grade 1
- Grade 2
- Grade 3
- Grade 4
- Grade 5
- Non Agricultural
- Urban






Map Scale @ A4: 1:65,000





Map F

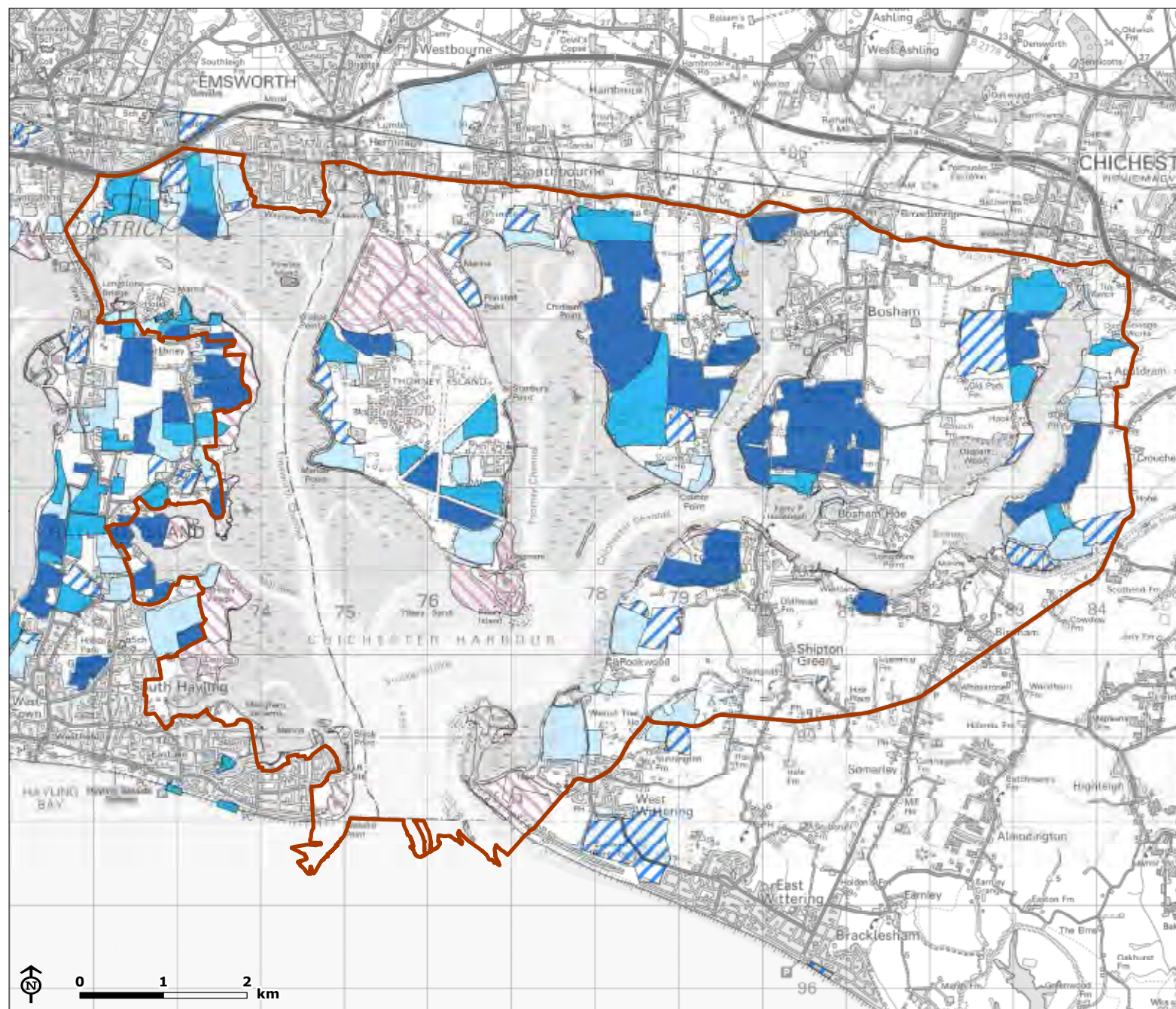
Nitrate Vulnerable Zones

-  Chichester Harbour AONB
-  Drinking Water Safeguard Zone
-  Nitrate Vulnerable Zone: Ground Water
-  Nitrate Vulnerable Zone: Surface Water
-  Nitrate Vulnerable Zone: Eutrophic Water

Source: DEFRA, Natural England

Map Scale @ A4: 1:150,000





Map G

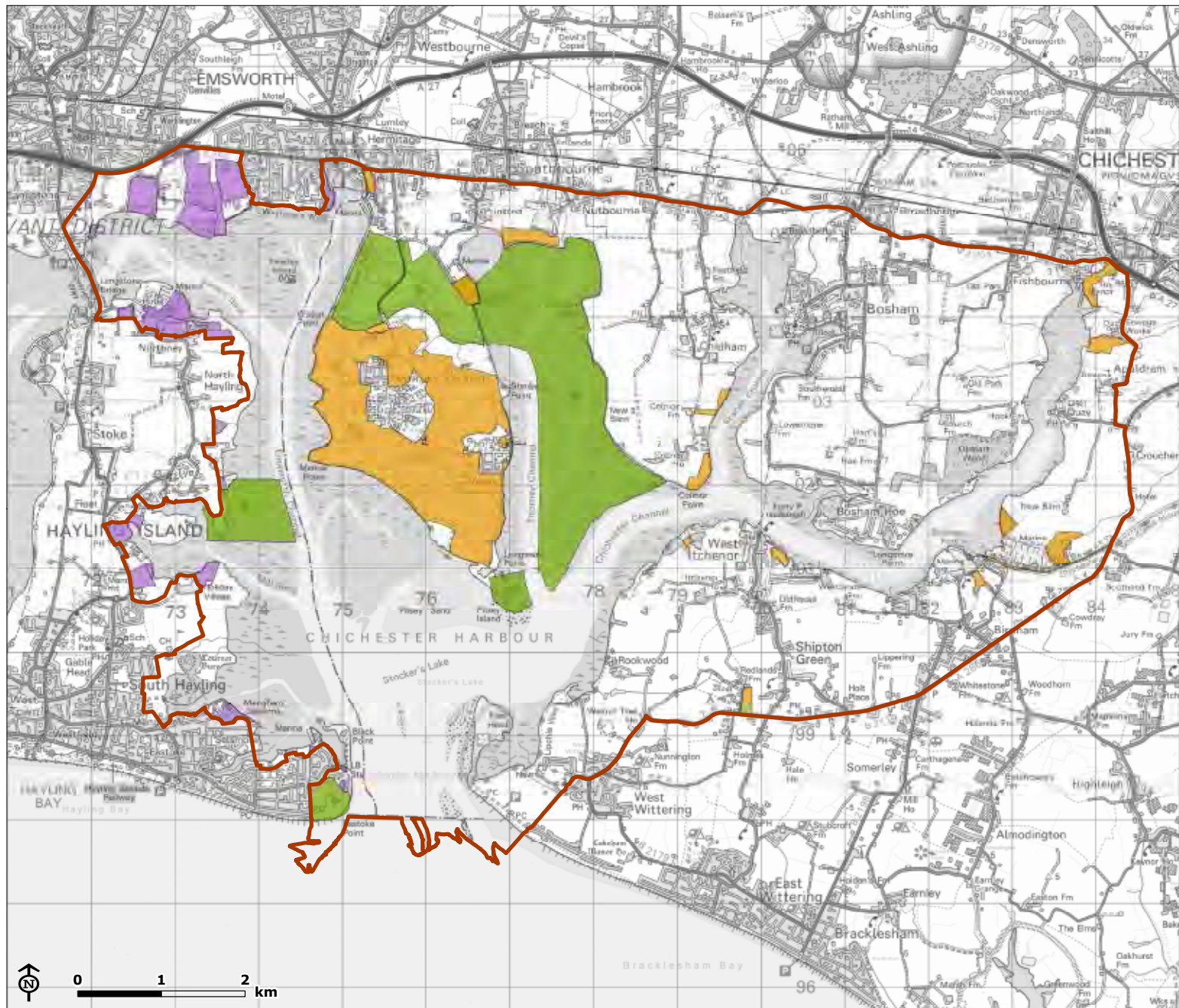
Solent Waders and Brent Goose Network

- Chichester Harbour AONB
- Core Area
- Primary Support Area
- Secondary Support Area
- SPA site
- Low Use

Source: Hampshire Biodiversity Information Centre

Map Scale @ A4: 1:65,000





Map H

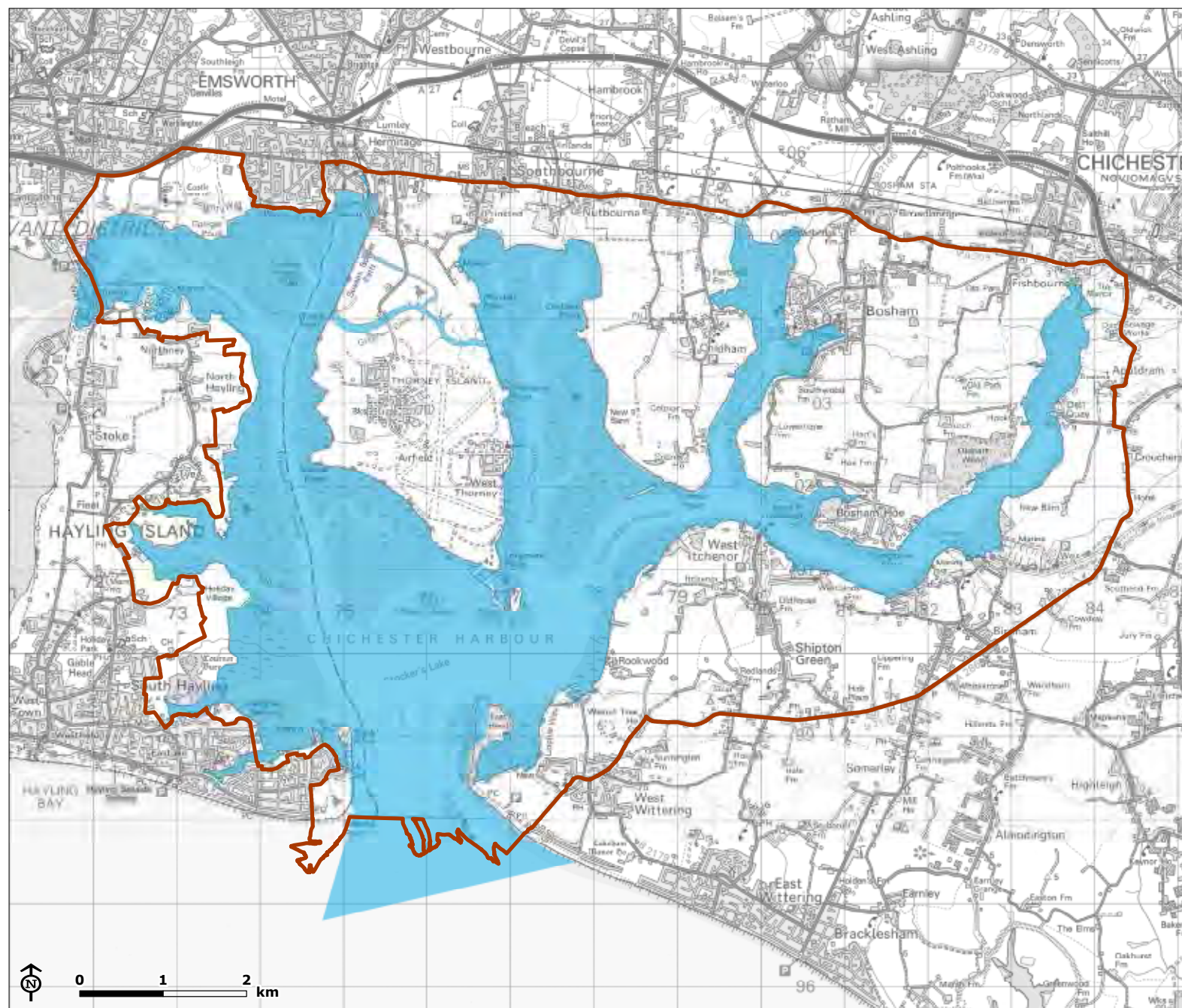
Nature Sites

- Chichester Harbour AONB
- Local Wildlife site
- Sites of Importance for Nature Conservation
- Local Nature Reserve

Source: Chichester District Council,
Hampshire Biodiversity Information
Centre

Map Scale @ A4: 1:65,000





Map I

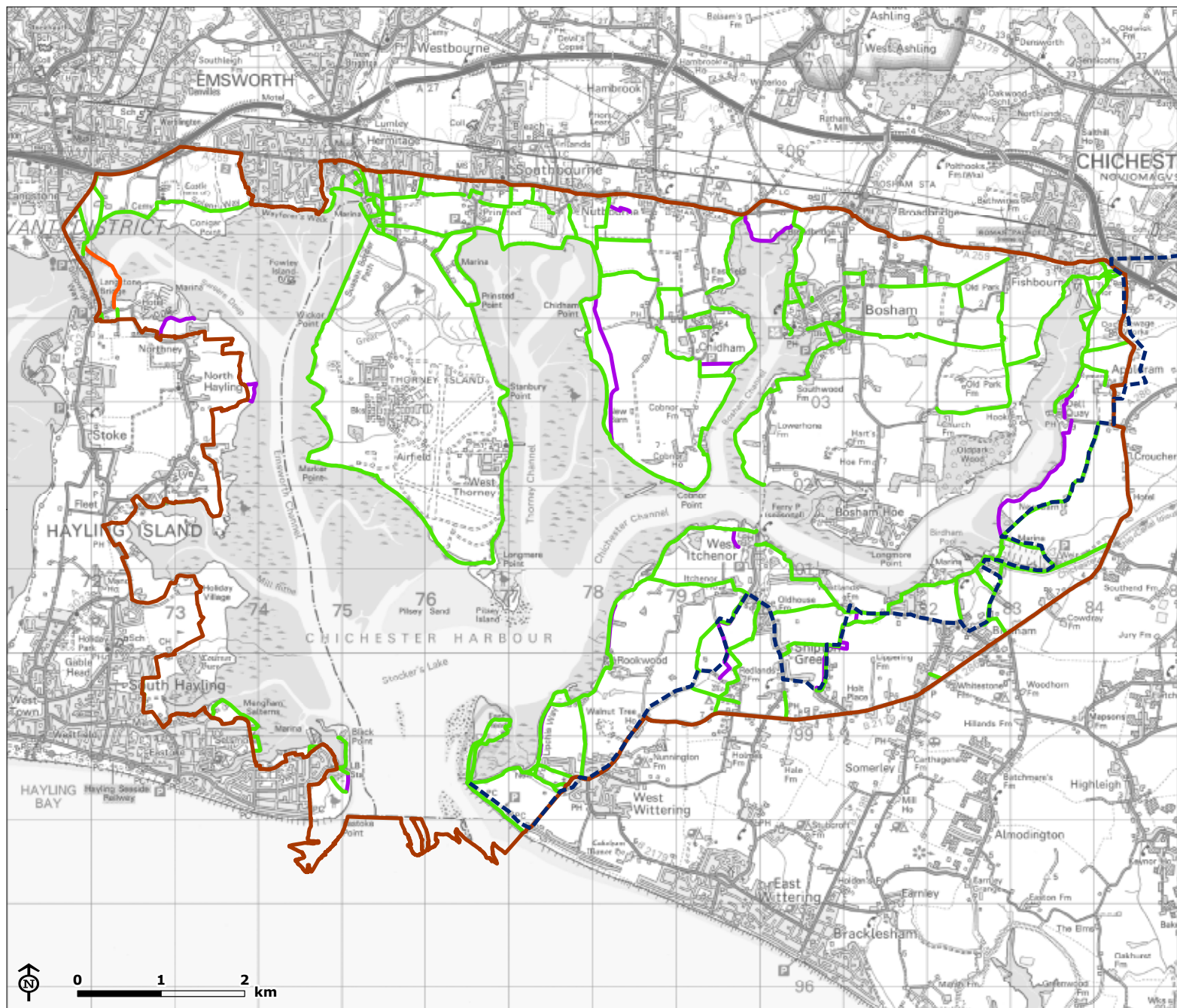
Bass Nursery Area

- Chichester Harbour AONB
- Bass Nursery Area

Source: Association of Inshore Fisheries and Conservation Authorities

Map Scale @ A4: 1:65,000





Map J

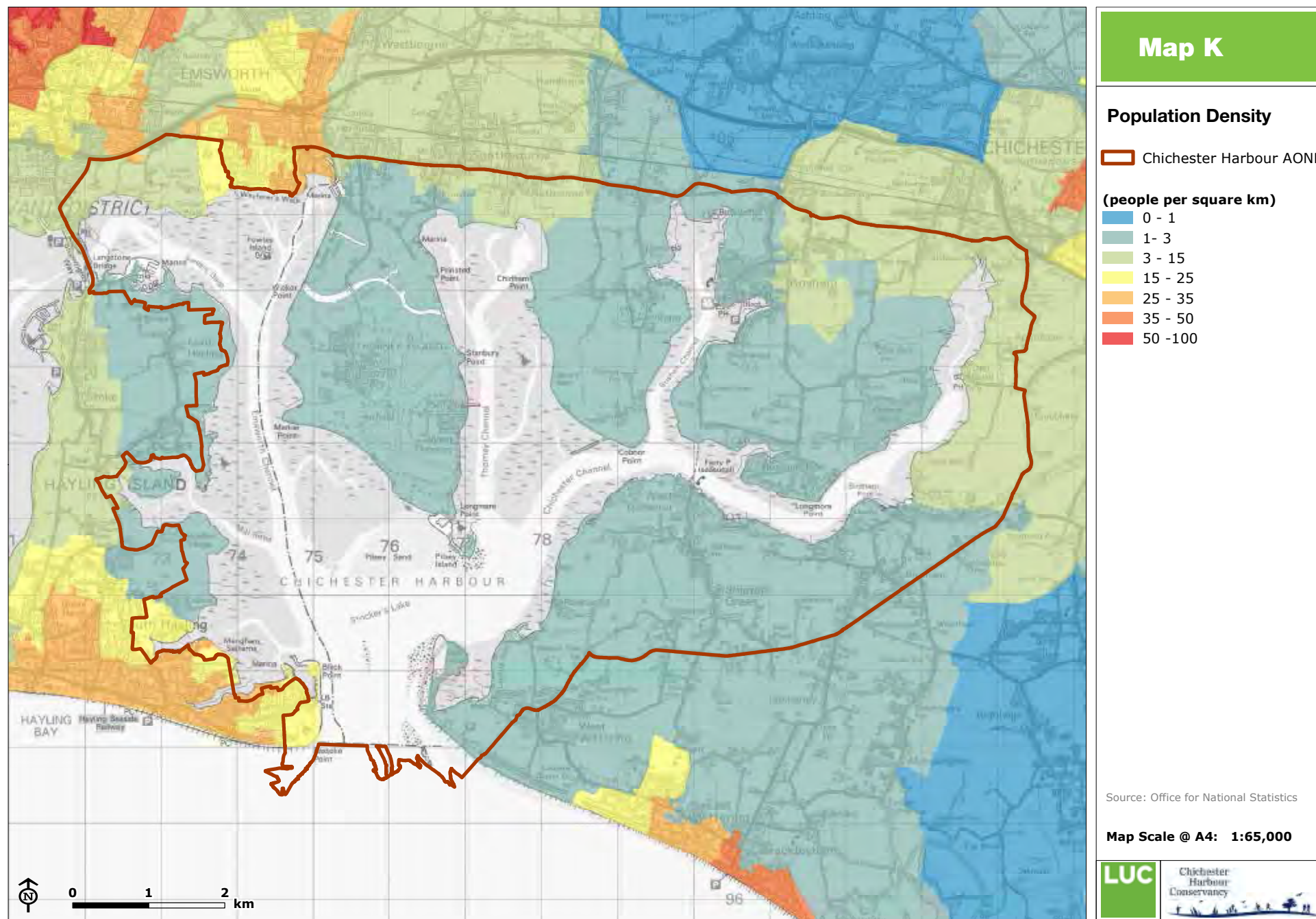
Footpaths, Salterns Way and Bridleway

- Chichester Harbour AONB
- Public Right of Way
- Bridleway
- Permissive Path
- - - Salterns Way Cycle Route

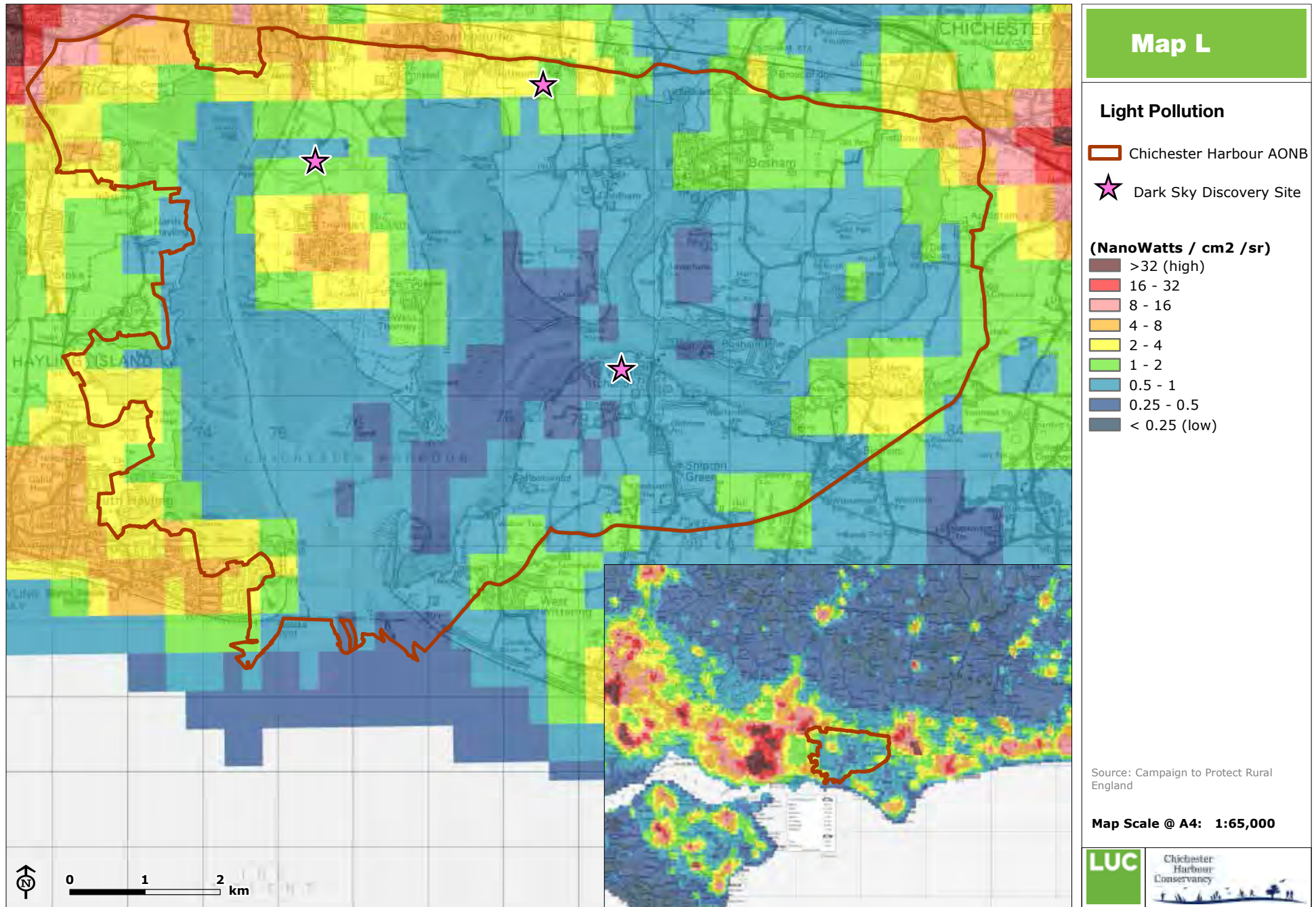
Source: Hampshire County Council, West Sussex County Council, Chichester Harbour Conservancy

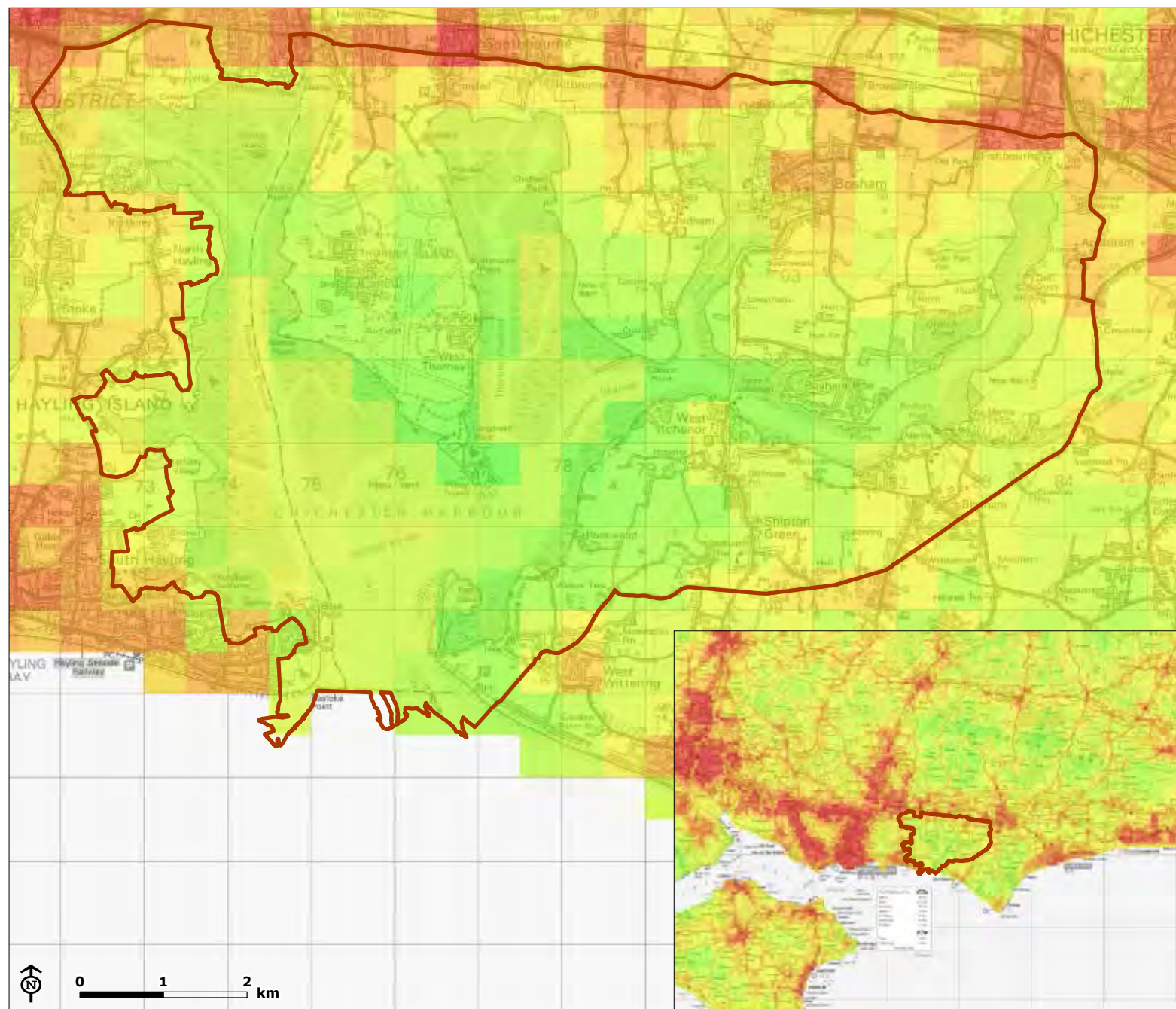
Map Scale @ A4: 1:65,000





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Map M

Tranquillity

Chichester Harbour AONB

National tranquillity scale

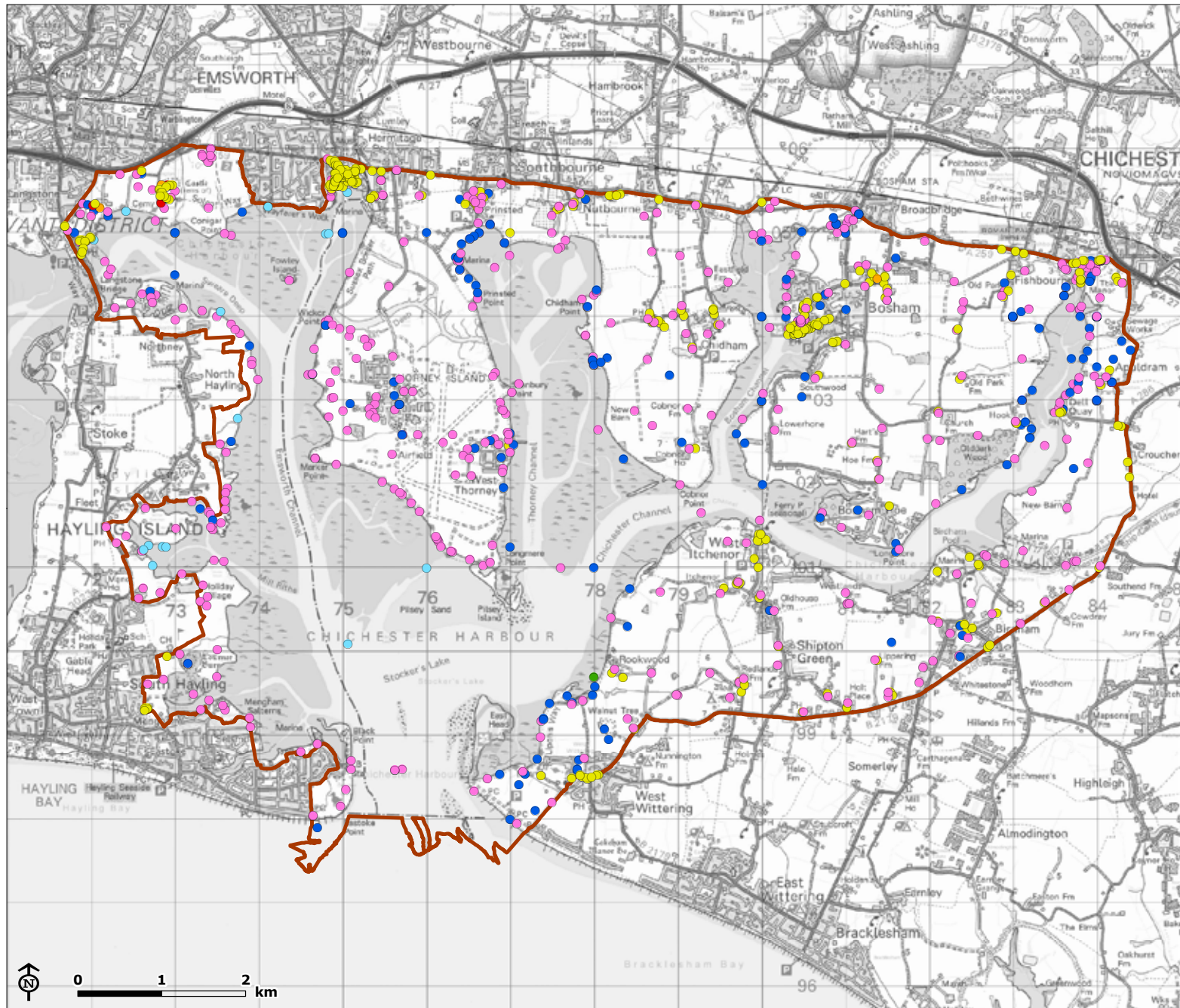
Most tranquil

Least tranquil

Source: Campaign to Protect Rural England

Map Scale @ A4: 1:750,000





Map N

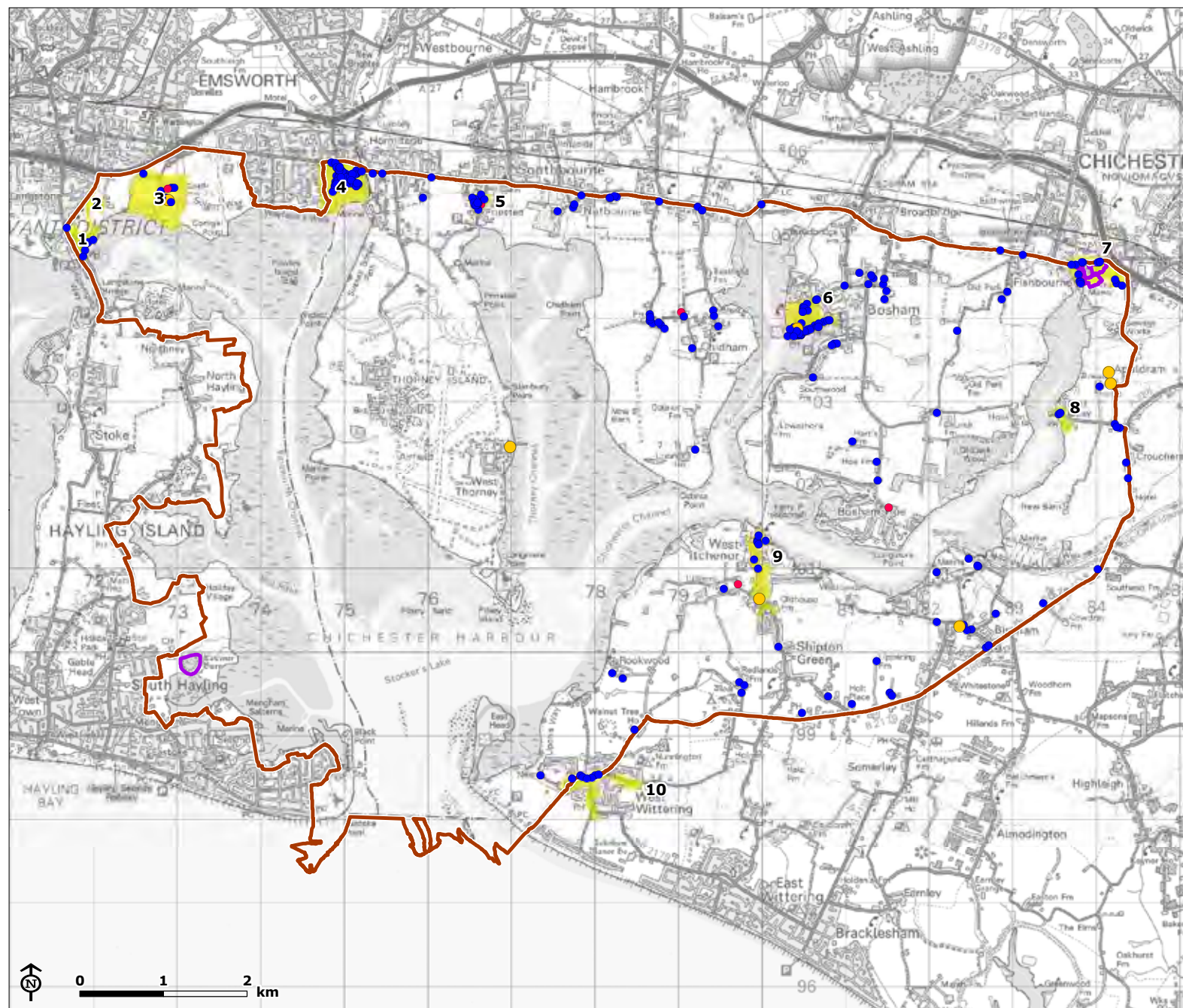
Historic Environment Record

- Chichester Harbour AONB
- Building
- Ecosite
- Findspot
- Monument
- Place
- Maritime
- Parks and Gardens

Source: Chichester District Council

Map Scale @ A4: 1:65,000





Map O

Heritage Assets

 Chichester Harbour AONB

Listed Buildings

- Grade I
- Grade II*
- Grade II
- Scheduled Monument
- Conservation Area

- 1: Langstone
- 2: Wade Court
- 3: Warblington
- 4: Emsworth
- 5: Prinsted
- 6: Bosham
- 7: Fishbourne
- 8: Dell Quay
- 9: West Itchenor
- 10: West Wittering

Source: Chichester District Council,
Havant Borough Council

Map Scale @ A4: 1:65,000





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Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

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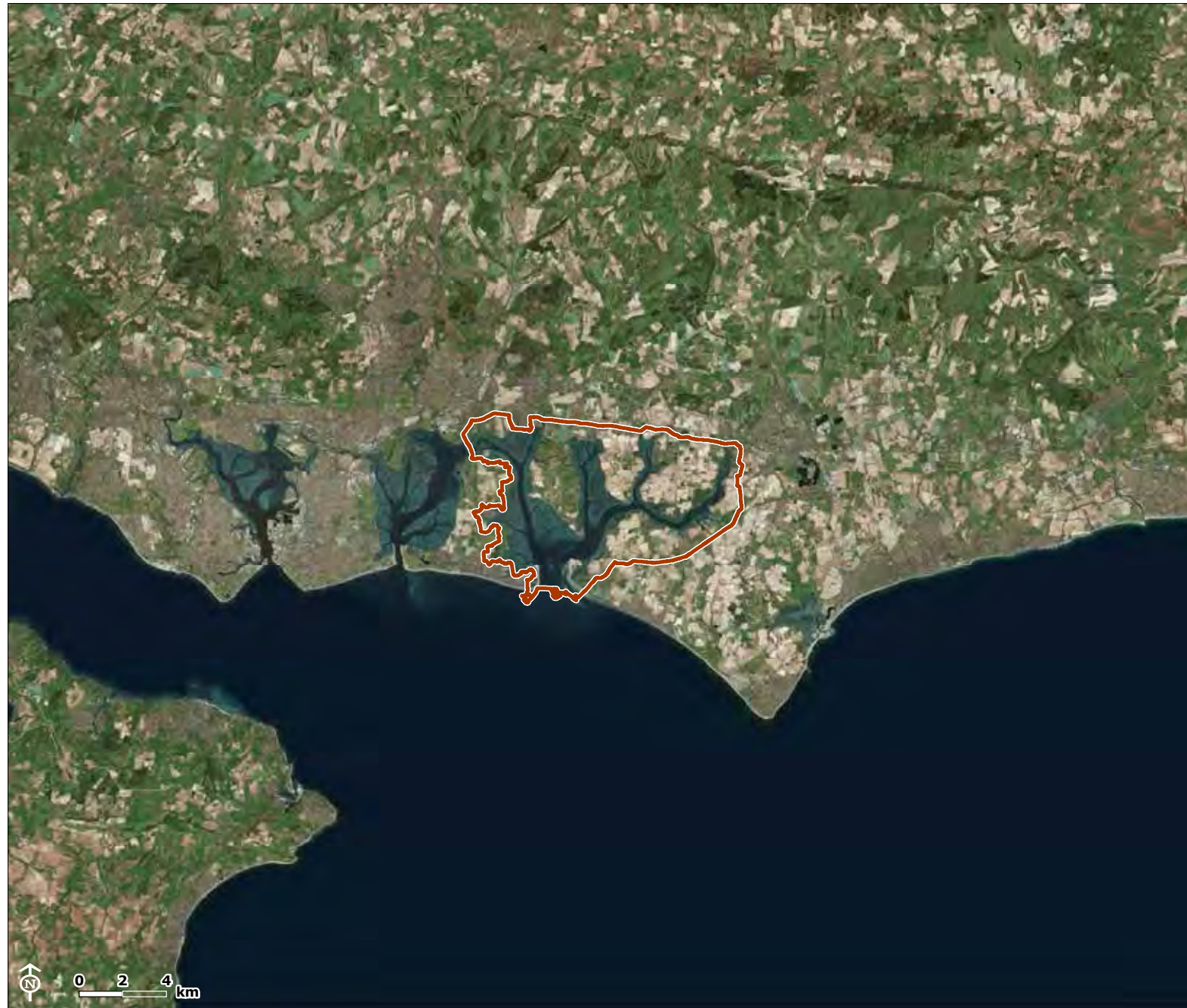
Map P

Satellite Image of AONB

 Chichester Harbour AONB


Map Scale @ A4: 1:65,000





Map Q

Satellite Image of Setting of AONB

 Chichester Harbour AONB

Map Scale @ A4: 1:250,000



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Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

Acknowledgements

Independent Assessments



The independent assessments of the Chichester Harbour Management Plan (2019-2024), Third Review, were prepared and published by Craggatak consulting in 2019. These entailed an Equalities Impact Assessment, a bespoke Sustainability Appraisal, and an outline Habitat Regulations Assessment. The assessments are available to download from the Conservancy's website.

Landscape Character Assessment



The independent Landscape Character Assessment for Chichester Harbour Area of Outstanding Natural Beauty was prepared and published by Chris Blandford Associates in 2019. The Landscape Character Assessment is available to download from the Conservancy's website.

State of the AONB Report / Maps



The independent Chichester Harbour State of the AONB Report was prepared and published by Land Use Consultants (LUC) in 2018. The Report is available to download from the Conservancy's website. The suite of maps in the Chichester Harbour Management Plan (2019-2024), Third Review, were also prepared by LUC

Chartered Body



The Landscape Institute is the chartered body for the landscape profession that aims to protect, conserve and enhance the natural and built environment for the public benefit. It's membership includes all landscape practitioners, typically landscape scientists, planners, architects, managers and designers. Craggatak Consulting, LUC and Chris Blandford Associates are all affiliated with the Landscape Institute.

National Association of AONBs



The National Association of AONBs aims to: promote the conservation and enhancement of natural beauty including the physical, natural, cultural and built environment; to advance the education, understanding and appreciation of the public of natural beauty; and to promote the efficiency and effectiveness of those organisations promoting or representing AONBs.

Natural England



Natural England is a non-departmental public body sponsored by the Department for Environment, Food and Rural Affairs. It is responsible for land, flora and fauna, freshwater and marine environments, geology and soils, and has a remit to help people enjoy, understand and access the natural environment. Natural England has the power to designate AONBs and National Parks.

Local Organisations



Chichester Harbour Conservancy is grateful for the ongoing support from Chichester Harbour Federation, the Friends of Chichester Harbour and Chichester Harbour Trust.

Contributing Photographers

Chichester Harbour Conservancy would like to thank the following photographers for contributing pictures used in this Management Plan. Each photograph is © of the respective photographer / owner.

Alison Parsons (page 79); Barbara Anne Morrison Wise (page 27); Clare Stent (page 18); Final Straw Solent (page 53); Jake Jacobs (page 38, cattle); John Tweddell (page 51); Judith Lion (page 77); Matt Simmons (page 40, harbour (common) seals); Paul Adams (pages 1, 8, 12, 13, 14, 25, 29, 31, 26, 36, 37, 45, 46, 49, 78, 83, 84, 87 and 88); Peter Arnold (pages 26, 32, 38, 43, 48 and 76); Peter Ayling (page 60); Peter Trimming (page 82); the RSPB (page 40, dunlin); Stephen Dean (page 28); Surfdome (page 54); Terry Heathcote (page 30); Trevor Davies (page 57), and Wendy Chalk (page 73).

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Chichester Harbour Conservancy



Chichester Harbour Conservancy

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Itchenor, Chichester, West Sussex PO20 7AW
T: 01243 512301 E: info@conservancy.co.uk





Chichester District Council

THE CABINET

5 March 2019

COUNCIL

5 March 2019

Consideration of consultation responses and modifications to the District Council's Infrastructure Business Plan 2019-2024

1. Contacts

Report Author:

Karen Dower – Principal Planning Officer (Infrastructure Planning)
Telephone: 01243 521049 E-mail: kdower@chichester.gov.uk

Cabinet Member:

Susan Taylor - Cabinet Member for Planning Services
Telephone: 01243 514034 E-mail: sttaylor@chichester.gov.uk

2. Recommendation

2.1 That Cabinet recommends to the Council that it:

- (i) Approves the proposed responses to the representations received and subsequent modifications to the Infrastructure Business Plan (IBP) as set out in Appendix 1; and**
- (ii) Approves the amended IBP including CIL Spending Plan attached as Appendix 2.**

3. Background

- 3.1 The Infrastructure Business Plan (IBP) has been subject to consultation with the City, Town and Parish Councils, WSCC, Neighbouring Planning Authorities including the South Downs National Park Authority and key infrastructure delivery commissioners. The consultation ran for six weeks from 8 October to 19 November 2018.
- 3.2 The Chichester Growth Board, and the Development Plan and Infrastructure Panel have considered the proposed responses to the representations received as a result of the consultation. Appendices 1 and 2 reflect their views.
- 3.3 The consultation resulted in responses being received from three Local Authorities: **WSCC, Chichester District Council, and the South Downs National Park Authority**; the following City, Town and Parish Councils: **Chichester City; Chidham and Hambrook; Earnley; East Wittering & Bracklesham; Hunston; Fishbourne; Loxwood; Selsey; Tangmere; West Wittering, and Westbourne**, and the following key Infrastructure Commissioners: **Highways England and the Royal Society for**

the Protection of Birds. The consultation responses are summarised in Appendix 1 of this report.

3.4 Most of the consultation responses relate to:

- Re-phasing of projects;
- Updates to the text of the IBP;
- Projects to be deleted as they have been delivered or are no longer required;
- Updated details for the projects; and
- New projects to be added.

3.5 Since the implementation of the CIL on 1 February 2016, £6,102,183.07 has been collected to date (5 December 2018). This includes £305,109.15 (5%) which potentially could have been used for administration and monitoring (although only £101,723.32 was used up to the end of the last financial year), and £4,578,381.59 for District Council CIL spend. At the end of October 2018 the total amount handed over to Parishes was £1,110,445.47.

3.6 Projects delivered during 2018/2019 via funding from other sources (these projects were either not selected for CIL funding, or were never intended to be funded from CIL) are as follows:

- 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/47 Youth club facilities, East Wittering and Bracklesham;
- IBP/155 Bus shelter to serve City Fields Business Park and Blenheim Park housing development, Tangmere;
- IBP/735 Hearing Loop, Chidham and Hambrook Village Hall;
- IBP/614 Maintenance of the Dell Public Open Space, Chidham and Hambrook;
- IBP/645 Provision of storage for equipment to undertake community projects e.g. path maintenance and construction, Lavant.
- IBP/697 Vehicle Activated Sign poles, Loxwood.

3.7 Further information is expected from West Sussex County Council (WSCC) about which schools will be expanded, so more accurate costings will be provided once this information becomes available, together with other sources of funding to offset their requests for CIL. WSCC has requested that IBP/329 primary school at Graylingwell Strategic Development Location be removed from the IBP as the project is not required as the development has not yielded the expected number of children needing additional school places.

3.8 WSCC has requested that the Chichester Road Space Audit projects are moved from 2019/20 to 2020/21. All feasibility costs to date (£60K), as well as the current costs of designing proposals (£50K) have been met by the County Council. Should a design for a city wide parking management plan be approved, the county council has

proposed that the costs of implementation (the cost of signs and lines), should be part funded by the County Council, as some of the issues are historic. The costs will be assessed once an initial design has been completed. The County Council anticipates that a significant amount of additional parking infrastructure will be needed to support the growth identified in the adopted Local Plan to 2029, and is therefore seeking CIL funding. The final cost will be assessed once an initial design has been agreed. The overall cost estimate for the work is £750k as identified in IBP/654, IBP/655 and IBP/665. Any additional enforcement costs, associated with the city wide plan will be met by the County Council. The effect of this change to the IBP CIL Spending Plan, and adjustments relating to the amount of CIL expected to be collected in relation to the housing trajectory January 2019, are shown in Appendix 2.

4. Outcomes to be Achieved

- 4.1 The IBP is reviewed and rolled forward annually. It includes all the key infrastructure projects within the Local Plan area, monitors their progress and identifies which infrastructure projects have been selected to be funded from the District Council's CIL in the five year period, together with the City, Town and Parish Councils' CIL spending plans. Through the production of the IBP, the Council can prioritise the infrastructure that will be delivered utilising CIL funds to meet the needs generated by development

5. Proposal

- 5.1 The purpose of this report is to consider the representations received as a result of the consultation and the suggested modifications to be made to the IBP as highlighted in this report and Appendix 1. It is proposed that the IBP and CIL spending plan set out at Appendix 2 are approved. Due to the length of the full IBP, it has been circulated electronically.

6. Alternatives Considered

- 6.1 The alternative is not to have an IBP, or not to have a formal process for selecting projects to be funded from the CIL. Many local authorities that have been collecting CIL allocate it to projects on their Regulation 123 list without having a formal process for doing so. The disadvantage of this approach is that it does not provide 'up front' certainty about which infrastructure projects will be funded and no guarantee that the infrastructure delivery commissioner will be able to provide the infrastructure in time to accompany the growth of the area. It also ignores the need to work in partnership with West Sussex County Council and parish councils.

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 accord with the CIL Regulations.

8 Consultation

- 8.1 The projects within this IBP were identified through consultation with West Sussex County Council, key infrastructure providers, and the City, Town and Parish Councils.

9 Community Impact and Corporate Risks

9.1 This IBP will provide transparency about which projects have been and will be funded from the CIL within the five year rolling plan period and which infrastructure projects will be funded from other sources. It will enable the Council to have more control over the timing of infrastructure to accompany new development. The risks are as follows:

- That the rate of housebuilding changes from that projected;
- That further changes are made to the CIL regulations which will remove types of development from paying the levy, creating a larger funding gap than identified in this IBP;
- That other sources of funding fail to materialise;
- That consensus is not reached over which projects should be prioritised for CIL funding;
- That infrastructure delivery commissioner(s) funding priorities change;
- That identified sources for part-funding are withdrawn;
- That the parish councils do not spend their CIL within five years of receipt and thus the District Council as Charging Authority may ask for its return; and
- That the total amount of infrastructure provided is insufficient to mitigate the impact of development.

10 Other Implications

	Yes	No
Crime and Disorder		✓
Climate Change and Biodiversity		✓
Human Rights and Equality Impact		✓
Safeguarding and Early Help		✓
General Data Protection Regulations (GDPR)		✓
Health and Wellbeing		✓

11 Appendices

11.1 Appendix 1: Summary of Representations and Proposed Modifications to the IBP

11.2 Appendix 2: Infrastructure Business Plan 2019-2024, as modified. This has been circulated electronically only due to its length with the exception of the CIL spending plan.

12 Background Papers

12.1 None.

Authority/organisation	Representations	Recommended changes following consultation
WSCC	<p><u>HIGHWAYS AND TRANSPORT</u></p> <p>Chichester Road Space Audit IBP 654, IBP 655, IBP 665 West Sussex County Council has recently reviewed how it develops parking schemes across the county and a pilot study has been undertaken in Chichester. This more progressive approach towards parking management, known as a Road Space Audit (RSA) has tried to determine if there are other ways for the County Council and its partners to consider existing and future parking demands.</p> <p>The pilot RSA looks beyond parking measures alone in order to meet current and future demands on the road network. In order to ensure that local parking policies take into account the whole place both now and in the future, the RSA aims to be a strategic blueprint that defines how parking, various alternative travel solutions (bus, rail, cycle, walk), infrastructure improvements, safety considerations and future development (e.g. housing) can be integrated across Chichester so that the road network is used and managed in the most efficient way possible. This blueprint will allow the County Council and its partners such as Chichester District Council to understand what resources and funding is required to carry out sustainable transport related improvements (not just parking) in the city.</p> <p>The pilot RSA provides essential technical data and enables officers to identify and assess the current demands upon the road network and parking supply in Chichester (i.e. how it is currently being used), whether these demands are actually being met by the existing infrastructure as well as how users actually feel about that road network. Furthermore, by identifying potential future demands/pressures on the road network and parking supply and making recommendations for improvement, the audit enables officers to assess what measures and resources might be required in order to meet these challenges, adjust supply and ultimately optimise the efficiency of the road network and parking supply.</p> <p>The pilot RSA is designed to be advisory and an enabling document that complements existing statutory plans and emerging studies in respect of transport infrastructure, parking policy and spatial planning. It does feed into studies such as the District Council's 'A Vision for Chichester' but it should be stressed that it does not lead or have primacy over them. Indeed, some of the suggestions within the RSA may seem at odds with some raised in other studies but not all of these suggestions need be enacted</p> <p>As with many towns and cities across the UK, Chichester faces a number of challenges, including the need to accommodate significant new development, both residential and commercial, whilst still preserving its historic character. Parking is particularly problematic, with increasing demand for both on and off-street parking and constraints in meeting supply in the areas of greatest demand.</p>	

	<p>The role of the high street is also changing rapidly, with people no longer having to make as many trips into the city centre for essential items or services with the growth of out of town shopping centres and supermarkets, internet shopping, home delivery and click and collect. It is therefore becoming increasingly important for Chichester to be a place people want to visit for its quality and character.</p> <p>Our transport inheritance is typically highway dominated, built for and around car use. But it is increasingly recognised that this is not always the best approach, especially in cities such as Chichester where public transport, walking and cycling are becoming increasingly critical for it to thrive.</p> <p>Significant growth is planned in Chichester District, much of which is focused in and around the city itself with a 32% increase to city households and a 31% increase in population by 2029. The Chichester Transport Study (2013) indicated that even without additional new development, there is likely to be just over a 20% growth in trips by 2031. Proposed improvements to the transport infrastructure, coupled with measures to control travel demand are currently considered sufficient to accommodate the levels of development being proposed.</p> <p>However, it is clear that promotion of more sustainable means of travel (i.e. the ‘Smarter Choices’ package) will also play a significant part in mitigating the effects of the new development. A switch to other forms of transport is achievable, but this kind of step change will require a bold new approach to transport and parking provision within the city. There is always the possibility that measures which reduce traffic congestion have the potential to enable traffic to move faster, and therefore can induce more traffic which will reduce the benefits. As such, some complementary measures designed to ‘lock in’ the benefits, such as a reallocation and reduction of road capacity may also be necessary.</p> <p>In the summer of 2015, the County Council appointed transport consultants WSP/Parsons Brinkerhoff to take forward the pilot Chichester RSA. Based on the findings of early work, which included a series of workshops bringing together a range of technical interests, a number of concepts, in support of integrating sustainable transport infrastructure and future development in Chichester, have been identified and can be broadly be grouped under the following core themes:</p> <ul style="list-style-type: none"> • Tackling Parking Issues (On-Street) • Parking Supply and Traffic Management • Reallocating Road Space: Improved Places and Sustainable Transport Corridors • Reallocating Road Space: “To, Not Through” <p>With the agreement of the South Chichester County Local Committee, a public consultation on the Chichester Road Space Audit took place from the 15th August until the 31st October 2017.</p> <p>Taking the consultation responses received into account, County Councillors and officers are of the view that further development of the RSA is justified, specifically design work relating to the first concept outlined in the RSA Tackling Parking Issues (On-Street). In essence, this design work takes the form of a proposal for a city wide parking management plan.</p>	
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- It is clear that in many parts of the city, un-managed on-street parking continues to cause congestion and safety/access issues as well as limiting the ability of residents and their visitors to park (as well as tradespeople and healthcare providers etc). Traditional policy responses such as localised parking scheme extensions are typically reactive and thus compound this impression of action being a response to a problem. Such responses can also lead to parking being moved from place to place. A single parking management plan, covering the whole urban area of Chichester, could not only deal with parking problems in unrestricted areas but could also limit the amount of displacement.
- With Chichester's new housing allocations and redevelopment, business and retail expansion, the growth in the visitor economy and the associated growth in car use, the parking problems highlighted above will only intensify and could also begin to have an impact in currently unaffected areas. Officers would like to be proactive and plan for this now rather than wait and possibly be forced to react when it is too late.
- A comprehensive city wide approach could also enable a more strategic review of the existing parking scheme. Consideration could be given to Sunday/Evening restrictions and to maximising the parking opportunities for residents, visitors, tourists and local workers now and in the future from planned development.
- Having a detailed design would enable all parties (officers, councillors, stakeholders, residents and businesses) to get a clearer picture of current parking capacity, what the different parking demands are across the city, the nature and cost of any potential measures and the impact that these might have upon off-street parking facilities and traffic management in general. In turn, a detailed design could facilitate closer working between the County/District Council and even the preparation of a joint parking strategy that ensured that the road network and car parks were used and managed in the most efficient way possible.
- Having a detailed design will allow for further engagement/consultation and enable all parties to comment and potentially help shape the future of parking in Chichester.

All feasibility costs to date (£60K), as well as current costs of designing proposals (£50K) have been met in full by the County Council. Should a design for a city wide parking management plan be approved, it is proposed that the costs of implementing the plan (the cost of putting in signs and lines) be part funded by the County Council, in appreciation of the fact that some of the parking issues across the city have been evident for some time. The figure for this will be assessed once an initial design has been completed. However, in recognition of the fact that a significant amount of additional parking infrastructure will be needed to support the development growth identified in the adopted Local Plan to 2029, CIL funding is also sought. Again, the final figure to be requested will be assessed once an initial design has been agreed the overall cost estimate for the work at the moment is £750k as identified in IBP 654, 655 and 665. Any additional enforcement costs, associated with the city wide plan, will be met by the County Council.

The current programme shows potential implementation of the parking management plan taking place in April 2020 and so CIL funding will not be required until the financial year 2020/21. Therefore, it is requested that table 3 and table 7 of the IBP are updated to reflect the request for funding towards the project in 2020/21. The amount to be secured from CIL will be identified through the initial design work.

	<p>IBP/654, IBP/655, IBP/665 The funding for these projects will be moved back from 2019/20 to 2020/21</p> <p>Real Time Passenger Information IBP 355 No changes requested. The West Sussex RTPi system was first introduced in 2006, following a bid for government funds to help alleviate congestion caused by A27 at Worthing and to encourage modal shift from private cars to public transport. Initially 12 displays were installed.</p> <p>The RTPi System (provided by VIX Technology Ltd) tracks the location of equipped buses and compares their location to the scheduled time of arrival. The resulting predicted time of arrival is then shown on displays at bus stops, on displays at off-street locations, and via other information dissemination systems including text messaging, mobile internet and apps.</p> <p>The RTPi system consists of a central control system, on-street displays, off-street displays, and various data feeds (to/from bus operators, neighbouring authorities and other third parties).</p> <p>Working in partnership with WSCC, the local bus operators provide data to the WSCC RTPi System. These are Stagecoach South, Compass Travel, Metrobus, Brighton & Hove Buses and Arriva.</p> <p>Current and future funding (all from s106) is being used to expand the number of RTPi displays at bus stops and other locations.</p> <p>Regular requests for RTPi displays are still received from parish and town councils and members of the public.</p> <p><u>RTPi in Chichester and surrounding areas</u> The first RTPi display in Chichester was installed at Chichester Rail Station in 2012 showing the departures from the bus stops at the bus station. This display was funded by Southern Rail.</p> <p>Local Sustainable Transport Fund funding in 2015 enabled displays to be installed in the main entrance of Chichester College and at the bus stop on the Chichester Campus of the University of Chichester.</p> <p>S106 funding from the Roussillon Barracks and Graylingwell Park developments enabled RTPi displays to be installed at a further 13 locations in the Chichester City Centre and at bus stops adjacent to the two developments. A further 6 displays are due to be installed before the end of March 2019.</p>	<p>IBP/355 Noted, no changes required</p>
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WSSC is also working with Chichester City Council to deliver a number of new bus shelters as part of the RTPI project. The City Council will be delivering the shelters and taking on the long term cleansing and maintenance of these shelters.

RTPI Strategy for Chichester

New strategic sites in and around Chichester mean that it is even more important to encourage modal shift and increased bus patronage. Installing RTPI displays at key locations and/or corridors supports this by helping people change their travel behaviour towards more sustainable transport modes.

A long term plan for the deployment of RTPI displays in Chichester will ensure that any developer contributions from the strategic sites in Chichester (S106 and CIL) are spent in a co-ordinated manner and ensure suitable coverage of RTPI displays across the Chichester City and surrounding area.

The aim is to provide RTPI displays at locations that enable people to complete two-way journeys (i.e. RTPI display at the bus stop nearest their home for journeys into the city centre and then access to RTPI displays in city centre to get back home) or at other key stops to access local facilities, such as hospitals.

WSSC has been working closely with Stagecoach South (the main bus operator in Chichester) to compile a list of proposed locations for new RTPI displays in Chichester. These are currently:

- The Hornet near the new retirement homes (towards Bognor Regis/Selsey)
- Barnfield Drive near the Harvester (both directions)
- Bognor Road near The Peacheries (both directions)
- Avenue de Chartres (Westgate Stop U)
- Grosvenor Road, Stockbridge (towards Chichester)
- Whyke Road near Willowbed Drive (both directions)
- Hunston Road at Chichester Free School (both directions)

Benefits of RTPI

The benefits of RTPI displays fall into two main categories – benefits to bus passengers and benefits to bus operators. Most of the direct benefits to bus operations ultimately lead to benefits to passengers, such as more reliable bus services.

Benefits to bus passengers include:

- Accessible for the all the community (including visually impaired via audio announcement facility)
- Increased confidence that their bus will arrive and when
- Reduced anxiety associated with waiting for bus as well as uncertainty and frustration
- Improved waiting facilities
- Reduced waiting times (information is available via various sources so bus users don't have to be at the bus stop to get the information)
- Helps people to make informed decision about their travel
- Encourages people to use public transport rather than private car

	<ul style="list-style-type: none"> Improved integration between modes (i.e. displays at rail station encourage onward travel by bus) <p>The bus operators benefit from:</p> <ul style="list-style-type: none"> Increased passenger patronage Improved image of bus services Knowing exactly where their buses are at any time Ability to deal with delays and incidents more quickly Detailed reporting (for example if know consistently leaving early or late from particular stops, they can alter their timetables accordingly) <p>Working in partnership with WSCC, the local bus operators provide data to the WSCC RTPI System. These currently are Stagecoach South, Compass Travel, Metrobus, Brighton & Hove Buses and Arriva. The County Council is also open to working with other bus operators in the future.</p> <p><u>Costs</u></p> <p>Funding via CIL (IBP 355 RTPI screens) will be used to complement the existing s106 funding (current and future) and provide further RTPI displays.</p> <p>£120,000 funding will be split over two years: £60,000 in 2019/20 and £60,000 in 2020/21.</p> <p>This will enable approximately 12 new RTPI displays to be installed, 6 in 2019/20 and 6 in 2020/21. Details of the proposed locations for 11 of the displays are listed above and on the location plan attached.</p> <p>Maintenance costs vary depending on the type of display installed but on average it costs £250 per display per year. West Sussex County Council currently funds the maintenance of RTPI screens from its Revenue Works Budget.</p> <p>IBP 349 - A286 Birdham Road/B2201 Selsey Tram Roundabout junction improvement – No changes requested. The County Council has in the region of £3.7m p.a. to deliver all improvement works across West Sussex. The demand far outstrips both resourcing and funding. The result is that the County Council has to prioritise delivery and this is achieved via the Local Transport Improvement Programme (LTIP). This is a Member approved process. LTIP schemes are made up of the following scheme types:</p> <ul style="list-style-type: none"> Cycling Walking Passenger transport Safety (road casualty reduction) Schools access General access / junction improvements Countryside access (Public Rights of Way / Bridleway) and countryside management – including footway bridges / structures Traffic Management 	<p>IBP/349 Noted, no changes required</p>
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	<p>The County Council also funds community led schemes and pedestrian crossings etc. from this one funding source. Very often developer contributions are added to increase the total amount available as is the case with a number of schemes in the IBP.</p> <p>The LTIP considers each scheme on its own merits against WSCC priorities, value for money, feasibility etc. Each scheme is therefore allocated a score and this allows us to compare the relative merits of different scheme types, all providing different outcomes against each other. Every year a programme of the highest scoring schemes is recommended to the Cabinet Member for delivery for a given level of resources and funding. At this time we have provisionally added this to the 2020/21 programme for design and consultation.</p> <p>IBP 634 (footpaths, bridle paths and local roads, Oving Parish) – The reference to ‘Maintenance no longer carried out by WSCC’ should be removed as WSCC continue maintain the footpath.</p> <p>IBP 667 (Green Links across the Manhood) - Is presently subject to a bid for European Agricultural Fund for Rural Development funding, yet to hear if bid has been successful. If this scheme can be delivered it will likely become part of a Selsey – Chichester cycle link, so contribute to IBP 361.</p> <p><u>BROADBAND</u></p> <p>Project IBP 580 (Broadband roll out) - Wording for the scheme should be updated. Replace existing wording with ‘Ensure ‘superfast’ broadband coverage of 95% of the area, and basic broadband coverage of 100% of the area in line with government targets.’</p> <p><u>EDUCATION</u></p> <p>IBP 329 (Site for new primary school Graylingwell SDL) – This project should be removed from the IBP.</p> <p>IBP 333 (school expansions Billingshurst locality) - change scheme wording to ‘Further expansion of existing primary schools across the Billingshurst Locality by up to ½ Form Entry. Wisborough Green expanded to become a 1FE primary school 2017. Loxwood increased their published admission numbers to become a 1FE primary school in 2017.’</p>	<p>IBP/634 will be amended as suggested</p> <p>IBP/667 Noted, no changes required</p> <p>IBP/580 will be amended as suggested.</p> <p>IBP/329 will be removed</p> <p>IBP/333 will be amended as suggested.</p>
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Chichester DC Economic Development Team	Page 123 Business rate retention and Tax Increment Financing section needs updating	The Economic Development team has been requested to provide updated text.
South Downs National Park Authority	<p>Thank you for sending us a copy of your IBP. We have gone through the key parts as set out in your e-mail. We have no views on how you prioritise the projects but we have taken the opportunity to go through both yours and ours and have identified the following which are on our list but not yours, or one for which we have more information:</p> <ul style="list-style-type: none"> · Boxgrove – Renovate children’s play area on Boxgrove Recreation Ground – no information on costs, delivery, funding sources etc. · Lavant – Community hub (IBP 648) – the EOI to us quoted £100,000 · <p>We note the spending on:</p> <p>Project 194 - Enhancements to the Lavant Biodiversity Opportunity Area -the stretch of the Lavant north of the Westhampnett SDL.</p> <p>Project 353 - Sustainable transport corridor – City Centre to Westhampnett.</p>	<p>Boxgrove PC will be asked if they wish to include the play area project within the IBP.</p> <p>IBP/648 will be updated to include the cost provided.</p>
Parish Councils		
Chichester City Council	<p>Please add new projects: Replacement of cycle racks in order to improve the condition of cycle racks in the City during 2018. Total cost £40,000, £7,500 from Chichester District (City Vision budget) and £32,500 from Chichester City Council. To be led by Chichester City Council with Chichester District Council.</p> <p>Lighting Littern Gardens in order to improve the lighting and security. Also 8 Heritage Columns at the war memorial during 2018. Total cost £28,578.91 from Chichester City Council CIL. To be led by Chichester City Council.</p>	These projects will be added to Appendix A as requested. The cycle racks as IBP/738, and lighting columns as IBP/739
Chidham & Hambrook	<p>IBP/735 Hearing loop for village hall has been secured through new Homes Bonus</p> <p>IBP/603 (Improvement to residents parking, Chidham & Hambrook) Scheme description to include: CHPC in discussion with CDC re S106 agreement for an area on the east side of Flat Rd to be developed as a car parking</p>	<p>IBP/735 will be noted as completed in the IBP and removed from Appendix A</p> <p>IBP/603 will be updated as</p>

	<p>space</p> <p>BP/598 (speed restrictions of 30mph on the peninsula and along A259 through the parish) Scheme description to include: Linked with CHEMROUTE and cycle routes IBP/676. Funding sources to include: Discussions to be undertaken with WSCC and the possibility of the PC funding some of this work.</p> <p>IBP/601 (resurface/improve pedestrian routes) change scheme description to: Improve public footpaths to give residents better access to the countryside, particularly in Hambrook.</p> <p>IBP/605 (works to sustain Chidham Parochial Primary School to accommodate expanding capacity) Parish state that school is at full capacity.</p> <p>IBP/612 (Create a Community Recreation Centre with outdoor facilities for all ages) Initial phase to include legal fees incurred with open space acquisition</p> <p>IBP/713 (Improvements to St Wilfrid's Church Hall) Project cost £57,368 to be funded from S106 – project underway</p> <p>IBP/699 (Reduce light pollution where possible Maybush Copse) is underway</p> <p>IBP/614 (Public Open Space – The Dell, Chidham Lane maintenance) has been achieved</p> <p>IBP/737 (Maybush Copse – wheelchair access) work to be undertaken soon</p> <p>IBP/624 (Install WiFi to village) and IBP/709 (extension to St. Mary's Graveyard) are underway</p>	<p>suggested</p> <p>IBP/598 will be updated as suggested</p> <p>IBP/601 will be updated as suggested</p> <p>IBP/605 Noted. No change required</p> <p>IBP/612 Noted. No change required</p> <p>IBP/713 will be updated as suggested.</p> <p>IBP/699 Noted. No change required</p> <p>IBP/614 will be recorded as achieved and removed from Appendix A</p> <p>IBP/737 Noted. No change required</p> <p>IBP/624 and</p>
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Add new projects:							IBP/709 Noted. No change required	
							The Parish Council has been contacted to check whether these projects are their CIL Spending plans and they have confirmed that they are. The projects will therefore be added to Appendix A.	
	Infrastructure Category (from above list)	Scheme (description) With IBP reference number if an update for an existing project	Justification/ rationale	Phasing (when)	Total estimated infrastructure cost	Sources of funding, showing amounts from each source & any shortfalls		Delivery lead (who/how)
	Transport New IBP/741	Resurface/improve walking and pavement routes		High priority		Local Transport Improvement Programme - £160k S106 towards sustainable transport		
	Transport New IBP/742	Provision of pedestrian refuges/crossings on A259/Broad Road		High priority		As above		
	Social infrastructure New IBP/743	A community centre of a modular design that can be expanded in size as developing needs arise		Essential infrastructure – pre-eminent priority				
	Green infrastructure New IBP/744	Preparation of allotments		High priority				
Transport	Greater frequency							

	New IBP/745	of trains stopping at Nutbourne station during busy periods							
	Social infrastructure New IBP/746	Placement of additional litter/dog waste bins in appropriate areas of the parish		High priority					
	Social infrastructure New IBP/747	Historical/wildlife information board to be sited along Catch Pond.		High priority					
	Social infrastructure New IBP/748	Improved broadband for parish	This work is underway.	Medium priority					
	Health New IBP/749	Provision of medical/dentist surgery.	Initial discussions with South Coast Commissioning GP service, with appropriate building possibly provided by developers or integrated into the pre-eminent priority Community Centre.	Low priority					
Earnley Parish Council	I am writing to you on behalf of Earnley Parish Council to urge that the delivery of item IBP/349 A286 Birdham Road/B2201 Selsey Tram Roundabout junction improvement be brought forward from the proposed								IBP/349 Noted. No change

	commencement year of 2021/22. The Selsey Tram roundabout is the last major junction on the Manhood Peninsula section of the A286, some 400 metres south of the Stockbridge Road roundabout where the A286 meets the A27. The additional housing development that this upgrade is planned to accommodate has already been built or is currently in the process of being built. Indeed, the development numbers exceed existing Local Plan allocations and, in many cases, developers have paid over contributions towards highway improvements. Furthermore, West Sussex Highways have officially conceded that traffic conditions on this section of the A286 are already at "severe" levels, with peak hour morning tailbacks extending south from the Stockbridge roundabout some 1.5 km and therefore blocking the Selsey Tram roundabout. Earnley Parish Council recognise that there are bigger issues to be addressed in order to fully resolve the transport problems on the Manhood Peninsula but, until these longer term issues are addressed, we should as soon as possible implement the upgrade of the Selsey Tram roundabout						required as it is reliant on delivery by WSCC who has confirmed that it is not going to bring this project forward.																					
East Wittering & Bracklesham	<p>The Parish council would like to request that the phasing of the works to improve the junction of the A286/B2201 at the Donnington roundabout is brought forward. At present this work is scheduled for completion in 2020/21. This work is due to be completed as mitigation for new housing developments in Selsey and the Witterings that have already been completed or are well on the way to completion The adverse impacts on traffic are already being felt by residents and the S106/CIL monies to fund the improvements are in place. As such it is completely unacceptable to make the communities of the Manhood wait any longer than is strictly necessary for the work to be carried out and we would urge that it brought forward as swiftly as possible.</p> <p>Add new projects:</p> <table><tr><th>Infrastructure Category (from above list)</th><th>Scheme (description)</th><th>Justification/ rationale</th><th>Phasing (when)</th><th>Total estimated infrastructure cost</th><th>Sources of funding, showing amounts from each source & any shortfalls</th><th>Delivery lead (who/how)</th></tr><tr><td>Transport/Green Infrastructure New IBP/750</td><td>Development of new cycle routes to link key sites in the community and improve links across the peninsula and in to Chichester</td><td>To encourage sustainable transport and improve safety</td><td>Short-medium term</td><td></td><td>CIL</td><td>WSCC</td></tr><tr><td>Social</td><td>Development</td><td>To allow</td><td>Short-</td><td>£150K</td><td>CIL</td><td>WSCC/CDC</td></tr></table>						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)	Transport/Green Infrastructure New IBP/750	Development of new cycle routes to link key sites in the community and improve links across the peninsula and in to Chichester	To encourage sustainable transport and improve safety	Short-medium term		CIL	WSCC	Social	Development	To allow	Short-	£150K	CIL	WSCC/CDC	<p>IBP/349 Noted. No change required as it is reliant on delivery by WSCC who has confirmed that it is not going to bring this project forward.</p> <p>The new projects will be added to the IBP</p>
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)																						
Transport/Green Infrastructure New IBP/750	Development of new cycle routes to link key sites in the community and improve links across the peninsula and in to Chichester	To encourage sustainable transport and improve safety	Short-medium term		CIL	WSCC																						
Social	Development	To allow	Short-	£150K	CIL	WSCC/CDC																						

	Infrastructure New IBP/751	of community services support hub	residents access to essential services without the need to travel to Chichester	medium term			/EWBPC	
	Transport/Soci al Infrastructure New IBP/752	Improvements to bus stops/ creation of laybys, additional street lighting and pavement improvements	To improve public safety and the built environment	Short- medium term		CIL	WSCC/EW BPC	
Fishbourne	Fishbourne Parish Council reviewed the Chichester IBP and request that IBP/65 Allotments is removed.							IBP/65 will be removed from appendix A as requested
Hunston PC	Please add new project which has two elements to it: Part 1 Provide new light controlled crossing outside Hunston Village Hall to facilitate safer access to the playing field and proposed new playground/MUGA facilities on the field. Part 2 Provide a short footpath from the bus stop opposite 10 Oakview to a point either north or south of the stop to aid safe crossing for people using the bus stop.							This new project will be added to Appendix A as requested as new IBP/753
Loxwood PC	Last night at the Loxwood Parish Council meeting the Councillors discussed the CDC IBP. They were wondering if they could put forward projects to be included in the CDC Strategic Projects section and how they could go about doing this. One such project they have in mind is flood alleviation for the Loxwood area community at a cost of £150,000. We intend to spend the Parish CIL on an additional project: £6000 for a safe entry gate for North Hall. This would be under the Community facilities section. Also the VAS poles IBP/697 have now been purchased and can be taken out of Loxwood Projects.							This project is not as a result of new development , but as a result of an existing deficiency, so CDC could not put it forward as one of its projects as it would not meet the CIL spending regulations. This new project will be added to Appendix A as

								requested as new IBP/754, and the completed projected will be recorded as having been delivered and removed for Appendix A..
Selsey TC	Please add the following new projects:							These new projects will be added to Appendix A as requested. Selsey Town Council has been asked to provide further information to demonstrate that a Selsey to Chichester tramway has a realistic prospect of being delivered from the Town Council's CIL
	Infrastruct ure Category (from above list)	Scheme (description)	Justification/ rationale	Phasing (when)	Total estimated infrastruct ure cost	Sources of funding, showing amounts from each source & any shortfalls	Delivery lead (who/how)	
	Transport New IBP/755	Electric vehicle charging points at Warners Yard, East Beach & East Street car parks	Lack of current facility and distance to nearest option.	Short term 2019-2024		CIL	STC	
	Transport New IBP/756	Selsey to Chichester tramway	High speed, traffic free, sustainable link offering alternative route to town					
	Social infrastructur e New IBP/757	Wayfinding scheme	To enhance visitor attraction and tourism product, linking up different areas of the town.			CIL	STC	
	Social infrastructur e New	Public space enhancements at the Recreation Ground – play and wellbeing	To enhance residents wellbeing and visitor attraction.			CIL	STC	

	<table><tr><td>IBP/758</td><td>equipment</td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>Social infrastructure</td><td>Public space enhancements at Manor Green Park – play and wellbeing equipment</td><td>To enhance residents wellbeing and visitor attraction.</td><td></td><td></td><td>CIL</td><td>STC</td></tr><tr><td>New IBP/759</td><td></td><td></td><td></td><td></td><td></td><td></td></tr></table> <p>Please remove/amend the following projects:</p> <p>IBP/106 (Community Car Club) – Remove – no current evidence base for community car club.</p> <p>IBP/107 (Cinema/Theatre refurbishment) – Amend – Show delivery lead as STC IBP/117 (Public Realm Enhancement – East Beach shops) – Remove – almost identical to IBP/111 – duplication IBP/105 (Layout changes to Selsey High Street) – Amend scheme to read “Pedestrianisation of section of High Street to provide central community/pedestrian space”</p>	IBP/758	equipment						Social infrastructure	Public space enhancements at Manor Green Park – play and wellbeing equipment	To enhance residents wellbeing and visitor attraction.			CIL	STC	New IBP/759							<p>IBP/106 and IBP/117 will be removed as requested from Appendix A.</p> <p>IBP/107 and IBP/105 will be amended as suggested.</p>
IBP/758	equipment																						
Social infrastructure	Public space enhancements at Manor Green Park – play and wellbeing equipment	To enhance residents wellbeing and visitor attraction.			CIL	STC																	
New IBP/759																							
Tangmere PC	<p>Please amend IBP as follows:</p> <table><tr><th>IBP ID</th><th>Where/What</th><th>Suggested amendment</th></tr><tr><td>IBP/328</td><td>New Primary School</td><td>Suggest provide two form entry school expandable to three form entry (<i>reference additional housing numbers emerging from Local Plan review</i>).</td></tr><tr><td>IBP/150</td><td>Upgrade Village Centre Car Park</td><td>Need to revise cost and add “Pre Application advice sought” in planning ref column. Planning ref. add “14/00797/FUL, 17/00540/FUL.”</td></tr><tr><td>IBP/145</td><td>Improve safety and increase parking around One Stop</td><td>Delete due planned closure in Feb? Note traffic calming covered by IBP 160 .</td></tr><tr><td>IBP/161</td><td>Sports hall</td><td>Add “S106” in CIL S106 Other column. Planning ref column replace with “17/00540/FUL, 14/00797/FUL.”</td></tr><tr><td>IBP/143</td><td>Village Centre improvements</td><td>Replace planning refs with “17/00540/FUL, 14/00797/FUL, 11/04058/FUL</td></tr><tr><td>IBP/149</td><td>Tangmere Aviation Museum</td><td>Add “SDL S106” in funding sources column.</td></tr></table>	IBP ID	Where/What	Suggested amendment	IBP/328	New Primary School	Suggest provide two form entry school expandable to three form entry (<i>reference additional housing numbers emerging from Local Plan review</i>).	IBP/150	Upgrade Village Centre Car Park	Need to revise cost and add “Pre Application advice sought” in planning ref column. Planning ref. add “14/00797/FUL, 17/00540/FUL.”	IBP/145	Improve safety and increase parking around One Stop	Delete due planned closure in Feb? Note traffic calming covered by IBP 160 .	IBP/161	Sports hall	Add “S106” in CIL S106 Other column. Planning ref column replace with “17/00540/FUL, 14/00797/FUL.”	IBP/143	Village Centre improvements	Replace planning refs with “17/00540/FUL, 14/00797/FUL, 11/04058/FUL	IBP/149	Tangmere Aviation Museum	Add “SDL S106” in funding sources column.	<p>IBP/328. Noted, no change required as the change relates to the Local Plan Review not the current Local Plan. The change will be picked up when the Local Plan Review becomes adopted and replaces the adopted Local Plan.</p> <p>All other changes requested will be made. However, it will be made clear that IBP/149 S106</p>
IBP ID	Where/What	Suggested amendment																					
IBP/328	New Primary School	Suggest provide two form entry school expandable to three form entry (<i>reference additional housing numbers emerging from Local Plan review</i>).																					
IBP/150	Upgrade Village Centre Car Park	Need to revise cost and add “Pre Application advice sought” in planning ref column. Planning ref. add “14/00797/FUL, 17/00540/FUL.”																					
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IBP/143	Village Centre improvements	Replace planning refs with “17/00540/FUL, 14/00797/FUL, 11/04058/FUL																					
IBP/149	Tangmere Aviation Museum	Add “SDL S106” in funding sources column.																					

		extension into existing allotments which will relocate to SDL.						refers to the relocation of the allotments, not the expansion of the museum.
	IBP/153	New Community centre	Replace planning refs with "17/00540/FUL, 14/00797/FUL, 11/04058/FUL.					
	IBP/720	Garland Sq new soakaways	Amend justification to read "Reline surface water drain to connect Garland Square system to new soakaways on Bishops Road." Cost "3300". Funding source/delivery lead replace with/add "Hyde Group".					
	IBP/715	New & replacement trees	Add "hedgerows" in scheme column.					
	IBP/157	Malcolm Road Rec Field improvements to drainage	Scheme – amend to "Malcolm Rd Rec. field sports pitch area – land drainage." Drainage Justification – amend to "Current poor land drainage leading to poor quality playing surfaces, match cancellations, maintenance difficulties and surface water run-off. Cost range entry amend to read "Verti-drain/sandfill @10k. Topo survey @700. New land drainage system >30k." Replace planning refs with "17/00540/FUL, 14/00797/FUL.					
West Wittering PC	WWPC is concerned about the timeframe for - IBP 349 (Selsey tram roundabout improvements) scheduled for delivery 2021/22. Having already made representation regarding the works to the Selsey Tram roundabout to WSCC the Parish Council is disappointed that the improvements haven't been made as the developments have been delivered and the traffic has of course increased. It seems this project was underfunded from the very beginning. The Parish Council therefore asks that this should be brought forward to 2019/20 or 2020/21 as all the house building this was meant to mitigate is complete and the community has an expectation that such improvements be delivered on time.							IBP/349 Noted. No change required as it is reliant on delivery by WSCC who has confirmed that it is not going to re-phase this project to bring it forward.
Westbourne	Please amend the following projects:							IBP/640,554,558, 555,559 will be amended as requested.
	IBP Ref No.	Scheme	Justification	Total £	When	Comments		

	IBP/640	A car park that can be used by residents/visitors	To ease congestion on the roads, help shoppers use the local facilities.	As yet unknown	2019/20	This remains a key proposal and is incorporated into the WPC Business Plan.	
	IBP/554	Development of the cemetery's new two-acre field to make it suitable for burials. Includes plot structure and layout of pathways.	The existing cemetery will be full in 2-5 years. A new field has been purchased and needs to be made ready.	As yet unknown	Needs to be used in 2-5 years.	Feasibility work needs to be undertaken in the next two years.	
	IBP/558	Street lighting, some need replacing		£0.00		In good condition. We have a contract with SSE to maintain them and they carry out inspections yearly The last time we inspected them, they were relatively newish. We have also added the one in the twitten off North Street to the list.	
	IBP/555	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.	As yet unknown		Work needed: replacement of the asbestos roof and maybe external insulation and cladding. Our GSL and Scout leader do most of the everyday maintenance. The Hut is owned by CDC but is on a long-term lease to the Scouts.	
	IBP/559	The Meeting Place - The hall would benefit from refurbishment to make it a better, more sophisticated community facility.		£28,675	2018/19	Some work completed (e.g. broadband installed). Further work to be specified using agreed allocation of s.106 funding	
Highways England	There remain a few matters which need updating as follows:						An additional point will be

- On page 3, the text 'Planning obligations – S106 (infrastructure that provides site specific mitigation).' In referring to *site specific mitigation* this does not describe the use of S278 agreements with Highways England to fund the improvements to the Chichester Bypass agreed as part of the Local Plan (and current review underway). It is suggested that this is set down as a separate bullet referencing the Planning Obligations & Affordable Housing SPD.
- Para 2.4 refers to project costs being based on 2018 figures. However the cost of IBP/339 at least does not appear to have been adjusted, the quoted costs for each junction appear to be the original (2012 prices) works cost. CDC with PBA and HE are currently assessing the revised works costs which will need inserting when available.
- On page 86, in relation to IBP/339 (A27 junction improvements), as stated above, costs should be updated when revised figures become available.
- IBP/345 (Shopwyke Road diversion), and IBP/538 (Oving Road crossroads) (see also page 80) – funding is through S278 with Highways England. The delivery lead is Highways England.

Additional mitigation works agreed to the A27 Chichester Bypass

IBP Id	Location	Category	CIL S106 Other	Planning app.	Scheme	Funding Sources	Delivery Lead	Cost Range	Total Max Cost £

added to the examples on page 3 to include

Where development requires work to be carried out on the existing adopted highway, A section 278 Agreement will need to be completed between the developer and relevant highways authority as set out in the Chichester Planning Obligations and Affordable Housing SPD.

IBP/339 will be updated to reflect the most recent cost of the Whyke Junction of £4,820,000, and for the A27 Bognor Road Roundabout including Vinnetrow Road Junction improvement the most recent cost

	IBP/339	A27 Whyke Junction	Transport	S278	HN/15/03489/FUL	Chichester Free School	S278 Sussex Education Trust	Highways England	76,000 - £86,565	£86,565	is £16,100,000. IBP/345 and IBP/538 will be changes as suggested.
	IBP/339	Whyke Junction	Transport	S278	Arun Planning applications P/140/16/OUT P/6/17/OUT P/6/17/OUT	Arun Strategic Housing sites at Pagham	S278 Private Developers	Highways England	£580,710 - £883,150	£883,150	
	IBP/339	A27 Bognor Road Roundabout	Transport	S278	14/04284/OUT	Bognor Road Former Fuel Depot	S278 Private Developers	Highways England	Tbc	Tbc	
RSPB	<p>IBP/667 (Green Links across the Manhood. North Selsey to Medmerry Trail) appears to be duplicated. We are aware that there are plans to look at a cycle link from north Selsey into Medmerry, but we weren't aware it would be a bridleway. It doesn't cause us huge concern though as the route around Medmerry is allocated for horses, bikes and foot traffic. We are not however sure on the timescale for delivery of this, or the exact route on the ground.</p>										<p>IBP/667 No change required. The project is not duplicated.</p> <p>WSSC discussed bridleway status at GLAM meetings several years ago and believe that it is the most appropriate status to maximise access opportunities in the local area. When the project is scheduled to be delivered its cost is likely to be around £160,000. IBP/667 will be updated to reflect</p>

	<p>IBP/666 (Green Links across the Manhood. Bracklesham to Medmerry Trail. We weren't aware it would be a bridleway.and we are unaware of the proposed route.</p> <p>IBP/586 (New visitor centre at Pagham Harbour Local Nature Reserve). This project has been deferred pending further discussions with West Sussex County Council.</p> <p>IBP/315 (Access improvements to and establishment of a coastal path with wayfinding Manhood Peninsula) We don't have any real concerns although local residents around Ham (Medmerry) are challenging the route proposed by Natural England in that vicinity.</p>	<p>this cost increase</p> <p>IBP/666. No change required. WSCC discussed bridleway status at GLAM meetings several years ago and believe that it is the most appropriate status to maximise access opportunities in the local area. The route has not been identified yet.</p> <p>IBP/586. No change required.</p> <p>IBP/315. No change required.</p>
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Draft CIL Spending Plan (Table 11 extracted from IBP)

	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25
1st April b/fwd	-	609,148.27	2,744,498.36	4,510,866.68	3,919,790.68	3,125,686.68	2,055,986.68	3,328,986.68	7,547,338.68
INCOME									
Gross Income	775,847.84	2,852,376.37	2,473,958.85	1,741,320.00	2,681,280.00	2,079,000.00	1,890,000.00	6,633,360.00	3,213,000.00
Parish Share	120,392.28	564,407.46	533,892.59	435,330.00	670,320.00	519,750.00	472,500.00	1,658,340.00	803,250.00
Admin	38,792.39	142,618.82	123,697.94	87,066.00	134,064.00	103,950.00	94,500.00	331,668.00	160,650.00
CDC Net Income	616,663.17	2,145,350.09	1,816,368.32	1,218,924.00	1,876,896.00	1,455,300.00	1,323,000.00	4,643,352.00	2,249,100.00
Interest to 31st March	10,854.00								
Funds Available	627,517.17	2,754,498.36	4,560,866.68	5,729,790.68	5,796,686.68	4,580,986.68	3,378,986.68	7,972,338.68	9,796,438.68
EXPENDITURE	£	£	£	£	£	£	£	£	£
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		10,000.00	40,000.00						
Brandy Hole Copse Project 196			10,000.00						
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.						50,000.00			

Project 657									
Sustainable transport corridor – City Centre to Portfield part of project 656 (subject to further detail and evaluation)						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 (subject to further detail and evaluation)				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 school(s) Manhood. Project 659				50,000.00					
A286 Birdham Rd/B2201 (Selsey Rd Roundabout) Junction Improvement Project 349					111,000.00				
Area-wide parking management North East Chichester. Project 654 (subject to further detail and evaluation)					250,000.00				
Area -wide parking management West Chichester. Project 655 (subject to further detail and evaluation)					250,000.00				
Area-wide parking mangement Chichester City. Project 665(subject to further detail and evaluation)					250,000.00				
Total expenditure	18,368.90	10,000.00	50,000.00	1,810,000.00	2,671,000.00	2,525,000.00	50,000.00	425,000.00	-
31st March c/fwd	609,148.27	2,744,498.36	4,510,866.68	3,919,790.68	3,125,686.68	2,055,986.68	3,328,986.68	7,547,338.68	9,796,438.68

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Chichester District Council

Infrastructure Business Plan

2019/2024



February 2019

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*)
- Section 278 Agreements completed between the developer and relevant highways authority (as set out in the Chichester Planning Obligations and Affordable Housing SPD), where development requires work to be carried out on the existing adopted highway.

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 the organisations who contributed to this document, and I hope that you will find it useful.

Councillor Susan Taylor, Cabinet Member for 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 (January 2019)

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		Ensure superfast broadband coverage of 95% of the area and basic broadband coverage of 100% of the area in line with government targets	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/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 Id	Location	Category	CIL S106 Other	Planning app.	Scheme	Funding Sources	Delivery Lead	Cost Range	Total Max Cost £
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	£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		RTP1 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/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 Id	Location	Category	CIL S106 Other	Planning app.	Scheme	Funding Sources	Delivery Lead	Cost Range	Total Max Cost £
IBP/682	East West Corridor	Transport	CIL		Smarter choices Bike It project	S106	Developers / WSCC / CDC	£80,000	£80,000.00
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)	LEP/WSCC/Selcted developer	CDC/WSCC	£5.3m	£5,300,000
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	S278	O/11/05283/O UT	Foot / cycle bridge across the A27 south of Portfield Roundabout	S278	Highways England		£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 junctions: Fishbourne roundabout inc Terminus Road/Cathedral Way (£6,870,000); Stockbridge roundabout (£5,380,000); Stockbridge link road (£23,170,000); Whyke junction (£4,820,000); Bognor Road roundabout inc Vinnetrov Road (£16,100,000); Portfield (£2,310,000); Oving Road (£1,290,000)	Highways England.	Highways England	£59,940,000	£59,940,000

IBP Id	Location	Category	CIL S106 Other	Planning app.	Scheme	Funding Sources	Delivery Lead	Cost Range	Total Max Cost £
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 from CIL.	WSCC / academy provider	£3 million for half form entry Subject to feasibility & site assessment	£3,000,000.00
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.	WSCC / 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 &WSCC (including Basic Need Grant)	WSCC / 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 &WSCC (including Basic Need Grant)	WSCC / 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.		WSCC	£500,000	£500,000.00
IBP/306	East West Corridor	Green Infrastructure	CIL		Youth skate park (Southbourne) (links with 304 & 305)	WSCC, Developer contributions and Parish Council		£80k - £120k From WSCC, Developer contributions, Parish Council	£120,000.00

IBP Id	Location	Category	CIL S106 Other	Planning app.	Scheme	Funding Sources	Delivery Lead	Cost Range	Total Max Cost £
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/391	East West Corridor	Utility Services	Other		Water, drainage and power to support University developments	University, utility companies and private	University	Not known as yet The cost and allocation of costs to the University, private partners and	£0.00

IBP Id	Location	Category	CIL S106 Other	Planning app.	Scheme	Funding Sources	Delivery Lead	Cost Range	Total Max Cost £
								utility companies is still to be determined	
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	£160,000	£160,000.00
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 assessment	£3,000,000.00
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 Id	Location	Category	CIL S106 Other	Planning app.	Scheme	Funding Sources	Delivery Lead	Cost Range	Total Max Cost £
IBP/293	Manhood Peninsula	Green Infrastructure	Other		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 Gyratory 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 Vinnetrow Road. A user controlled crossing of Vinnetrow Road is possible but likely will be determined by Highways England review of A27 and associated network		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	£372,500	£372,500
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	£1,428,677	£1,428,677
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	£223,500	£223,500.00
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 expanded to become a 1 FE primary school 2017. Loxwood increased their published admission numbers to become a 1FE primary school in 2017.	CIL & WSCC (including Basic Need Grant)	WSCC / academy provider	£3 million for half form entry Subject to feasibility & site assessment	£3,000,000.00

Projects where phasing is not yet known

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/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		Boxgrove Parish Council, CDC, WSCC		£0.00

IBP Id	Location	Category	CIL S106 Other	Planning app	Scheme	Funding Sources	Delivery Lead	Cost Range	Total Max Cost £
					the conservation area				
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	S278	O/11/05283/O UT	Oving Road crossroads closure	S278 Highways England	Highways England		£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		
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 Id	Location	Category	CIL S106 Other	Planning app	Scheme	Funding Sources	Delivery Lead	Cost Range	Total Max Cost £
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)	University of Chichester, Sports Club, National Governing Bodies, Sport England, National Lottery	CDC/University of Chichester	£0.5 -£1m	£1,000,000.00
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 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 and others	CDC	£450k	£450,000.00

IBP Id	Location	Category	CIL S106 Other	Planning app	Scheme	Funding Sources	Delivery Lead	Cost Range	Total Max Cost £
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	
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 2020/2021
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 2020/2021
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 2020/2021
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 congestion and improve safety at key junctions	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	Project not yet ready to be selected	£200,000 CIL	£200,000.00	

Prioritisation	Location	Project Type	Project Name	Project Status	Est Cost Funding Sources	Requested CIL	Amount to be granted from CIL by year
			congestion and improve safety at key junctions				
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	
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	
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	
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	£800,000 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 Chichester over next 20 years as per emergent GP estate strategy.	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
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	

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/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	RTPI 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/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/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	
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	£10,000 in year 2017-2018 and £40,000 in year 2018-2019
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 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	Project not yet ready to be selected	£? From Developer contributions, Sport England, Sustrans, WSCC Cost unknown, Sport England, Sustrans, WSCC, Parish Council	£0.00	
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	
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	
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	
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	Project not yet ready to be selected	£14,000	£14,000.00	

Prioritisation	Location	Project Type	Project Name	Project Status	Est Cost Funding Sources	Requested CIL	Amount to be granted from CIL by year
			retain the high level of policing that is currently delivered.				
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	
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 from extra use and needs improvement.	Project not yet ready to be selected	£170,000	£170,000.00	
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 via planning consent to be dedicated bridleway. Remainder of route is already public footpath and needs uplifting to bridleway status.	Project not yet ready to be selected	£160,000	£160,000.00	
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 Downs National Park. WSLAF ambition.	Project not yet ready to be selected	£120,000	£120,000.00	
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	
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	
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	
4 Desirable IBP/206	East West Corridor	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.	Project not yet ready to be selected	£5,300,000 LEP, WSCC & selected Developer		
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	

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	
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	
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	
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	
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	
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	
4 Desirable IBP/322	North of the District	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	Project not yet ready to be selected	£500,000 CIL and other	£500,000.00	
4 Desirable IBP/324	East West Corridor	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.	Project not yet ready to be selected	£53,505 S106 - £27,000 WSCC - £10,000 SOLAR - £5,000 INERT - £10,000 ? Tbc & CIL £1,505		
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 January 2019 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 7 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 **£27m** 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 **£4,972,296** of the **£27,221,760** 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:

£15,024,960 is available to contribute to the priorities identified during this third IBP period (2019-2024) inclusive of parish proportion or **£12,431,024** 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	£13,701,000.00	£7,323,500.00	£21,024,500.00
Policy High Project Costs	£899,360.00	£8,290,000.00	£9,189,360.00
Desirable Project Costs	£2,730,522.20	£1,147,645.15	£3,878,167.35
Total Project Costs	£17,330,882.20	£16,761,145.15	£34,092,027.35
Assuming CIL Income* This includes the Parish proportion, and includes a 5% deduction for the administration of the CIL.	£15,024,960 less £751,248 = £14,273,712	£12,196,800 less £609,840 = £11,586,960	£27,221,760 less £1,361,088 = £25,860,672
Additional Funding Required to meet shortfall	£3,057,170.20	£5,174,185.15	£8,231,355.35

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 £6,102,183.07 has been collected to date (5 December 2018). This includes £305,109.15 (5%), which potentially could have been used for monitoring (although we only used £101,723.32 as of the end of the last financial year), and £4,578,381.59 for District Council CIL spend. At the end of October 2018 the total amount handed over to Parishes was £1,110,445.47.

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
 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;

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/47 Youth club facilities, East Wittering and Bracklesham;
 IBP/155 Bus shelter to serve City Fields Business Park and Blenheim Park housing development, Tangmere;
 IBP/735 Hearing Loop, Chidham and Hambrook Village Hall;
 IBP/614 Maintenance of the Dell Public Open Space, Chidham and Hambrook;
 IBP/645 Provision of storage for equipment to undertake community projects e.g. path maintenance and construction, Lavant.
 IBP/697 Vehicle Activated Sign poles, Loxwood.

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	2024/25
1st April b/fwd	-	609,148.27	2,744,498.36	4,510,866.68	3,919,790.68	3,125,686.68	2,055,986.68	3,328,986.68	7,547,338.68
INCOME									
Gross Income									

	775,847.84	2,852,376.37	2,473,958.85	1,741,320.00	2,681,280.00	2,079,000.00	1,890,000.00	6,633,360.00	3,213,000.00
Parish Share	120,392.28	564,407.46	533,892.59	435,330.00	670,320.00	519,750.00	472,500.00	1,658,340.00	803,250.00
Admin	38,792.39	142,618.82	123,697.94	87,066.00	134,064.00	103,950.00	94,500.00	331,668.00	160,650.00
CDC Net Income	616,663.17	2,145,350.09	1,816,368.32	1,218,924.00	1,876,896.00	1,455,300.00	1,323,000.00	4,643,352.00	2,249,100.00
Interest to 31st March	10,854.00								
Funds Available	627,517.17	2,754,498.36	4,560,866.68	5,729,790.68	5,796,686.68	4,580,986.68	3,378,986.68	7,972,338.68	9,796,438.68
EXPENDITURE	£	£	£	£	£	£	£	£	£
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		10,000.00	40,000.00						
Brandy Hole Copse Project 196			10,000.00						
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 (subject to further detail and evaluation)						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 (subject to further detail and evaluation)				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 school(s) Manhood. Project 659				50,000.00					
A286 Birdham Rd/B2201 (Selsey Rd Roundabout) Junction Improvement Project 349					111,000.00				
Area-wide parking management North East Chichester. Project 654 (subject to					250,000.00				

further detail and evaluation)									
Area -wide parking management West Chichester. Project 655 (subject to further detail and evaluation)					250,000.00				
Area-wide parking mangement Chichester City. Project 665(subject to further detail and evaluation)					250,000.00				
Total expenditure	18,368.90	10,000.00	50,000.00	1,810,000.00	2,671,000.00	2,525,000.00	50,000.00	425,000.00	-
31st March c/fwd	609,148.27	2,744,498.36	4,510,866.68	3,919,790.68	3,125,686.68	2,055,986.68	3,328,986.68	7,547,338.68	9,796,438.68

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 1 February 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/FUL	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/FUL	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/FUL	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/FUL; 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/W SCC/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			£100,00	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
Boxgrove Parish Council	IBP/ 736	Green Infrastructure	Playing fields, sports pitches, related build	New play area	Existing play area dilapidated/out of date. Needs to be completely						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
			and children's play areas		refurbished.								
Chichester City Council	IBP/ 738	Transport	Cycle and pedestrian infrastructure	Replacement of cycle racks	To improve the condition of cycle racks in the City	2018	Short term (2016-2024)	£40,000		Chichester City Council with Chichester District	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
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/ 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 furniture and green open spaces to improve the visitor experience to the City	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/ 712	Social Infrastructure	Streetscene and built environment	Improve City signage.		2017-2018	Short term (2016-2024)	£20,000		Chichester City 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
Chichester City Council	IBP/ 739	Green Infrastructure	Public open space	Lighting in Littern Gardens and 8 Heritage Columns at the war memorial.	To improve the lighting and security	2018	Short term (2016-2024)	£28,578.91		Chichester City Council	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 Meadow, both sides of Broad Road by Broad Meadow, outside Mansfield Cottages, bottom of Cot Lane. Car parking space to be provided on the east side of Flatt Road.	Improve parking					WSCC	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/ 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. Linked with CHEMROUTE	Speed reduction					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
				and cycle routes IBP 676.									
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/ 601	Transport	Pedestrian infrastructure	Improve public footpaths to give residents better access to the countryside, particularly in Hambrook.	improve walking and pavement route					WSCC	CIL		4 Desirable
Chidham and Hambrook Parish Council	IBP/ 742	Transport	Pedestrian infrastructure	Provision of pedestrian refuges/crossings on A259/Broad Road.					Local Transport Improvement programme - £160,000 towards sustainable transport.		S106		4 Desirable
Chidham and Hambrook Parish Council	IBP/ 741	Transport	Pedestrian infrastructure	Resurface/improve walking and pavement routes					Local Transport Improvement programme - £160,000 towards sustainable transport.		S106		4 Desirable
Chidham and Hambrook Parish Council	IBP/ 602	Transport	Pedestrian infrastructure	Provision of pavement on West side of Broad Road from Post Office to Children's Play Area	Safety					WSCC	CIL		4 Desirable
Chidham and Hambrook 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	IBP/ 745	Transport	Public transport	Greater frequency of trains stopping							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				at Nutbourne station during busy periods.									
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/ 749	Health	Community healthcare, primary care facilities & improvements	Provision of medical/dentist surgery.							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/ 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/ 713	Social Infrastructure	Community facilities	Improvements to St Wilfrid's Church Hall.	To enable them to continue to support the community.	2018	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/ 743	Social Infrastructure	Community facilities	A community centre of a modular design that can be expanded in size as developing							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
				needs arise.									
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 Parish Council	IBP/ 699	Social Infrastructure	Streetscene and built environment	Reduce light pollution where possible (Maybush Copse)	For the amenity of residents and visitors.					Chidham and Hambrook PC	CIL		4 Desirable
Chidham and Hambrook Parish Council	IBP/ 746	Social Infrastructure	Streetscene and built environment	Placement of additional litter/dog waste bins in appropriate areas of the parish.							CIL		4 Desirable
Chidham and Hambrook Parish Council	IBP/ 744	Green Infrastructure	Allotments	Preparation of allotments							CIL		4 Desirable
Chidham and Hambrook Parish Council	IBP/ 747	Green Infrastructure	Biodiversity measures	Historical/wildlife information board to be sited along Catch Pond.							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	Parish Council	CIL		4 Desirable
Chidham and Hambrook Parish Council	IBP/ 748	Utility Services	Utility services	Improved broadband for the parish		2018	Short term (2016-2024)				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.	Existing extension graveyard will be full in 18-24 months time.			£9,240		Chidham and Hambrook PC	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
				Local farmer willing to donate land adjacent to main churchyard.									
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 Parish Council	IBP/ 38	Health	Community healthcare, primary care facilities & improvements	Medical Centre including pharmacy	There is no surgery or pharmacy in Donnington and residents must travel into the City for these services. A surgery in Donnington could also service the increasing population on the Manhood Peninsula and free up spaces in City surgeries where increased p						CIL		4 Desirable
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/ 34	Green Infrastructure	Playing fields, sports pitches,	Additional signage for playing field	Encourage more visitors to existing facilities						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
		e	related build and children's play areas										
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
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 community events.	2016-2021	Short term (2016-2024)	£10,000	CIL, New Homes Bonus & precept	Earnley Parish Council	CIL		4 Desirable
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/750	Transport	Cycle infrastructure	Development of new cycle routes to link key sites in the community and improve links across the peninsula and in to Chichester.	To encourage sustainable transport and improve safety.		Short term (2016-2024)			WSCC	CIL		4 Desirable
East Wittering & Bracklesham Parish	IBP/752	Transport	Pedestrian infrastructure	Improvements to bus stops/creation of laybys, additional	To improve public safety and the built environment.		Short term (2016-2024)			WSCC, EWBPC	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				street lighting and pavement improvements.									
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/ 751	Social Infrastructure	Community facilities	Development of community services support hub.	To allow residents access to essential services without the need to travel to Chichester.		Short term (2016-2024)	£150,000		WSCC, CDC, EWBPC	CIL		4 Desirable
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/ 53	Social Infrastructure	Streetscene and built environment	In E. Wittering the steps and handrails, retaining wall and pathways need refurbishing.	These are old, rusty and poorly maintained. The retraining wall is cracked and leaning over towards the road. The street scene is in need of work. This appearance is detrimental to our visitor experience.								4 Desirable
East Wittering & Bracklesham Parish Council	IBP/ 52	Social Infrastructure	Streetscene and built environment	The street scene and layout of both									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
Bracklesham Parish Council		e		East Wittering and Bracklesham needs improvement									
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
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
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 facilities & improvements	Provision of medical facilities even if just nurse-led clinic	Priority in previous village plans and in FNP but no interest from local doctors' surgeries	Unlikely			?		CIL		4 Desirable
Hunston Parish Council	IBP/ 753	Transport	Pedestrian infrastructure	New light controlled crossing	To facilitate safer access at these locations.						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
				outside Village Hall and provision of short footpath from the bus stop opposite 10 Oakview.									
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/ 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/ 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/ 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 Building and Parking	To increase cafe area and storage provision and enhancing the external picnic area and parking	2015-2018	Short term (2016-2024)				CIL		4 Desirable
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,	Play area off School Court		2016-2017 2-4 years	Short term (2016-			Parish/HAS	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	related build and children's play areas				2024)						
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/ 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
Lavant Parish Council	IBP/ 585	Transport	Pedestrian infrastructure	Footpath maintenance							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
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/ 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/ 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/ 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/ 754	Social Infrastructure	Community facilities	Entry gate for North Hall				£6,000			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/ 569	Social Infrastructure	Community facilities	Renovations to St. Michael's Hall & Hardman Hoyle Memorial Hall Linchmere	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

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
				Road									
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 fundraising.	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/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

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
North Mundham Parish Council	IBP/ 93	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Outdoor gym/exercise equipment – to be sited on playing fields	Provides health and leisure benefits for local community. No comparable facility exists in the parish	Site could be made available in short term	Short term (2016-2024)	£20,000 - £30,000 (estimate)	New Homes Bonus	North Mundham Parish Council or Playing Fields Trust	CIL		4 Desirable
Oving Parish Council	IBP/ 634	Transport	Pedestrian infrastructure	Footpaths, bridle paths and local roads							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 Council	IBP/ 96	Utility Services	Utility services	Chichester Bypass Improvements	Critical to all CDC developments	2018 - 2019	Short term (2016-	£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
							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/756	Transport	Public transport	Selsey to Chichester tramway	High speed, traffic free, sustainable link offering alternative route to Town.								4 Desirable
Selsey Town Council	IBP/755	Transport	Smarter Choices and promote sustainable modes of transport	Electric vehicle charging points at Warners Yard, East Beach and East Street car parks.	Lack of current facility and distance to nearest option.		Short term (2016-2024)			STC	CIL		4 Desirable
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/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/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)	STC	CIL		4 Desirable
Selsey Town	IBP/116	Social Infrastructure	Community facilities	Soft play area/indoor	Local demand and nearest facility is 20					Selsey Town	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		structure		play area for children	miles away and is not accessible by public transport					Council			
Selsey Town Council	IBP/ 115	Social Infrastructure	Community facilities	Extension to Selsey Centre	Space required to support additional user groups.				Cost unknown, grant funding, local fundraising.	Selsey Town Council	CIL		4 Desirable
Selsey Town Council	IBP/ 757	Social Infrastructure	Streetscene and built environment	Wayfinding scheme	To enhance visitor attraction and tourism product, linking up different areas of the town.					STC	CIL		4 Desirable
Selsey Town Council	IBP/ 105	Social Infrastructure	Streetscene and built environment	Pedestrianisation of section of High Street to provide central community/pedestrian space	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/ 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/ 111	Social Infrastructure	Streetscene and built environment	Public space enhancements at East Beach shops	Identified in CDC's study of 2007 as a need of regeneration			£100,000		Selsey Town Council	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/ 759	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Public space enhancements at Manor Green Park - play and wellbeing equipment.	To enhance residents wellbeing and visitor attraction.					STC	CIL		4 Desirable
Selsey Town Council	IBP/ 758	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Public space enhancements at the Recreation Ground - playing and wellbeing	To enhance residents wellbeing and visitor attraction.					STC	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
				equipment.									
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 fishing industry; tourism; economy.	2017	Short term (2016-2024)		DEFRA, European and Marine Fisheries Fund, LEADER, Coast to Capital, LEP	CDC	CIL		3 Policy High
Sidlesham Parish Council	IBP/ 134	Transport	Cycle and pedestrian infrastructure	Provision of green corridor habitat and walking /cycling routes extending from Pagham Harbour as part of GLAM	Need to spread visitor pressure away from over concentration on Pagham Harbour and provide non car 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	IBP/ 137	Social Infrastructure	Community facilities	Contingency plan for public	Possible loss of existing church hall at	Contingency	Short term	Study In house	Big Lottery Community	Sidlesham 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		structure		building (hall)	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	scoping and initial analysis study mid 2016	(2016-2024)	minimal cost. Adapted structure cost range £200-300k New building assuming no land cost in range £500k-£800k	Buildings CDC /WSCC Numerous other funding sources	Council and others			
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	IBP/ 694	Transport	Car parking	Improvements to the car park	Road safety and to increase the usage of			£30			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				at Prinstd.	the carpark whilst reducing maintenance costs.								
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
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/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/700	Social Infrastructure	Community facilities	Update/refurbish the Sea Scout Hut, Prinstd Lane	It is well used (they have a long waiting list to join)								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				S106/NHB	Tangmere Parish Council	S106	TG/14/00797/FUL; TG/17/00540/FUL	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
					spaces to make best use of area available and facilitate mobility impaired access.								
Tangmere Parish Council	IBP/ 716	Transport	Cycle and pedestrian infrastructure	Tangmere airfield orbital cycle/bridleway/public rights of way with links to Chichester and Barnham	Improve sustainable and green transport network, utilising existing public rights of way desire lines, 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.					Developer/ WSCC	S106		4 Desirable
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/ 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/ 637	Transport	Pedestrian infrastructure	Marsh Lane PROW 292 - upgrade surface to	To enable year round foot/cycle access between Tangmere/Barnham				SDL, Hanger, Meadow Way, S106	WSCC and Tangmere Parish	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
				replace current water logged/mud sections	areas and recreational use for expanding populations. TNP Policy 9				and NHB	Council.			
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/ 717	Transport	Pedestrian infrastructure	Extend footway on north side of Church Lane o/s Tangmere House.	Required as part of (refused) 50 dwelling proposal on Church Lane (12/02378/OUT and 13/03804/OUT) therefore carry over to SDL.					Developer/ WSCC	S106		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.			£500,00 0.00	SDL/Hanger /Meadow Way S106 and NHB	Tangmere Parish Council and Developers	S106	TG/17/00540/FUL; TG/14/00797/FUL	3 Policy High
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			£500,00 0.00	SDL/Hanger /Meadow Way S106 and NHB.	Tangmere Parish Council and Developer	S106	TG/17/00540/FUL; TG/14/00797/FUL; TG/11/04058/FUL	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 Scouts	S106		4 Desirable
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/17/00540/FUL; TG/14/00797/FUL, TG/11/04058/FUL	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				SDL S106	St Andrews Church	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
					Section 5.9								
Tangmere Parish Council	IBP/ 149	Social Infrastructure	Community facilities	Allotment relocation	Due to the expansion of Tangmere Aviation Museum, the existing allotments will relocate to a new site within the SDL.				SDL S106		S106		4 Desirable
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/ 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/ 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/ 720	Green Infrastructure	Flood and coastal erosion risk management	Garland Square new soakaways	Reline surface water drain to connect Garland Sq system to new soakaways on Bishops Road.			£3,300	Operation Watershed, NHB, CIL	Hyde Group	Other		4 Desirable
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				Operation Watershed, NHB, CIL		CIL		4 Desirable

Org Name	IBP Id	Categ ory	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning Ref	Priority Category
					and sewage pumping station.								
Tangmere Parish Council	IBP/ 718	Green Infrastructur e	Flood and coastal erosion risk managemen t	Malcolm Road diversion of surplus flows from recreation field ditch to existing soakaways within recreation field.	Loss of drainage line, Chestnut Walk, surcharging of gullies on Malcolm Rd leads to carriageway and domestic inundation on Malcolm Rd, surface flows on to Tangmere Rd (NB, OPUS recommendation for new channel to discharge West of Cheshire Crescent Estate).				Operation Watershed, NHB, CIL and SDL drainage infrastructure.		CIL		4 Desirable
Tangmere Parish Council	IBP/ 723	Green Infrastructur e	Flood and coastal erosion risk managemen t	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/ 715	Green Infrastructur e	Landscaping , planting and woodland creation and public rights of way	New and replacement trees and hedgerows 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 Infrastructur e	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 Infrastructur e	Playing fields, sports pitches, related build and children's	Current changing/Spor ts Pavilion	Changing rooms are currently very tired and need modernisation. This is to meet current day requirements and			£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
			play areas		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	Malcolm Rd Recreation Field sports pitch area - land drainage	Current poor land drainage leading to poor quality playing surface, match cancellations, maintenance difficulties and surface water run off.			£40,700	Verti-drain/sandfill - £10,000, Topo survey - £700, Land drainage system - £30,000 S106 (Hanger/Meadow Way sport S106)	Tangmere Parish Council	S106	TG/17/00540/FUL; TG/14/00797/FUL	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	Developer s	S106		3 Policy High
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/158	Utility Services	Utility services	Broadband coverage	Requires provision of infrastructure to support superfast standards.					Developer s/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.	2019/2020	Short term (2016-2024)						
Westbourne	IBP/	Trans	Local road	Street lighting,									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 Parish Council	558	port	network	some need replacing									
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/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/559	Social Infrastructure	Community facilities	The Meeting Place - The hall would benefit from refurbishment to make it a better more sophisticated community facility.		2018/2019	Short term (2016-2024)				S106	WE/14/00911/FUL	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/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 Council	IBP/554	Public and Comm	Cemetery	Development of the cemetery's	The existing cemetery will be full in 2-5 years. A new field has been	Needs to be used in	Short term (2016-				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
		unity Services		new 2 acre field to make it suitable for burials. Includes plot structure and layout of pathways.	purchased and needs to be made ready	2-5 years.	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 and has long aspired	Timeline is dependent on the	Short term (2016-2024)	£1,500,000 (Scale of building	S106 (historic receipt). S106 to be	To be delivered by developer	S106	WH/04/03947/OUT; WH/15/03524/OUT EIA	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
					to develop one at a number of locations.	phasing of two different development sites – Madgewick Lane strategic site, and Maudlin Nurseries		still to be determined based on complexity of bringing)	secured. New Homes Bonus	in partnership with Westhampnett PC			
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/ 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/ 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/ 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
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
Wisborough Green Parish	IBP/ 229	Transport	Local road network	Lengthening double yellow lines outside	Village Centre - to improve safety at the junction.	2016-2017	Short term (2016-		CIL and other	Wisborough Green Parish	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				the Cricketers Arms			2024)			Council			
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/ 690	Transport	Local road network	Built out in Durbans Road	Reduce speed through centre of village (linked with new Winterfold development)	2016-2021	Short term (2016-2024)		CIL and other	Wisborough Green Parish Council	CIL		4 Desirable
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/ 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/ 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/ 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/ 589	Social Infrastructure	Community facilities	Improvements to public toilets	Modernisation and DDA compliance.						CIL		4 Desirable
Wisborough Green Parish Council	IBP/ 590	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Village Green drainage	To reduce water logging to improve surface for sports and community use.			£65,000			CIL		4 Desirable
Wisborough Green	IBP/ 688	Green Infrastructure	Playing fields, sports	Trim trail exercise path	Reduce pressure on the Village Green and				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		structure	pitches, related build and children's play areas	and associated wild flower meadow	creation of new public open space.					Parish Council			

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	Project not yet ready to be selected	Kirdford
Chichester District Council	IBP/ 199	Transport	Local road network	Boxgrove - Improvements to pedestrian safety and reducing traffic speeds in Boxgrove, whilst protecting the special character of the conservation area						Boxgrove Parish Council, CDC & WSCC	CIL		4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Boxgrove
Chichester District Council	IBP/ 211	Transport	Local road network	Fishbourne - Traffic Calming Measures	Reduce traffic speeds and improve the environment and enhance conservation area character – including settings of listed buildings					Fishbourne Parish Council, CDC, WSCC	CIL		4 Desirable	Parish may wish to consider funding from their CIL	Fishbourne
Chichester District Council	IBP/ 213	Transport	Local road network	Halnaker - Improvements to pedestrian safety and reducing traffic	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
				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.	2020 onwards	Short term (2016-2024)	£5,300,000	LEP, WSCC & selected Developer	CSC/WSCC	CIL		4 Desirable	Project not yet ready to be selected	Chichester
Chichester District Council	IBP/190	Social Infrastructure	Community facilities	West of Chichester – Temporary community facilities	Experience of large developments with protracted build out demonstrates the need for early delivery of community space, temporary	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 or new	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
					provision of same, or "meanwhile" use of other designated space, to facilitate early development of community					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	Project not yet ready to be selected	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
Chichester District	IBP/314	Social Infrastructure	Community facilities	Soft play area/indoor	Nearest facility is 20 miles						CIL		4 Desirable	Not selected for IBP years	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
Council		structure		play area for children (Selsey)	away and is not accessible by public transport								ble	2016-2021 as little planned development in this cycle.	
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 currently poorly	Improve the environment and enhance conservation area character – including settings of listed buildings. May also improve capacity to					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
				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.	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 traditional techniques	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
				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	Selected	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	Selected	Lavant and Westhampnett
Chichester District Council	IBP/197	Green Infrastructure	Biodiversity measures	FLOW Project (Fixing and Linking Our Wetlands) – improving and enhancing the wetlands habitat on the Manhood	Lawton Report and Natural Environment White Paper (2011) We must: • improve the quality of current wildlife sites by better habitat management;	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 area provided it is for genuine community use.	Manhood Peninsula

Org Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning Ref	Priority Category	Project Status	Parish Area
				Peninsula	<ul style="list-style-type: none"> • increase the size of existing wildlife sites; • enhance connections between sites, either through physical c 										
Chichester 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/WSCC	WSCC	CIL		3 Policy High	Project not yet ready to be selected	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 re-construction	West Sussex Local Flood Risk Management Strategy 2015	2015-2020	Short term (2016-2024)	£10k	None	CDC, WSCC	CIL		3 Policy High	Project not yet ready to be selected	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 community use.	Selsey
Chichester District Council	IBP/ 315	Green Infrastructure	Flood and coastal erosion risk	Access improvements to and	Development of a good path round the						CIL		3 Policy High	Consider selecting if match funding	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
		e	management	establishment of coastal path with way finding (Manhood Peninsular)	whole peninsula with facilities at various locations around it.									is identified as this project supports the growth of the area provided it is for genuine community use.	
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	Other		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	Project not yet ready to be selected	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	Project not yet ready to be selected	Kirdford
Chichester District Council	IBP/ 308	Green Infrastructure	Landscaping, planting and woodland creation and public rights of way	Amenity tree planting Harbour SPA Solent Disturbance & mitigation Project	Improvement of street scene, increased biodiversity, contribution to improved air quality. SPNP Pre-Sub Plan Proposal 2	2014 - 2029	Short term (2016-2024)	£? From Developer contributions, WSCC, CDC	Parish Council		S106		2 Essential	Committed	Southbourne
Chichester District Council	IBP/ 302	Green Infrastructure	Playing fields, sports pitches,	Resite football club (Bosham)	Shared use of recreation ground	2020	Short term (2016-	£500k	Parish Council		CIL		4 Desirable	Project not yet ready to be 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
		e	related build and children's play areas		public/school/ FC unsatisfactory & prohibitive to promotion/advancement		2024)								
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	Project not yet ready to be selected	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 £1,505		CIL		4 Desirable	Project not yet ready to be selected	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 play areas	3G football pitches at Chichester City United FC (Chichester)	Clubs single pitch currently cannot accommodate all of the training and match requirements for the club. Club are looking to develop 3G full size and/or small sided pitches to			£500,000-£1,000,000	University of Chichester, Sports Club, National Governing Bodies, Sport England, National Lottery	University of Chichester and 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

Org Name	IBP Id	Categ ory	Project Type	Scheme	Justification	Phasi ng	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning Ref	Priorit y Categ ory	Project Status	Parish Area
					enable club to cater for all teams including senior, youth and ladies.										
Chichester District Council	IBP/ 301	Green Infrast ructur e	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 Desira ble	City Council may wish to consider funding from their CIL	Chichester
Chichester District Council	IBP/ 294	Green Infrast ructur e	Playing fields, sports pitches, related build and children's play areas	Developmen t of a new cricket pavilion for Chichester Priory Park Cricket Club	Existing facility does not meet requirements of ECB			£450,00 0	Sport England Grants, Club fundraising and others	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 Infrast ructur e	Playing fields, sports pitches, related build and children's play areas	Developmen t 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 cost the club.			£150k	Sport England Grants/Loans, Club reserves, CDC grant	Chichester Bowmen	CIL		4 Desira ble	City Council may wish to consider funding from their CIL	Chichester
Chichester District Council	IBP/ 298	Green Infrast ructur e	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			£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	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
					the Chichester Runners and Athletics Club is to complete the track to provide a 400m running track with associated jump and throw facilities.									it is for genuine community use.	
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 scheme could assist to provide additional pitches			£200k?	S106, Football Foundation, ECB		CIL		3 Policy High	Consider selecting if match funding is identified as this project supports the growth of the area provided it is for genuine community use.	Chichester
Chichester District Council	IBP/ 295	Green Infrastructure	Playing fields, sports pitches, related build and	Development of Artificial Grass Pitch for hockey and	Chichester Priory Park Hockey Club have progressed			£1.3m	CPPHC Club Fundraising, England Hockey,	CPPHC	CIL		3 Policy High	Consider selecting if match funding is identified as this project	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
			children's play areas	associated pavilion/club house	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.				Sport England, CIL					supports the growth of the area provided it is for genuine community use.	
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
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	Project not yet ready to be selected	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
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	Project not yet ready to be selected	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	Project not yet ready to be selected	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	Project not yet ready to be selected	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
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	Project not yet ready to be selected	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	NPPF Section 8 Promoting Healthy Communities, CDC Open Space, Sport & Recreation Facilities Study 2013-2029. SPNP	2014 - 2029	Short term (2016-2024)	£? From Developer contributions, Sport England, Sustrans, WSCC	Cost unknown, Sport England, Sustrans, WSCC, Parish Council	Southbourne Parish Council	CIL		3 Policy High	Project not yet ready to be selected	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
				variety of green infrastructure assets, including informal open space, allotments, a playing field, a footpath/cycleway network, children's play areas	Pre-Sub Plan Policies 2,3,7,8 and 9 and proposal 2. Provision of informal recreation/leisure facilities										
Chichester District Council	IBP/212	Utility Services	Utility services	Fishbourne - Relocating overhead services underground	Improve the environment and enhance conservation area character – including settings of listed buildings. May also improve capacity to meet growth					Utility Companies	CIL		4 Desirable	Parish may wish to consider funding from their CIL	Fishbourne

West Sussex County Council Projects

Org Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning Ref	Priority Category	Project Status	Parish Area
West Sussex County Council	IBP/668	Transport	Cycle and pedestrian infrastructure	Green Links across the Manhood. (GLaM project). Public bridleway connection between bridleways 192_1 and 2792 across Vinnetrow Road. A user controlled crossing of Vinnetrow Road is possible but likely will be determined by Highways England review of A27 and associated local network	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/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	Project not yet ready to be selected	
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	2017-2022	Short term (2016-2024)	£170,000		WSCC	CIL		4 Desirable	Project not yet ready to be selected	

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
					of NCN2. The pressure on the surface has increased greatly from extra use and needs improvement.										
West Sussex County Council	IBP/676	Transport	Cycle and pedestrian infrastructure	Improve links between the communities of Hambrook and Woodmancoate by upgrading FP251 to bridleway	Upgrading FP251 to bridleway would provide cyclists and equestrians a safer alternative to the local road network and safer access to and from the South Downs National Park. WSLAF ambition.	2017-2022	Short term (2016-2024)	£120,000			CIL		4 Desirable	Project not yet ready to be selected	
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/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

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/345	Transport	Cycle and pedestrian infrastructure	Foot / cycle bridge across the A27 south of Portfield Roundabout	Shopwyke mitigation	2015 - 2020	Short term (2016-2024)		S278 Highways England	Highways England	S278	O/11/0528 3/OUT	1 Critical	Committed	Chichester
West Sussex County Council	IBP/544	Transport	Cycle and pedestrian infrastructure	Hunston Road cycle scheme - shared use pedestrian/cycle path to link the proposed Highways England footbridge at Whyke roundabout with the south of the A27	New Free School being developed HN/15/03498/FUL on Hunston Road. This project will provide an important sustainable link across the A27 to the School and for development south of the A27 into the City.	2018-2023	Short term (2016-2024)			WSCC	S106	HN/15/03489/FUL	3 Policy High	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Hunston and North Mundham
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/11/0528 3/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/11/0528 3/OUT	1 Critical	Committed	Oving, Westhampton
West Sussex County Council	IBP/667	Transport	Cycle and pedestrian infrastructure	Green Links across the Manhood. (GLaM project). North Selsey to Medmerry Trail - provision of public bridleway route from Paddock Lane, along Golf Links Lane to access track that circles	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)	£160,000		WSCC	CIL		4 Desirable	Project not yet ready to be selected	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
				the new Environment Agency tidal bund											
West Sussex County Council	IBP/ 666	Transport	Cycle and pedestrian infrastructure	Green links across the Manhood (GLaM project) Bracklesham to Medmerry trail - provision of public bridleway route between B2198 and access track that circles the new Environment Agency tidal bund.	Development already consented on land north-east of Beech Avenue. Use of Clappers Lane for access to/from Medmerry is not attractive due to lane being narrow and carrying increasing vehicle traffic volume.	2017-2022	Short term (2016-2024)	£300,000	Capital Funding	WSCC	S106		4 Desirable		Selsey, Bracklesham and East Wittering
West Sussex County Council	IBP/ 670	Transport	Cycle infrastructure	Provision of cycle route between Whitehouse Farm development (west of Chichester) and Salthill Road	Provide a largely off-road cycle link between Chichester and entry to the South Downs National Park east of A286.	2017-2022	Short term (2016-2024)	£65,000		WSCC	CIL		4 Desirable	Project not yet ready to be selected	
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	Project not yet ready to be selected	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 County Council	IBP/ 360	Transport	Cycle infrastructure	Summersdale cycle route	Chichester City Transport Strategy – to reduce short car trips to and from	2020+	Medium to long term (2024-	£230,000	CIL	WSCC	CIL		3 Policy High	Consider selecting if match funding is identified as this project	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
					the city centre		2029)							supports the growth of the area provided it is for genuine community use.	
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	Project not yet ready to be selected	Chichester
West Sussex County Council	IBP/359	Transport	Cycle infrastructure	Portfield cycle route	Chichester City Transport Strategy – to reduce short car trips to and from the city centre	2020+	Short term (2016-2024)	£120,000	CIL	WSCC	CIL		2 Essential	Project not yet ready to be selected	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/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/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,	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
												TG/14/00797/FUL			
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/ 371	Transport	Local road network	Cathedral Way / Via Ravenna junction improvement	Mitigation for West of Chichester SDL	2020+	Medium to long term (2024-2029)	372,500	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/ 357	Transport	Local road network	Southgate Gyratory junction improvement	Chichester City Transport Strategy – to reduce traffic congestion and improve safety at key junctions	2020+	Short term (2016-2024)	£200,000	CIL	WSCC	CIL		2 Essential	Project not yet ready to be selected	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	Project not yet ready to be selected	Chichester
West	IBP/	Transport	Local road	North / south	Mitigation for	202	Medium	TBC	S106	Developer	S106		2	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
Sussex County Council	366	rt	network	link road and improvements to nearby roads connecting with southern access to West of Chichester SDL	West of Chichester SDL	0+	m to long term (2024-2029)						Essential		er
West Sussex County Council	IBP/ 352	Transport	Local road network	Northgate Gyratory junction improvement	Chichester City Transport Strategy – to reduce traffic congestion and improve safety at key junctions	2020+	Medium to long term (2024-2029)	£986,000 - £1.6m	CIL	WSCC / CDC	CIL		2 Essential	Reserved for next phasing period	Chichester
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	£250,000	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/ 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/08/0353/OUT	2 Essential	Committed	Chichester
West Sussex County	IBP/ 538	Transport	Local road network	Oving Road crossroads closure	Shopwyke mitigation				S278 Highways England	Highways England	S278	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
Council													I		
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	Selected	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)	£223,500	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 (Costs £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)	Secure a new public access to beach, which otherwise is only lawfully accessible from the car park at	2017-2022	Short term (2016-2024)	£10,000		WSCC	CIL		4 Desirable	Project not yet ready to be selected	

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
				FP4)	southern point of 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 near by 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	Not selected	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	Selected	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 through school travel planning (link to Safer Routes to	2018-2019	Short term (2016-2024)	£60,000		Developers / WSCC / CDC	CIL		2 Essential	Not selected	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
					School)										
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	Not selected	District wide
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	Not selected	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	Selected	Birdham, Earningley, East Wittering and Bracklesham, Selsey and West Wittering
West Sussex County Council	IBP/ 660	Transport	Transport	School access improvements - Bourne. Drop off/pick up arrangements at	To increase sustainable travel choice and modal shift for the journey to and from school.	2021-2022	Short term (2016-2024)	£50,000		WSCC	CIL		2 Essential	Selected	Bosham, Chidham and Hambrook, Southbourne and Westbourne

Org Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning Ref	Priority Category	Project Status	Parish Area
				expanded schools.											rne
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	Selected	Chichester
West Sussex County Council	IBP/ 654	Transport	Transport	Following recent Road Space Audit, area-wide parking management required in North East Chichester.	To better manage demand for parking and network management aspirations (ie sustainable mode priority) for key routes in the area).	2020/2021	Short term (2016-2024)	250,000		WSCC	CIL		2 Essential	Selected	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).	2020/2021	Short term (2016-2024)	250,000		WSCC	CIL		2 Essential	Selected	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	Selected	Chichester
West Sussex County Council	IBP/ 665	Transport	Transport	Following recent Road Space Audit, area-wide parking management in Chichester	To better manage demand for parking and network management aspirations (ie sustainable mode priority)	2020/2021	Short term (2016-2024)	£250,000		WSCC	CIL		2 Essential	Selected	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
				City.	for key routes in the area).										
West Sussex County Council	IBP/339	Transport	Transport - A27	A27 improvements to junctions: Fishbourne roundabout inc Terminus Road/Cathedral Way (£6,870,000) ; Stockbridge roundabout (£5,380,000) ; Stockbridge link road (£23,170,000); Whyke junction (£4,820,000) ; Bognor Road roundabout inc Vinnetrow Road (£16,100,000); Portfield (£2,310,000) ; Oving Road (£1,290,000)	To mitigate the area-wide impacts of Local Plan housing and employment growth.	2020-2023	Short term (2016-2024)	£59,940,000	S278	Highways England	S278	14/04284/OUT; HN/15/03489/FUL	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	Require new nursery classroom as the number of nursery places is dependent upon national requirements			£1.2 - £1.5m		WSCC	CIL		2 Essential		Tangmere

Org Name	IBP Id	Categor y	Project Type	Scheme	Justification	Pha sing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning Ref	Prio rity Cate gory	Project Status	Parish Area
				school.	introduced through the Child Care Bill.										
West Sussex County Council	IBP/ 332	Educatio n	Primary, Secondary , sixth form and special education al 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)	202 2- 202 3	Short term (2016- 2024)	£3 million for half form entry Subject to feasibility & site assessm ent	Basic Needs Grant will need to be secured to reduce the funding required from CIL.	WSCC / academy provider	CIL		2 Ess entia l	Selected	Birdham , Earmley, East Wittering and Brackles ham, Selsey and West Wittering
West Sussex County Council	IBP/ 331	Educatio n	Primary, Secondary , sixth form and special education al 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)	202 1- 202 2	Short term (2016- 2024)	£3 million for half form entry Subject to feasibility & site assessm ent	Basic Needs Grant will need to be secured to reduce the funding required from CIL.	WSCC / academy provider	CIL		2 Ess entia l	Selected	Bosham, Chidha m and Hambro ok, Southbo urne and Westbou rne
West Sussex County Council	IBP/ 330	Educatio n	Primary, Secondary , sixth form and special education al 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)	201 9- 202 0	Short term (2016- 2024)	£3 million for half form entry Subject to feasibility & site assessm ent	Basic Needs Grant will need to be secured to reduce the funding required from CIL.	WSCC / academy provider	CIL	SB/14/028 00/OUT	2 Ess entia l	Selected	Boxgrov e, Chichest er, Donning ton, Fishbour ne, Hunston and North Mundha m
West Sussex County Council	IBP/ 327	Educatio n	Primary, Secondary , sixth form and special education al 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	To meet statutory duty to ensure sufficient supply of school places for pupils arising from new development (mitigation)	Tem pora ry acco mm odati on to be provi ded for 202 1. Acc	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 Ess entia l	Committed	Chichest er

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
				accommodate the latter phases of development		ess to clear & unencumbered site for 2024/25 opening.									
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 expanded to become a 1 FE primary school 2017. Loxwood increased their published admission numbers to become a 1 FE primary school in 2017	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 & WSCC (including Basic Need Grant)	WSCC / academy provider	CIL		2 Essential	Reserved for next phasing period	Kirdford, Lynchmere, Loxwood, Plaistow, Ifold and Wisborough Green
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.	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

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
						Access to clear & unencumbered site for 2026/27 opening.									
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 shelving and a self-service terminal	Development is likely to create additional demand on the service (50% of population of West Sussex are members of library service)	Dependent on phasing of community centre	Medium to long term (2024-2029)	£75,000 - £100,000	CIL	WSCC & developer	CIL		3 Policy High	Reserved for next phasing period	Tangmere
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	2018-2023	Short term (2016-2024)	£500,000		WSCC			2 Essential		Chichester City

Org Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning Ref	Priority Category	Project Status	Parish Area
					the area.										
West Sussex County Council	IBP/ 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	Ensure superfast broadband coverage of 95% of the area and basic broadband coverage of 100% of the area in line with government targets.	Improve business and social communication.	2016	Short term (2016-2024)		Public and commercial funding	Openreach/ WSCC	Other		3 Policy High	Committed	District Wide
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	Selected	East West Corridor

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
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	Project not yet ready to be selected	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)	£1,428,677		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 erosion risk management	Bosham Harbour new inland defences.	73 households moved out of any one of the four flood probability categories to a lower one and moved out of the very significant or significant flood probability categories	Indicative funding - 2023-2024 £50,000 and 2024-2025 £150,000 2025-2026 £260,000	Medium to long term (2024-2029)	460,000	FCRM GiA/Contributions	Environment Agency	CIL		3 Policy High	Selected	Bosham
Network Rail	IBP/ 629	Transport	Public transport	Construction of chord to enable trains to run directly between Bognor Regis and Chichester, rather than via an interchange at Barnham.	To reduce congestion on the roads between Bognor and Chichester, although an additional train would lead to the barriers being down for longer.	2029	Medium to long term (2024-2029)			Network Rail					Chichester
RSPB	IBP/ 586	Green Infrastructure	Biodiversity measures	New visitor centre at Pagham	This project will contribute to achieving the	2021-2029	Medium to		to be confirmed	RSPB	Other		3 Policy High		Sidlesham

Org Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning Ref	Priority Category	Project Status	Parish Area
				Harbour Local Nature Reserve	first objective of Policy 22 and objective 3.27 of the Local Plan.		long term (2024-2029)								
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 services	Fixed site ANPR (with no infrastructure in place)	New housing will place an increased demand upon the existing level of policing. In the absence of developer contributions towards additional infrastructure, Sussex Police would be unable to retain the high level of policing that is currently delivered.	2017-2019	Short term (2016-2024)	£24,000		Sussex Police	CIL		3 Policy High	Project not yet ready to be selected	District wide
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	2017-2019	Short term (2016-2024)	£14,000		Sussex Police	CIL		3 Policy High	Project not yet ready to be selected	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
					to retain the high level of policing that is currently delivered.										
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	Project not yet ready to be selected	District wide
University of Chichester	IBP/ 388	Transport	Car parking	Multi level Car Park	Replacement of surface level car parking in the north of the campus with a multi-level car park – the number of car spaces not increasing			tbc	University to fund	University	Other			University to fund	Chichester
University of Chichester	IBP/ 383	Transport	Cycle and pedestrian infrastructure	Cycle route/Footway with lighting to the centre of the Campus				ca £0.1m	University to fund part with Local Authority CIL	University	CIL		3 Policy High	University to fund	Chichester
University of Chichester	IBP/ 386	Transport	Cycle and pedestrian infrastructure	Cycle route/Footway with lighting extension from the University central area to Graylingwell North				ca £0.1m	University to fund part with Local Authority CIL	University	CIL		3 Policy High	Consider selecting if match funding is identified as this project supports the growth of the area provided it is for genuine community use.	Chichester
University of Chichester	IBP/ 384	Transport	Local road network	New Internal Campus Road and				ca £0.5m	University to fund but there is a significant	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
				Link to Eastern Access Road					funding gap						
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
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	IBP/ 381	Education	Further education	On campus expansion of	Student growth/studio	Dependent		Not known as yet	No detail as yet	University and possible	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 higher education	Fine Art building including possible artists' studios	space. Could link with, substitute other existing or planned arts provision	on funding		University land and maintenance contribution at nil cost		local authority, private contribution					
University of Chichester	IBP/380	Social Infrastructure	Community facilities	Concert Hall - On Campus high quality Concert Hall for a Music Conservatoire and for Community Use	This is a project of local and regional significance strengthening the University's Conservatoire Music offer and enabling the community to have a bespoke concert hall to host an orchestra and have an audience capacity of ca 800 It also offers opportunity	Dependent on funding		ca £5m. plus University land and maintenance contribution at nil cost	No commitments as yet but very clear there will be a major funding gap.	University with local authority, lottery, Arts Council for England and private donor partners	CIL		4 Desirable	Consider selecting if match funding is identified as this project supports the growth of the area provided it is for genuine community use.	Chichester
University of Chichester	IBP/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	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	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
					unique community facility for the City and possibly for schools. The all weather pitch could be used									community use.	
University of Chichester	IBP/392	Utility Services	Utility services	Carbon/Renewables Combined Heat and Power project	A scoping pre-feasibility study is currently being completed with a view to developing a CHP project on campus. It may be developed and benefit other major users such as the NHS St Richard's and the Councils	tbc		Not yet established	University, local authorities, NHS St Richard's, utility companies and private sector	Partnership and University	Other			University to fund	Chichester
University of Chichester	IBP/391	Utility Services	Utility services	Water, drainage and power to support University developments	A range of utility service improvements are likely to be required as a part of the above covering water, drainage and power.	2017-2018 and beyond	Short term (2016-2024)	Not known as yet The cost and allocation of costs to the University, private partners and utility companies is still to be determined	University, utility companies and private funding	University	Other			University to fund	Chichester
University of Chichester	IBP/379	Housing	Student accommodation	Student Residential - Redevelopment of Havenstoke (252 new units) and redevelopment of 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
East-West Corridor														
Bosham	0	0	0	0	0	50	0	0	0	0	0	0	50	50
Boxgrove	0	22	0	0	0	0	0	0	0	0	0	22	0	22
Chichester city														
- <i>West of Chichester</i>	0	0	100	100	100	200	200	200	200	150	100	300	1,050	1,350
- <i>Westhampnett/NEC (part)</i>	0	0	0	50	50	50	50	0	0	0	0	100	100	200
- <i>Other identified sites</i>	0	60	41	0	0	133	40	0	0	0	0	101	173	274
Chichester city total	0	60	141	150	150	383	290	200	200	150	100	501	1,323	1,824
Chidham & Hambrook	0	0	0	0	0	10	0	0	0	0	0	0	10	10
Fishbourne	0	0	0	0	0	21	0	0	0	0	0	0	21	21
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	0	40	40	20	0	0	0	0	0	0	100	0	100
Southbourne														
- <i>Southbourne village</i>	40	40	40	5	0	0	0	0	0	0	0	125	0	125
- <i>Elsewhere in parish</i>	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Southbourne total	40	40	40	5	0	0	0	0	0	0	0	125	0	125
Tangmere (including SDL)												0	0	0
- <i>Tangmere SDL</i>	0	0	0	0	0	120	120	120	120	120	120	0	720	720
- <i>Non-strategic NP sites</i>	6	0	0	0	0	42	15	0	0	0	0	6	57	63
Tangmere total	6	0	0	0	0	162	135	120	120	120	120	6	777	783
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) ⁴	0	60	80	80	80	0	0	0	0	0	0	300	0	300
Sub-total	46	192	301	275	250	638	425	320	320	270	220	1,064	2,193	3,257
Manhood Peninsula												0	0	0
Appledram	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Birdham	0	20	7	0	0	15	0	0	0	0	0	27	15	42
Donnington	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Earnley	0	0	0	0	0	0	0	0	0	0	0	0	0	0
East Wittering & Bracklesham	0	0	0	0	0	18	0	0	0	0	0	0	18	18
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	7	0	0	0	0	0	0	7	7
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
Sub-total	0	20	7	0	0	47	0	0	0	0	0	27	47	74
Plan Area (North)												0	0	0
Lynchmere	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Kirdford	0	0	0	0	0	79	0	0	35	0	0	0	114	114
Loxwood	0	0	17	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	11	11	0	0	19	0	0	0	0	0	22	19	41
Sub-total	0	11	28	0	0	108	0	0	35	0	0	39	143	182
TOTAL	46	223	336	275	250	793	425	320	355	270	220	1,130	2,383	3,513

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

	Neighbourhood plan ¹	Parish CIL contribution	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
East-West Corridor															
Bosham	Yes	0.25	£0	£0	£0	£0	£94,500	£0	£0	£0	£0	£0	£94,500	£0	£94,500
Boxgrove	No	0.15	£24,948	£0	£0	£0	£0	£0	£0	£0	£0	£0	£24,948	£0	£24,948
Chichester city															
- West of Chichester	No	0.15	£0	£113,400	£113,400	£113,400	£226,800	£226,800	£226,800	£226,800	£170,100	£113,400	£567,000	£963,900	£1,530,900
- Westhampnett/NEC (part)	No	0.15	£0	£0	£56,700	£56,700	£56,700	£56,700	£0	£0	£0	£0	£170,100	£56,700	£226,800
- Other identified sites	No	0.15	£68,040	£46,494	£0	£0	£150,822	£45,360	£0	£0	£0	£0	£265,356	£45,360	£310,716
Chichester city total			£68,040	£159,894	£170,100	£170,100	£434,322	£328,860	£226,800	£226,800	£170,100	£113,400	£1,002,456	£1,065,960	£2,068,416
Chidham & Hambrook	Yes	0.25	£0	£0	£0	£0	£27,000	£0	£0	£0	£0	£0	£27,000	£0	£27,000
Fishbourne	Yes	0.25	£0	£0	£0	£0	£39,690	£0	£0	£0	£0	£0	£39,690	£0	£39,690
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	0 £0	£45,36 0	£45,36 0	£22,68 0	£0	£0	£0	£0	£0	£0	£113,40 0	£0	£113,40 0
Southbourne															
- Southbourne village	Yes	0.25	£75,60 0	£75,60 0	£9,450	£0	£0	£0	£0	£0	£0	£0	£160,65 0	£0	£160,65 0
- Elsewhere in parish	Yes	0.25	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0
Southbourne total			£75,60 0	£75,60 0	£9,450	£0	£0	£0	£0	£0	£0	£0	£160,65 0	£0	£160,65 0
Tangmere (including SDL)															
- Tangmere SDL	Yes	0.25	£0	£0	£0	£0	£226,80 0	£226,8 00	£226,8 00	£226,8 00	£226,8 00	£226,8 00	£226,80 0	£1,134,0 00	£1,360,8 00
- Non-strategic NP sites	Yes	0.25	£0	£0	£0	£0	£79,380	£28,35 0	£0	£0	£0	£0	£79,380	£28,350 0	£107,73 0
Tangmere total			£0	£0	£0	£0	£306,18 0	£255,1 50	£226,8 00	£226,8 00	£226,8 00	£226,8 00	£306,18 0	£1,162,3 50	£1,468,5 30
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) ²	No	0.15	£39,80 0	£39,80 0	£39,80 0	£39,80 0	£39,800	£39,80 0	£0	£0	£0	£0	£199,00 0	£39,800	£238,80 0
E-W Corridor sub-total			£227,2 88	£320,6 54	£264,7 10	£232,5 80	£973,89 2	£623,8 10	£453,6 00	£453,6 00	£396,9 00	£340,2 00	£2,019,1 24	£2,268,1 10	£4,287,2 34
Manhood Peninsula															
Appledram	No	0.15	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0
Birdham	Yes	0.25	£37,80 0	£13,23 0	£0	£0	£28,350	£0	£0	£0	£0	£0	£79,380	£0	£79,380
Donnington	No	0.15	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0
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	£20,412	£0	£0	£0	£0	£0	£20,412	£0	£20,412
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	£13,230	£0	£0	£0	£0	£0	£13,230	£0	£13,230
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
Manhood Pen sub-total			£37,80 0	£13,23 0	£0	£0	£73,332	£0	£0	£0	£0	£0	£124,36 2	£0	£124,36 2
Plan Area (North)															
Lynchmere	No	0.15	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0
Kirdford	Yes	0.25	£0	£0	£0	£0	£248,85 0	£0	£0	£110,2 50	£0	£0	£248,85 0	£110,25 0	£359,10 0
Loxwood	Yes	0.25	£0	£53,55 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	£34,65 0	£34,65 0	£0	£0	£59,850	£0	£0	£0	£0	£0	£129,15 0	£0	£129,15 0

Plan Area (N) sub-total			£34,650	£88,200	£0	£0	£327,600	£0	£0	£110,250	£0	£0	£450,450	£110,250	£560,700
PLAN AREA TOTAL			£299,738	£422,084	£264,710	£232,580	£1,374,824	£623,810	£453,600	£563,850	£396,900	£340,200	£2,593,936	£2,378,360	£4,972,296

Table 7. Potential total CIL receipts from additional proposed housing sites of 6 or more dwellings

Assumed average dwelling size (internal floor area) = 90 sq.m 30% affordable housing (CIL exempt) is assumed for developments of 6+ dwellings in designated rural parishes and for 11+ dwellings elsewhere

CIL contribution per dwelling - South of Plan area £10,800 - North of Plan area £18,000

	CIL rate	% AH	Projected additional CIL receipts												
			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
East-West Corridor															
Bosham	£10,800	30%	£0	£0	£0	£0	£378,000	£0	£0	£0	£0	£0	£378,000	£0	£378,000
Boxgrove	£10,800	30%	£166,320	£0	£0	£0	£0	£0	£0	£0	£0	£0	£166,320	£0	£166,320
Chichester city															
- West of Chichester	£10,800	30%	£0	£756,000	£756,000	£756,000	£1,512,000	£1,512,000	£1,512,000	£1,512,000	£1,134,000	£756,000	£3,780,000	£6,426,000	£10,206,000
Westhampnett/NEC (part)	£10,800	30%	£0	£0	£378,000	£378,000	£378,000	£378,000	£0	£0	£0	£0	£1,134,000	£378,000	£1,512,000
- Other identified sites	£10,800	30%	£453,600	£309,960	£0	£0	£1,005,480	£302,400	£0	£0	£0	£0	£1,769,040	£302,400	£2,071,440
Chichester city total			£453,600	£1,065,960	£1,134,000	£1,134,000	£2,895,480	£2,192,400	£1,512,000	£1,512,000	£1,134,000	£756,000	£6,683,040	£7,106,400	£13,789,440
Chidham & Hambrook	£10,800	0%	£0	£0	£0	£0	£108,000	£0	£0	£0	£0	£0	£108,000	£0	£108,000
Fishbourne	£10,800	30%	£0	£0	£0	£0	£158,760	£0	£0	£0	£0	£0	£158,760	£0	£158,760
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%	£0	£302,400	£302,400	£151,200	£0	£0	£0	£0	£0	£0	£756,000	£0	£756,000
Southbourne															
- Southbourne village	£10,800	30%	£302,400	£302,400	£37,800	£0	£0	£0	£0	£0	£0	£0	£642,600	£0	£642,600
- Elsewhere in parish	£10,800	30%	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0
Southbourne total			£302,400	£302,400	£37,800	£0	£0	£0	£0	£0	£0	£0	£642,600	£0	£642,600
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	£317,520	£113,400	£0	£0	£0	£0	£317,520	£113,400	£430,920

Tangmere total			£0	£0	£0	£0	£1,224,720	£1,020,600	£907,200	£907,200	£907,200	£907,200	£1,224,720	£4,649,400	£5,874,120
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%	£453,600	£604,800	£604,800	£604,800	£0	£0	£0	£0	£0	£0	£2,268,000	£0	£2,268,000
E-W Corridor sub-total			£1,451,520	£2,275,560	£2,079,000	£1,890,000	£4,894,560	£3,213,000	£2,419,200	£2,419,200	£2,041,200	£1,663,200	£12,590,640	£11,755,800	£24,346,440
Manhood Peninsula															
Appledram	£10,800	30%	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0
Birdham	£10,800	30%	£151,200	£52,920	£0	£0	£113,400	£0	£0	£0	£0	£0	£317,520	£0	£317,520
Donnington	£10,800	30%	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0
Earnley	£10,800	30%	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0
East Wittering & Bracklesham	£10,800	30%	£0	£0	£0	£0	£136,080	£0	£0	£0	£0	£0	£136,080	£0	£136,080
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	£52,920	£0	£0	£0	£0	£0	£52,920	£0	£52,920
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
Manhood Pen sub-total			£151,200	£52,920	£0	£0	£378,000	£0	£0	£0	£0	£0	£582,120	£0	£582,120
Plan Area (North)															
Lynchmere	£18,000	30%	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0
Kirdford	£18,000	30%	£0	£0	£0	£0	£995,400	£0	£0	£441,000	£0	£0	£995,400	£441,000	£1,436,400
Loxwood	£18,000	30%	£0	£214,200	£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%	£138,600	£138,600	£0	£0	£239,400	£0	£0	£0	£0	£0	£516,600	£0	£516,600
Plan Area (N) sub-total			£138,600	£352,800	£0	£0	£1,360,800	£0	£0	£441,000	£0	£0	£1,852,200	£441,000	£2,293,200
PLAN AREA TOTAL			£1,741,320	£2,681,280	£2,079,000	£1,890,000	£6,633,360	£3,213,000	£2,419,200	£2,860,200	£2,041,200	£1,663,200	£15,024,960	£12,196,800	£27,221,760

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

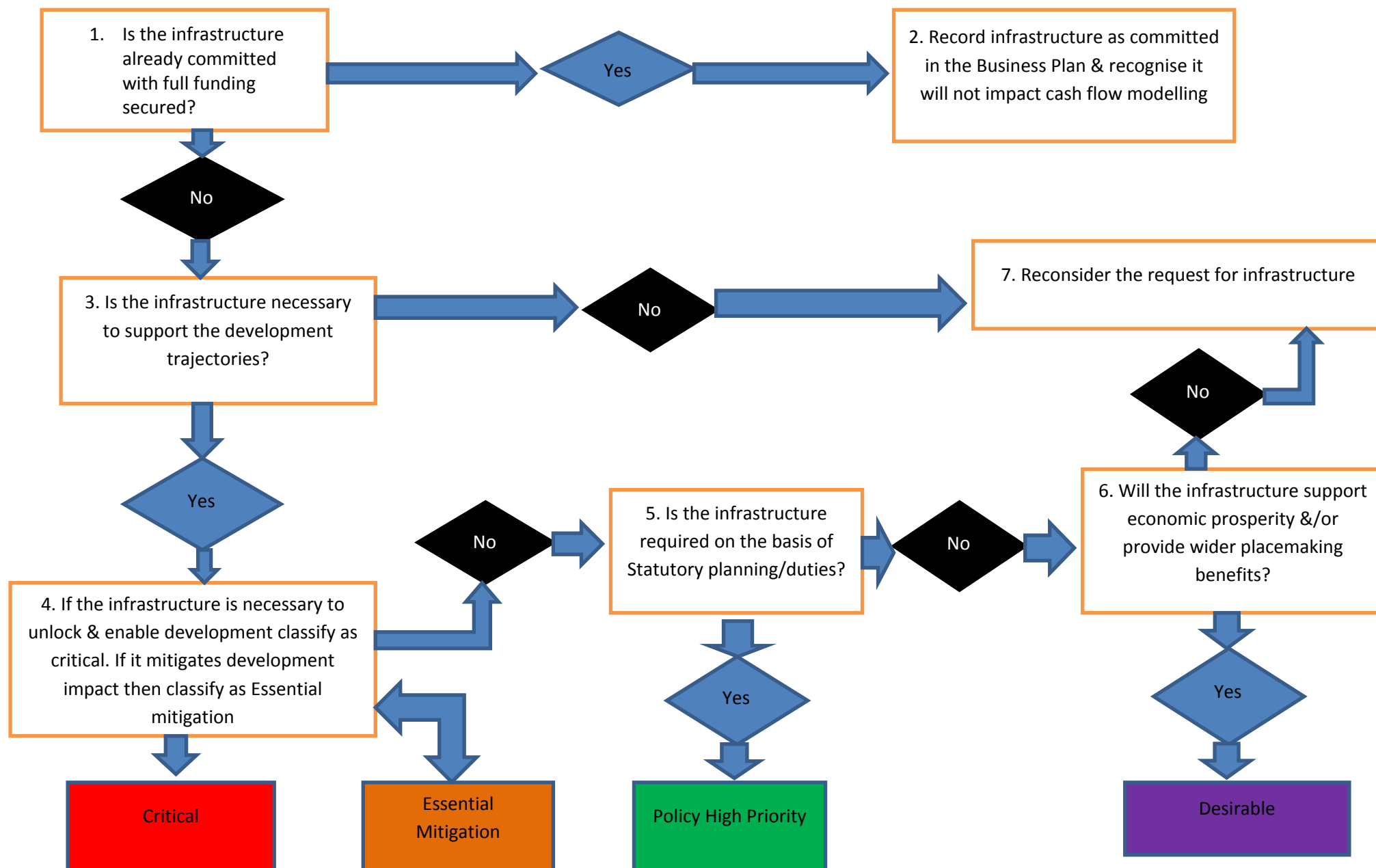
Within the categories outlined above, further refinement could be used in order to evaluate and compare projects within each category which would influence the priorities. These could include factors such as:

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

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

The infrastructure prioritisation process is illustrated in the diagram below:

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



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 is the case, the District Council would reserve the option to make a charge for managing the CIL on their behalf.

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

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

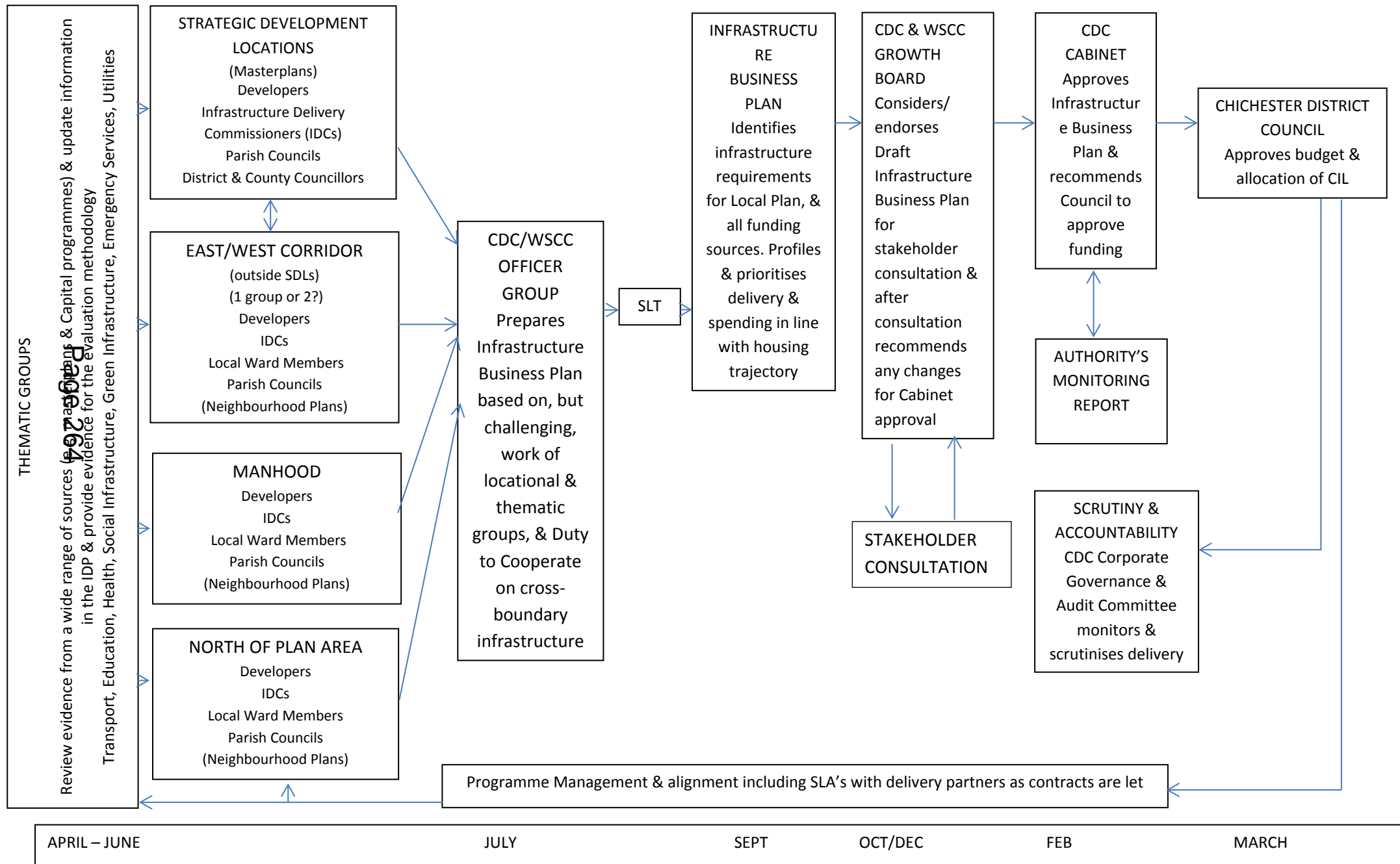
If the need arises for major changes to the IBP to be made outside the decision-making cycle, the Joint Member Liaison Group will be consulted and CDC's normal decision making procedure can be followed

Monitoring

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

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

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



Appendix D Funding Source Review

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

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

Main organisations with access to funding

Chichester District Council

The main services provided by the District Council include:

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

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

The themes are as follows:

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

West Sussex County Council

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

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

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

The Coast to Capital Local Enterprise Partnership

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

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

Funding accessed through the LEP

Growth Deal

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

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

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

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

Growing Places Fund

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

Criteria

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

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

The project must be:

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

Page 20 Other sources of funding of 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 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 provide new, high quality school places in locations that need more school places. The programme will offer additional support to those local authorities experiencing the greatest pressure on places and will help them to prepare for further rises in pupil numbers. The programme will deliver new academies and Free Schools, as well as enabling investment to expand existing good and outstanding schools to fund the provision of new, high quality school places in the areas that need it most.

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

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

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

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

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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’)

Page 275 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.

275 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

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

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

Other competitive central government funding pots such as the Local Investment Fund

Central Government

future
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
LTP 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

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

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

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

Appendix G - IBP Glossary

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

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

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

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

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

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

Chichester District Council

THE CABINET

5 March 2019

ICT Infrastructure Replacement Programme

1. Contacts

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2. Recommendation

- 2.1. That Cabinet recommends that Council approves the drawdown of Asset Replacement Funding (ARF) funding (£375,500) allocated for the replacement of ICT Infrastructure (SAN, Oracle).**

3. Background

- 3.1. Over the next 12 months elements of the East Pallant House IT infrastructure will reach 'end of life' status. End of life is a defined date after which manufacturers gradually withdraw maintenance and other product support services. Failure to take action will result in reducing confidence in our ability to run mission-critical systems.
- 3.2. The Council's Asset Replacement Programme contains provision for the replacement of IT infrastructure.
- 3.3. Replacement of the end of life infrastructure, though associated with the proposals contained within the (accompanying) 'Business Continuity Infrastructure' paper, is an independent project. It is necessary regardless of whether the Business Continuity project proceeds.
- 3.4. The Business Continuity project, however, cannot proceed without the replacement of East Pallant House infrastructure.

4. Outcomes to be Achieved

- 4.1. When coupled with effective replacement plans, product 'end of life' cycles offer natural 'breaks' when re-evaluation of IT equipment can be undertaken.

- 4.2. Outcomes to be achieved include risk reduction and improve efficiencies. Specifically in the areas of improved data security, increased productivity, scalability and efficiencies:
- 4.2.1. Data Security: When a product enters end of life status continual support for security fixes and patches begins to reduce. Eventually leading to increased security risks.
 - 4.2.2. Productivity: Older equipment (out of warranty and support) is inherently harder to maintain (parts failures and availability difficulties). Though newer equipment is not immune to failure it will benefit from warranties and the latest technological developments.
 - 4.2.3. Scalability: Older equipment is limited in its ability to adapt to or take advantage of new capabilities, such as the introduction of a new West Sussex County Wide Area Network (Gigabit).

5. Proposal

- 5.1. To permit the drawdown of existing Asset Replacement Programme funds (as per the draft ARP Budget 2019/20) in order to replace 'end of life' infrastructure, as per the below table.

1	San	63,000	<i>Storage area network: essential in delivering high activity/low latency business critical applications.</i>
	<i>Back up switch</i>	5,000	<i>Component linking SAN with server infrastructure</i>
2	San Connectors	40,000	<i>Linking SAN to our network (local area network)</i>
3	Hosts (x6)	71,000	<i>Used to provide the routing between the SAN and servers</i>
4	Oracle Solaris (server)	45,000	<i>Operating system supporting some of our major applications</i>
5	Network Connections	60,000	<i>New SAN and Oracle connections across our network</i>
A	VPN	35,000	<i>Upgrades to our virtual private network due to end of life components</i>
B	Licences	31,500	<i>Enhanced licences necessary to run software across our new network</i>
D	Consultancy	25,000	<i>Assistance configuring our new servers and making them 'gigabit' capable.</i>
		<u>375,500</u>	

6. Alternatives Considered

- 6.1. Delayed replacement of the end-of-life infrastructure will result in increasing likelihood of the risks highlighted in Section 4.1 arising.

7. Resources and Legal Implications

- 7.1. Current service resources have been assessed as being sufficient to deliver the project outcomes.

8. Consultation

- 8.1. None.

9. Community Impact and Corporate Risks

- 9.1. Delayed replacement of end of life equipment would increase risks highlighted under Section 4.1. Manifestation of these risks would result in damage and loss of services across our communities.

10. Other Implications

Are there any implications for the following?		
	Yes	No
Crime and Disorder		X
Climate Change and Biodiversity		X
Human Rights and Equality Impact		X
Safeguarding and Early Help		X
General Data Protection Regulations (GDPR) – improved protection for personal data.	X	
Health and Wellbeing		X
Other		X

11. Appendices

None.

12. Background Papers

12.1. None.

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Appendix 1: ICT Infrastructure Replacement Programme

Existing ARP Funding Lines – Replacement IT Equipment 2018/19 & 2019/20

Project	2018/19 £	2019/20 £	Proposed Infrastructure Replacement List (section 5.1)
Business Support			
Oracle Server Rationalisation	63,200		San, San Connectors, Hosts (x6)
Remote Access (VPN)	30,000		VPN
Network Hardware	61,700	24,000	Hosts (x6), Network Connections
VM Ware (Virtual Servers)	21,500		San Connectors
Corporate Backups		20,000	San, Network Connections
Replacement (SUN Server)	66,000		Sun Oracle Boxes
SAN Infrastructure	55,000		San, Hosts (x6), Licences, Sundries, Consultancy
Wireless Servers	15,000		VPN
ICT Business Continuity	20,000		Network Connections
ARP Funding	<u>332,400</u>	<u>44,000</u>	
TOTAL		<u>376,400</u>	

Replacement IT Equipment List

1	San	63,000	<i>Storage area network: essential in delivering high activity/low latency business critical applications.</i>
	<i>Back up switch</i>	5,000	<i>Component linking SAN with server infrastructure</i>
2	San Connectors	40,000	<i>Linking SAN to our network (local area network)</i>
3	Hosts (x6)	71,000	<i>Used to provide the routing between the SAN and servers</i>
4	Oracle Solaris (server)	45,000	<i>Operating system supporting some of our major applications</i>
5	Network Connections	60,000	<i>New SAN and Oracle connections across our network</i>
A	VPN	35,000	<i>Upgrades to our virtual private network due to end of life components</i>
B	Licences	31,500	<i>Enhanced licences necessary to run software across our new network</i>
D	Consultancy	25,000	<i>Assistance configuring our new servers and making them 'gigabit' capable.</i>
		<u>375,500</u>	

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Chichester District Council

CABINET

5 March 2019

Discretionary Housing Payments Policy 2019-2020

1. Contacts

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2. Recommendation

- 2.1. That the Cabinet approve the Discretionary Housing Payment (DHP) policy.
- 2.2. That Cabinet authorise delegated powers to the Director of Housing and Communities to approve future amendments to the DHP policy in consultation with the Section 151 Officer and the relevant Cabinet member.

3. Background

- 3.1. The DHP scheme provides limited funding to support customers facing financial hardship situations where the normal Housing Benefit or Universal Credit awarded does not cover in full their liability to pay rent or other housing related costs. Welfare Reform has significantly impacted communities, the DHP scheme aims to alleviate poverty and to ensure that those that are vulnerable in the community are supported by this additional funding.
- 3.2. DWP allocated funding for 2019-2020 is £178,227, this is a reduction compared to the previous year. 2018-2019 DWP funding was £202,370 (of which £143,335 was spent as at the end of January 2019). Expenditure in 2017-2018 was £176,230. If spending for 2019-2020 follows a similar trend as for 2018-2019, with the additional burdens placed on the fund from both Universal Credit and Disabled Facility Grant dual liability costs, there is a strong possibility that the limit of the DWP funding will be reached.
- 3.3. The Council has in the past made provision to meet the gap between annual DWP funding and demand. This £142,000 provision is earmarked in reserves.

4. Outcomes to be achieved

- 4.1. The Policy provides guidance to staff and stakeholders on how DHP claims are to be made and what factors are considered by decision makers when making an award.
- 4.2. The Department for Work and Pensions (DWP) allocate DHP funding to Local Authorities annually. The Council can increase this fund by a maximum of one and a

half times the DWP allocation. Since the introduction of welfare reform in 2013 expenditure has remained within the budget allocated by the DWP. However continued welfare reforms particularly the roll out of Universal Credit (full live service) across the District from July 2018 may mean that demand exceeds DWP annual funding.

5. Proposal

- 5.1. It is proposed that Cabinet approve the DHP policy for 2019 – 2020 detailed in appendix 1.
- 5.2. That in the event that the 2019-20 annual DWP funding for DHP's is overspent due to demand, the £142,000 set aside in reserves be utilised to meet any funding gap.
- 5.3. That delegated powers be granted to the Director of Housing and Communities to approve future amendments to the DHP policy in consultation with the Section 151 Officer and the Cabinet member Housing Services.

6. Alternatives that have been considered

- 6.1. There are no alternatives, the Council has to have a DHP scheme therefore having a Policy which details how awards are to be made and considered is necessary.

7. Resource and legal implications

- 7.1. DHP expenditure has consistently been within the limits of the funding provided by the DWP. Locally we have experienced the following trends;
 - A reduction in expenditure for awards related to the Social Sector Size Criteria (commonly referred to as the bedroom tax).
 - An increase in DHP expenditure as a result of the Benefit CAP. This is in line with National Trends and over the next year we may see a similar pattern.
 - An increased demand in requests for one off DHP's. This includes assistance with moving costs, which now equates to roughly 30% of total expenditure.
 - As Universal Credit roll out continues across the District and more individuals and families migrate across to this new benefit, we may see more circumstances where people are disadvantaged by this new benefit. This may place more of a demand on the scheme with short term awards to allow people time to adjust to their new financial circumstances or to compensate for the differences in assessment approach between Universal Credit and legacy benefits.
 - Disabled Facilities Grants, where in exceptional circumstances a DHP is awarded to cover additional housing decampment costs to allow building works to be carried out.

8. Consultation

- 8.1. Formal consultation is not required for the adoption of this Policy. The Benefits service regularly consults on an informal basis with its major stakeholders regarding the availability of the scheme and the considerations when making an award of DHP.

9. Community impact and corporate risks

- 9.1. Having a DHP Policy makes the process of claiming and awarding a DHP transparent. The Policy aims to detail the Council's aim to support those that are vulnerable in its communities and to reduce the risk of homelessness.

10. Other Implications

	Yes	No
Crime and Disorder		No
Climate Change and Biodiversity		No
Human Rights and Equality Impact		No
Safeguarding and Early Help	Yes	
General Data Protection Regulations (GDPR)		No
Health and Wellbeing	Yes	
Other (please specify)		No

11. Appendices

- 11.1 DHP Policy document

12. Background papers

- 12.1. <https://www.gov.uk/government/publications/discretionary-housing-payments-guidance-manual>

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Chichester District Council

Discretionary Housing Payments Policy

This document sets out the Policy of Chichester District Council regarding the award of Discretionary Housing Payments (DHP) for residents of the District in receipt of Housing Benefit (HB) or Universal Credit (UC).

1. Background and Purpose

The Child Support, Pensions and Social Security Act 2000 provides for local authorities to make DHP awards to residents in receipt of HB. The Regulations covering DHP's are the Discretionary Financial Assistance Regulations 2001 which have been updated to cover the introduction of UC and the abolition of Council Tax Benefit from 2013.

The DHP scheme provides limited funding to support customers facing hardship in situations where the normal HB or UC award does not cover in full their housing costs. For customers in receipt of UC the award must contain the housing element towards a rental liability in order to be considered eligible for DHP support. It is normally used to top up shortfalls in the rent and is paid as a weekly amount to supplement HB or UC, but it can also be paid as a one off payment, especially where awarded to support one off housing costs.

The overall purpose of the scheme is to reduce the risk of homelessness and support the stability of families in line with the Council's aims to build sustainable communities and protect the most vulnerable in society. It aims to enable people to secure or retain appropriate and sustainable accommodation through temporary difficulties or unusual circumstances that are not supported by the benefits system.

Since its creation, the Council has used the funding to make short term awards which allow customers time to seek resolution to any particular difficulties they are facing in relation to meeting their housing costs.

Various welfare reforms such as the introduction of the Benefit Cap and the Social Sector Size Criteria (SSSC) rules have impacted on the DHP budget. It is anticipated that this is a trend that will continue, particularly with the introduction of UC. Such increases in expenditure have been mitigated in part by additional funding from the Department for Work and Pensions (DWP). However there are no guarantees for the level of funding received therefore Chichester District Council needs to make annual financial plans in order to ensure that those residents who are financially vulnerable continue to receive support under the scheme.

All applications for DHP will be considered with regard to this policy statement as well as the Discretionary Housing Payments guide provided by the DWP.

2. Basic eligibility criteria

It is not possible to prescribe the circumstances that will result in the award of a DHP as each case is likely to be unique and should be considered on its merit, taking into account any relevant information provided by the customer. However the customer does need to meet the following criteria:

- Have a rental liability
- Require assistance with housing costs

3. Exemptions from DHP

There are certain elements of an applicant's rent that cannot be included in housing costs for the purpose of DHP. These are:

- Ineligible service charges
- Increases in rent due to outstanding rent arrears
- Housing benefit that has been suspended
- Certain sanctions and reductions in benefit

Further explanation of these can be found in the DWP guide.

[Discretionary Housing Payments Guidance Manual](#)

4. Applying for a DHP

The DHP scheme will be brought to the attention of customers with a shortfall in their rent. Claims will be made online. For customers with difficulty making claims online support will be given either in the Council's offices, over the telephone or in the customers home.

5. Considerations in awarding a DHP

In deciding whether to award a DHP, the Council will take into account:

- The shortfall between HB or UC and the rental liability
- Any steps taken by the applicant to reduce their rental liability
- The financial and medical circumstances of the claimant, their partner, any dependants and any other occupants of their home
- The income and expenditure of the claimant, their partner, any dependants or other occupants of the claimants home
- Any savings or capital that might be held by the claimant or their family
- The level of debt held by the claimant and their family
- The nature of the claimant and their family's circumstances
- The amount available in the DHP budget at the time of application

- The possible impact on the Council of not making such an award e.g. the pressure on priority homelessness accommodation
- Any other special circumstances brought to the attention of the Council

6. Awards

DHP's should not undermine the purpose and nature of the HB or UC scheme nor should they support irresponsible behaviour. The Council expects awards to be made only in unusual or extreme circumstances where additional help will have the significant effect in alleviating hardship and reducing the risk of homelessness.

In general, the Council will give a higher priority to assisting people, particularly families with children of school age (to ensure stability in education), to retain an established home. Low priority will be given to assisting people who take on housing costs which because of the nature, location or price of the property are unaffordable and unsustainable from the start.

7. Prioritisation of awards due to welfare reform

Welfare reform changes will generally continue to increase the demand on DHP expenditure. Some priority will be given to some of the most vulnerable customer base including:

Social sector tenants affected by the social sector size criteria (SSSC) rules who live in properties that have been substantially adapted to meet the needs arising from severe disabilities and to aid independent life. It may be perverse and uneconomic to expect people to move in these circumstances given it would generate greater costs of adapting an alternative home.

Short term support for families affected by the Benefit Cap that was introduced in the summer of 2013, and extended in November 2016. Failure to do so could result in the Council funding emergency temporary accommodation for families costing far in excess of the cost of short term support. It is the aim to support these families to find a way to avoid the Cap i.e. by securing employment or applying for additional benefits that exempt them from the Cap in the longer term.

UC rolled out full live service across the District from July 2018. It is the Council's aim to support those that are most vulnerable in its communities in adapting to this change. Some research has shown that some individuals and families will be worse off in comparison to the support that existed under legacy benefits. Therefore an award of DHP could be used to for a short period in these circumstances to ease the transition into UC. This can include situations where UC does not offer the same level of support i.e. where a claimant moves address and has an unavoidable dual liability. However this would only be where the basic eligibility criteria is met, it is not intended to alleviate hardship created as a result of delays in the award of UC.

8. Period of award

Generally awards will be short term, on average for a period of 12 weeks. However longer awards may be given in exceptional circumstance. The policy intention of DHP's is to provide short term support to alleviate financial hardship enabling the applicant to take steps to improve their circumstances in the longer term. However it is acknowledged that some individuals will have circumstances that require longer term awards, particularly where there is no prospect of a short term improvement to an individual's or family's circumstances or where mental health is exacerbated by the repeated application process.

9. Making payments

The DHP will be added to the HB payment and paid in the same cycle as the award of HB, in most circumstances this is four weekly in arrears. For UC customers payments will be made monthly in arrears by BACS transfer, or by a frequency that is most appropriate in the circumstances.

Where an application towards one off housing costs is made e.g. for a rent deposit or removal costs a one off payment will be made. These awards will generally be made direct to a landlord or to a third party, such as a removal company. However in exceptional circumstances payment may be made direct to a customer.

10. Notification of award

The benefits service will inform the customer in writing of the outcome of their application. Where the application is unsuccessful, the decision maker will set out the reasons why it has been refused and detail the right of review. Where the application is successful the notification will advise:

- The weekly amount of DHP awarded
- The period of the award
- How, when and to whom the award will be made
- The duty to report a change in circumstance
- Any conditions attached to the award, such as demonstrating that steps have been taken to secure alternative accommodation. If these conditions are not met a further application for an award may be refused.

11. Change of circumstances

The Council may need to revise an award of DHP where the claimant's circumstances have changed. If a change in circumstance results in a revision of an award the customer will be notified in writing as specified in section 10 of the policy.

12. Overpayments

If there is an overpayment of a DHP the Council will decide whether it is appropriate to seek recovery. Recovery may be made from any future award, or by raising an invoice for payment. Where an overpayment has occurred the customer will be notified in writing detailing the reason for the overpayment, the amount and how the Council intends to recover the amount.

13. Right of review

There are no formal rights of appeal against decisions made in relation to DHP's. However where a request for a review is made consideration will be given as to whether the decision is correct, who carries out this review depends on whether the customer presents new facts.

Where new evidence or new facts are provided there is no requirement for a different officer to review the decision. However where no new facts are presented the decision will be reviewed by a different decision making officer. In either case the customer will be advised of the outcome of the review in writing, where unsuccessful explaining the reasons for the decision. If a further dispute is made the matter will be further reviewed by a senior Manager within the Revenues division. If the decision remains unchanged at this stage a letter explaining the decision will be issued. This letter will also explain that Judicial Review proceedings are the only further remedy, and direct the customer to seek advice from a third party (usually Citizens Advice Bureau) in this respect.

14. Fraud

Where the Council believe that a customer has obtained an award of DHP by making a dishonest representation it may consider further action in accordance with the Fraud Act 2006.

15. References

[Discretionary Housing Payments Guidance Manual](#)

16. Contact

benefits@chichester.gov.uk

Chichester District Council
East Pallant House
East Pallant
Chichester
PO19 1TY
Telephone 01243 534509

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Chichester District Council

THE CABINET

5 March 2019

Business Rates Pool Grant Award

Contacts

Report Author:

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Cabinet Member:

John Connor - Cabinet Member for Environment Services

Telephone: 01243 604243 E-mail: jconnor@chichester.gov.uk

1. Recommendation

That the Cabinet authorises the spend of a Business Rates Pool grant award of £70,000 on three cycling projects as identified in the Appendix.

2. Background

- 2.1 Under Part IV of the Environment Act 1995 all English local authorities have statutory air quality duties known as Local Air Quality Management (LAQM). Under LAQM the Council declared, by Order, three Air Quality Management Areas (AQMAs) where air quality failed a UK health based air quality objective for nitrogen dioxide (NO₂) related to vehicle emissions. The three AQMAs are at Orchard Street, St Pancras and Stockbridge A27 roundabout.
- 2.2 Where AQMAs are declared then authorities are statutorily obliged to produce an Air Quality Action Plan (AQAP) detailing how they will tackle the air quality issues. Priorities 2 and 4 of the Council's AQAP are that we will 'strengthen partnerships', 'seek funds' and 'encourage and foster behavioural change/modal shift'. As such the Council was a successful party to a recent joint authority bid to the West Sussex Business Rate Pool for grant funding to be spent on cycling related projects. Arun District Council (ADC) is the lead authority for the bid.
- 2.3 The Council proposed three projects which successfully secured £70,000 of this grant. Details of the three projects and related costs are included in the Appendix.

3. Outcomes to be Achieved

- 3.1 The three identified projects will help to increase cycling in Chichester District and encourage modal-shift so reducing emissions and helping to improve air quality.

- 3.2 Success will be measured through project completion and through increased rates of cycling. The grant terms require that the Council reports progress to Arun District Council (ADC) at six monthly intervals.

4. Proposal

- 4.1 The proposal is to spend the secured grant funding of £70,000.
- 4.2 The proposed spend is associated with three projects; to develop the Council's Local Cycling and Walking Infrastructure Plan (LCWIP), to carry out a feasibility study for the conversion of the footway on the north side of Oaklands Way, Chichester to shared use and to support the development of the Selsey to Chichester cycleway through necessary ecological surveys. Details are in the Appendix.
- 4.3 Two of the projects will be delivered in partnership with West Sussex County Council (WSCC) and the third with a community group, Selsey Community Forum (SCF).

5. Alternatives Considered

- 5.1 The alternative would be not to spend the monies and so not realise the benefits inherent in the proposed projects. No other alternatives have been considered.

6. Resource and Legal Implications

- 6.1 The work will be delivered within existing staffing resources utilising the agreed project funding.

7. Consultation

- 7.1 No consultation has been carried out for this work. The Chichester and District Cycle Forum will be consulted in due course regarding the draft LCWIP.

8. Community Impact and Corporate Risks

- 8.1 The grant monies to be spent in partnership with WSCC and SCF will be subject to agreements binding the recipients to spending the monies on the intended projects only. Regular updates and final project out-turn reports will be required such that the Council has oversight of the spend.
- 8.2 The monies to be spent directly by the Council on consultancy for the delivery of the LCWIP will be subject to contract terms which will include periodic updates on progress towards delivery.

9. Other Implications

	Yes	No
Crime and Disorder		✓
Climate Change and Biodiversity: Encouraging cycling helps to foster a low carbon form of transport so contributing to tackling climate change.	✓	
Human Rights and Equality Impact		✓
Safeguarding and Early Help		✓
General Data Protection Regulations (GDPR)		✓
Health and Wellbeing: Encouraging cycling also helps to foster active travel, and active lifestyle with multiple health benefits.	✓	

10. Appendices

10.1 Project descriptions and costs.

11. Background Papers

None.

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Appendix

Business Rates Pool Grant Award.

Proposed projects and associated grant spend:

Work Item:	Detail:	Grant award (£):
Ecological survey work Selsey to Chichester Cycle route.	Consultant to be contracted to provide an ecological survey to the SCF of the proposed Selsey to Chichester cycle route.	30,000
Local Cycling and Walking Infrastructure Plan.	Consultants to be contracted to provide assistance to deliver a Local Cycling and Walking Infrastructure Plan for Chichester.	27,455
Feasibility Study – conversion of footway to combined cycling/walking path, north side of Oaklands Way, Chichester.	Stage 1: Feasibility Design to include site visit, initial design drawing, feasibility report and project risk register Stage 2: Detailed Design	12,545
	Total monies awarded (£)	70,000

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Chichester District Council

THE CABINET

5 March 2019

Developing a Place Brand Strategy for Chichester District

1. Contacts

Report Author:

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Laurence Foord – Divisional Manager – Communications, Licensing & Events
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Cabinet Member:

Tony Dignum – Leader of the Council
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2. Recommendation

- 2.1 That Cabinet approves the release of £50,000 from reserves to progress with the development of a place brand strategy, narrative and identity for the district to attract inward investment; further develop the district as a top tourist destination; and to support economic development.**

3. Background

- 3.1 The council has been working with its partners to help develop visions for our city and towns that aim to provide further opportunities for the district. The visions aim to protect the uniqueness of our city and towns, while also creating opportunities that will bring economic growth and jobs to the district.
- 3.2 Through this work, it has been recognised that although there is a great sense of pride in the area, the district does not have a competitive 'place brand strategy and identity that communicates in a co-ordinated way its towns, city, assets and opportunities. Currently, the district is promoted by a number of separate organisations and institutions.
- 3.3 A 'place brand' develops a strong narrative about an area, including location, culture, history, future aspirations and community, all of which are supported by a coherent and professional visual identity to support 'place' marketing objectives. It is believed that this umbrella brand would benefit the area as a whole, its businesses, organisations and visitor attractions, by creating a consistent, single, strong voice and image for the district.

3.4 Research has shown that a strong place brand strategy and identity is vital to the economic development and well-being of an area. It can:

- create jobs and opportunities for our residents;
- support the growth of our business base;
- support the visitor economy and a vibrant local cultural offer;
- enhance the reputation of an area; and
- further improve an area.

3.5 Towns and cities across the UK including York, Bath and Shrewsbury have already shown the positive impact that a 'place brand' can have, including inward investment; business development; economic benefits; and, an increase in tourism.

3.6 What is important to stress is that this project is about developing a clear identity for the district – not the council – and that a key aspect of this work would involve residents, businesses and partners in its development. Therefore, we would like to commission independent branding expertise to engage with partners to develop an overall place branding strategy and 'shared story' as a way to describe what is special and different about our district that everyone can benefit from.

4. Outcomes to be Achieved

4.1 To develop a 'place brand' with our partners in order to:

- promote the district as a first choice business and visitor destination;
- attract inward investment and encourage businesses to set up in the district;
- support local businesses and the visitor economy;
- help provide a vibrant local cultural offer;
- create job opportunities;
- attract people to live and work in the area;
- promote pride in the area and encourage local people to spend more time and money in the district.
- further enhance the reputation of the area.

5. Proposal

5.1 It is proposed that Cabinet approves the release of £50,000 from Reserves to assist with developing a competitive place brand strategy, narrative and identity for the district. The Initial Project Proposal Initiation Document at appendix 1 sets out the anticipated steps which will be required. These follow the suggested guidance from the Local Government Association when developing a place brand.

5.2 We want our place brand to be authentic and relevant and to appeal to:

- students considering where to study;
- shoppers looking to enjoy the city's ambience and variety;
- tourists visiting the district (especially cultural tourists);
- businesses and entrepreneurs thinking of investing in the city; and
- residents who love living in Chichester District.

- 5.3 The development of a Place Brand strategy, narrative and identity will help to show the district's personality as well as its places - a district and community which inspires and involves. The place brand will create a clear identity - owned by all and used consistently, that everyone can celebrate and take pride in. We want to ensure that all branding, messages and sub-brands are applicable across a variety of applications including for example, our signage, wayfinding, printed publicity materials, digital media and light displays. The action plan will ensure a coordinated approach to marketing the district.

6. Alternatives Considered

- 6.1 To not develop a place brand strategy, narrative and identity. However, following the research that has been carried out, which demonstrates the economic impact that it can have, we believe that this would be a missed opportunity for the district. To not develop a strategy, narrative and identity will result in the continuation of the inconsistent presentation and marketing of our city, towns and district.

7. Resource and Legal Implications

- 7.1 £50,000 from Reserves to assist with the development of the place brand strategy, narrative and identity for the area. A procurement process will be undertaken to award the work to a consultant to assist with the project.

8. Consultation

- 8.1 Consultation will be undertaken with partners, local residents and businesses as part of the process. The concept of Place Branding has been discussed at the Chichester Vision Delivery Steering Group and discussions have also taken place with some of the coastal and market towns in relation to this.
- 8.2 A group will be set up of key partners across the district to consider this work and this will feed into the Chichester Vision Delivery Steering Group.

9. Community Impact and Corporate Risks

- 9.1 The development of a Place Brand may impact positively on the community by ensuring that the area continues to be an attractive and viable place in which to live, work and do business, and further enhancing the reputation of the area.
- 9.2 There is a risk that there are conflicting ideas and suggestions relating to which brand is best for the district. It is anticipated that the consultant appointed to assist with the delivery of the project will enable discussions to reach a consensus of opinion.

10. Other Implications

	Yes	No
Crime and Disorder		X
Climate Change and Biodiversity		X
Human Rights and Equality Impact		X
Safeguarding and Early Help		X

General Data Protection Regulations (GDPR)		X
Health and Wellbeing		X
Other (please specify)		

11. Appendices

Appendix 1 – IPPD – Developing a Place Brand Strategy for the District.

12. Background Papers

None

Project Documentation - Initial Project Proposal Document

Project: Developing a Place Brand Strategy for the District

Author: Tania Murphy, Divisional Manager – Place, Laurence Foord, Divisional Manager – Communications, Licensing & Events

1. Purpose of Document

The purpose of this document is to set out the project to develop a Place Brand Strategy for the District.

2. Project Description

This project will develop a competitive Place Brand Strategy, narrative and identity for the District which will provide a distinctive visual identity, that all partners, including the main rural and coastal areas could use to sit alongside their identities in order to promote the area in a co-ordinated and consistent manner.

3 Background

It has been recognised by the Chichester city Vision Steering Group and other vision meetings that there is currently no 'Place Brand' within the district and that the development of this could provide a strong narrative that sums up the key elements of place – which include location, culture, history, future aspirations and community – all of which are supported by a coherent and professional visual identity. It is anticipated that any Place Brand would help to successfully tell the story of the place.

It is proposed that consultants are invited to assist with engaging with partners to develop a place brand strategy, narrative and distinctive visual identity that all partners, including the main rural and coastal areas could utilise to sit alongside their identities together with a co-ordinated marketing action plan.

4 Outcomes to be Achieved

- Promotion of the district - its city and towns - as a visitor destination
- Attracting new businesses and inward investment
- Attracting new people/families to live in the area
- Promoting pride in the area by residents
- Encouragement of local people to spend more time and money in the area
- Assist with the creation of jobs and further opportunities for residents,
- Support local businesses and the visitor economy
- Help to provide a vibrant local cultural offer
- Assist with improving the reputation of the area
- Stronger partnership working across the district to consistently promote the area.

5 Timescales

It is anticipated that this work will be completed by March 2020, but with a set of principles and a Place Brand Strategy and identity can be utilised for a minimum period of five years.

Anticipated process (as per the Local Government Association's recommendation) will include the following steps:

1. Partners to establish the objectives for the Place Branding project.
2. Ownership, Governance and Budget – project group set up, budget agreed.
3. Definition of the area for branding.
4. Research – seek external perspectives to ensure brand has relevance and authenticity. Involve quantitative and qualitative research (i.e. consultation and focus groups). Include questions relating to whether residents feel proud to say they live in the area, how businesses feel about the future, explore positive and negative associations and how visitors feel about the area. This stage will include consideration of previous consultations and exploration of what research has been undertaken by partners.
5. Determine how the Place Brand will be delivered – i.e. engage consultants.
6. Place Brand Building – two elements – (i) agree what the story of the place is – informed by research. This will encapsulate the strengths of the place and shared aspiration for the future. (ii) develop visual identity – i.e. brand assets such as colour palettes, logos, fonts, etc.
7. Development of Place Products which could include signage, website, promotion, film, place brochure.
8. Use the Brand – a minimum of five years – ensure partners exploit opportunities and develop a strategy for use.
9. Evaluation – test the impact of the brand, use of focus groups, research, investigate business footfall. Consider whether the brand has helped to increase inward investment.

6 Project Costs and Resources

Costs (£)		Source
One-Off	£50,000 (estimate) professional fees	Reserves Potential for partner funding
Revenue		
Savings		
Services to be involved in the project delivery	Place, Communication, Licensing and Events, Property and Growth, Cultural Services, plus the appointment of external consultants.	

7. Benefits vs. Cost

The district will benefit from a consistent and coherent narrative of Place.

8. Identify Risks

The potential that no consensus is reached of the most appropriate Place Brand for the area.

Chichester District Council

CABINET

5 March 2019

Homelessness Prevention Fund

1. Contacts

Report Author:

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Cabinet Member:

Jane Kilby - Cabinet Member for Housing Services
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2. Recommendation

- 3.1 That the Cabinet approves the adoption of the proposed Homeless Prevention Fund policy at Appendix 1 and the repurposing of £43k as described in para 6.2 of this report.**

3. Background

- 4.1 In February 2016, the Cabinet report 'Housing Strategy Review' renamed the Mortgage Rescue Scheme reserve fund, 'Homelessness Prevention Fund', reduced the fund to £50,000 and widened its use to the prevention of homelessness as a result of welfare reforms. £43,000 remains in the fund.
- 4.2 Often the Council accommodates households in temporary accommodation who are not eligible to apply to the housing register as they have significant housing related debt. Households may have a full housing duty owed to them but cannot apply to join the housing register until they are in a repayment plan for 6 months or the debt is cleared. Registered Providers of Social Housing also carry out financial assessments on nominated households for social housing and may refuse nominations where the household have outstanding debts to social landlords or to a local authority.
- 4.3 This can lead to homeless households spending longer in temporary accommodation as they have reduced housing options. This in turn reduces turn over and availability of temporary accommodation which may result in households being accommodated in B&B. Often homeless households are financially reliant on the welfare state and therefore have very limited disposable income to be able to repay a debt once it has accrued.

4. Outcomes to be Achieved

- 5.1 Reduce the time households spend in temporary accommodation to minimise the impact of homelessness on households.
- 5.2 Reduce the time households spend in temporary self-contained accommodation owned and managed by the Council so that more households can be helped.
- 5.3 Reduce the use and time spent in B&B accommodation by homeless households, especially outside the district.

5. Proposal

- 6.1 It is proposed that Cabinet approve the Homeless Prevention Fund policy attached in Appendix 1.
- 6.2 This policy will be funded by use of the remaining Homeless Prevention Fund of £43k to provide financial assistance to eligible households and reduce financial hardship.

6. Alternatives Considered

- 7.1 A comprehensive review of the Council's housing Allocation Scheme in consultation with stakeholders including Members and Registered Providers has commenced and will be presented to Cabinet later this year. This review will evaluate the impact of restricting those with significant housing related debt from being eligible to apply to the Council's housing register whilst ensuring the Council is able to effectively meet its statutory duty to secure suitable housing for homeless households and meet the demand for social housing. The Homeless Prevention Fund Policy will also be reviewed to ensure that both policies are aligned and provide the most effective outcomes for both clients and the Council.
- 7.2 Consideration has been given to whether we could recycle the fund by giving eligible applicants a recoverable grant but there were wider legal implications in terms of lending of money especially where the debt may be owed to the Council itself either through a Council Tax debt or temporary accommodation licence fee arrears.

7. Resource and Legal Implications

- 8.1 The Homeless Prevention Fund is an existing budget. The review of the Allocations Scheme will consider the most effective way to deal with applicants with significant housing related debt in the long term.
- 8.2 The Fund will be administered and managed by existing staff.
- 8.3 There are no additional running costs to administer the use of this fund.

8. Consultation

- 9.1 The Council's legal & finance teams.

10. Community Impact and Corporate Risks

- 10.1 The resource is limited to the remaining outstanding funds in the Homeless Prevention Fund and therefore cannot assist all households with housing related debt. Priority will be given to households placed in temporary accommodation by Chichester District Council in accordance with the Housing Act 1996 (as amended by the Homelessness Reduction Act 2017).
- 10.2 Through Personalised Housing Plans applicants are required to take reasonable steps to prevent and relieve their homelessness and this will include continuing to manage their financial affairs in accordance with their debt management plan. This will avoid applicants receiving grant funding and accruing new debt. Personalised Housing Plan actions are regularly reviewed until the Council's Prevention or Relief duty is ended.

9. Other Implications

Are there any implications for the following?		
	Yes	No
Crime and Disorder		X
Climate Change and Biodiversity		X
Human Rights and Equality Impact – Positive impact	X	X
Safeguarding and Early Help		X
General Data Protection Regulations (GDPR)		X
Health and Wellbeing – Positive impact	X	X
Other (please specify)		X

10. Appendices

Appendix 1 - Homelessness Prevention Fund Policy.

11. Background Papers

None.

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Homelessness Prevention Fund Policy

1. Introduction

This document sets out the general principles Chichester District Council will apply in allocating the Homelessness Prevention Fund.

2. Aims

The Homelessness Prevention Fund will make financial assistance available by way of a grant, to eligible households, in order to address financial hardship which renders an applicant ineligible to join the Council's housing register due to significant housing related debt.

3. Objectives

The objectives of this policy are to:

- Ensure that people in genuine financial hardship are supported to claim any help they are entitled to and provided with free debt advice.
- Ensure that vulnerable people are supported to manage their financial affairs effectively including the payment of debt.
- To adopt a more preventative approach to indebtedness where appropriate.
- Reduce the time households spend in temporary accommodation to minimise the impact of homelessness on households.
- Increase the turn-over of temporary self-contained accommodation owned and managed by the Council.
- Reduce the use and time spent in bed & breakfast accommodation by homeless households, especially outside the district.

4. The process and eligibility assessment

- 4.1 Homeless Prevention Fund payments will only be available to applicants who are homeless or threatened with homelessness and owed a Prevention or Relief Duty by the Council in accordance with the Homelessness Reduction Act or equivalent for legacy case prior to April 2018. The Fund will be available to families, single and couple households.
- 4.2 Applicants in debt or financial hardship will be referred to the Housing Welfare Officer by the Housing Advice Team for a full financial assessment. Following the assessment a debt management plan will be agreed with the applicant to address and manage the debt.
- 4.3 The Housing Welfare Officer will establish whether the applicant is eligible or entitled to any:
 - charitable donation
 - welfare benefits and/or
 - discretionary non-repayable grants

to reduce or pay off the outstanding debt. The Housing Welfare Officer will confirm the total outstanding housing related debt after all attempts to claim for eligible donations, welfare benefits or non-repayable grants are exhausted.

5. Applicants will only be eligible for a grant through the fund if:

- a grant payment will eliminate all of the applicants housing related debt(s) and,
 - any other secondary debts are manageable and managed and,
 - that prior to the grant, the applicant is managing their financial affairs for a minimum period of at least 8 weeks and
 - once the significant housing related debt is cleared the applicant will be eligible to join the housing register.
6. Financial assessments which conclude that the applicant has sufficient savings and/or income to repay the significant housing related debt(s) within a six months period will not be eligible for a grant through the Fund.
 7. The Housing Welfare Officer will administer applications for grant funding and will make recommendation for authorisation to the Housing Options Manager, Accommodation Services Manager or Divisional Manager.
 8. Payments of grant to individual households from the fund will be limited to £3,000. In exceptional circumstances where the household has no alternative housing options available to them, the limit can be increased to £6,000 with approval from the Divisional Manager for Housing.
 9. On authorisation the Business Support Officer will arrange direct payment to client's creditor. The application will be recorded in the applicant's digital housing file and a Homeless Prevention Fund spreadsheet will record payments made.
 10. The policy has been developed to reflect the Corporate Debt Recovery and Write Off Policy adopted on 5 September 2017. This cites vulnerability as one of the circumstances where a debt may be written off i.e. where a debtor has no realistic means of paying the debt due to vulnerability, and all due process has been followed.

Implementation

This policy will be effective from 1st April 2019 and will be used to allocate the remaining funds in the Homelessness Prevention Fund.

Monitoring and review

This policy will be viewed as a pilot for a period of 12 months or until the fund is exhausted subject to review. The use of the fund and outcomes for both the clients and the Council will be monitored and fully reviewed after 12 months to ensure that this policy aligns with the Housing Allocations Scheme and provides the most effective outcomes for both clients and the council.

Chichester District Council

THE CABINET

5 March 2019

Information Communication Technology and Digital Strategy 2019 to 2022

1. Contacts

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2. Recommendation

- 2.1. That the Information Communication Technology and Digital Strategy 2019-2022 (Appendix to this report) be approved.**

3. Background

- 3.1. Information & Communication Technology (ICT) is critical for the effective operation and delivery of Council services to residents and business.
- 3.2. ICT must support and enable colleagues and services to deliver wider benefits from the use of technology.
- 3.3. We must continually improve our position in relation to cyber security and protection.
- 3.4. The Information Communication Technology and Digital Strategy 2019-2022 sets out the Council's approach for the future delivery of ICT Services.

4. Outcomes to be Achieved

- 4.1. As ICT and digital innovation drive changes in service demand and expectations, we look for opportunities to deliver cost reductions, facilitate quality service improvements and develop channel shift alternatives.
- 4.2. Close alignment with corporate priorities.
- 4.3. Closer integrated and collaborative working with colleagues from across the council.

- 4.4. Improved future proofing and resilience in terms of IT architecture and systems. Resulting in more efficient capital and revenue expenditure.

5. Proposal

- 5.1. That the proposed strategy is approved.

6. Alternatives Considered

- 6.1. Not applicable. Engagement and consultation helped shape the strategy.

7. Resources and Legal Implications

- 7.1. Current resources have been assessed as sufficient to deliver the strategy.

8. Consultation

- 8.1. During the development of the strategy a number of stakeholder engagement discussions were held, including consideration at the Corporate Business Improvement Programme Board.
- 8.2. Formal consultation included a Members Task & Finish Group, whose recommendations and requirements have been incorporated into the final document.

9. Community Impact and Corporate Risks

- 9.1. Completion of an Equalities Impact assessment is not necessary in relation to the strategic outcomes. However, alignment of ICT strategic objectives with the Corporate Plan priorities will have a positive impact on the communities, individuals and businesses in terms of accessibility of services and information.
- 9.2. The previous Digital Access Strategy ran until 2018. Approval of the new ICT &D strategy will plug the gap in the current corporate strategy portfolio. It will also allow for move fundamental Service planning activities, and staff appraisal and target setting.

10. Other Implications

Are there any implications for the following?		
	Yes	No
Crime and Disorder		X
Climate Change and Biodiversity		X
Human Rights and Equality Impact		X
Safeguarding and Early Help		X
General Data Protection Regulations (GDPR)		X
Health and Wellbeing		X
Other		X

11. Appendices

11.1. Appendix 1 – 'Information Communication Technology & Digital Strategy 2019-2022'

12. Background Papers

12.1. None

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Chichester District Council

Information Communication Technology & Digital Strategy

2019 to 2022



Document Control Sheet

Title	Information Communication Technology & Digital Strategy 2019 – 2022
Directorate	Corporate Services
Division	Business Support
Author	ICT Manager
Review Date	January 2022

Version History

Version	Date	Author	Change
v0.1	21.08.2018	A Forward	Initial draft
v0.2	14.09.2018	A Forward	1 st edit
v0.3	12.11.2018	A Forward	Increased digital context
V0.4	21.11.2018	A Forward	Inclusion of CDC ICT data sets
V0.5	14.01.2019	A Forward	Incorporation of Member task & finish group recommendations

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Introduction

The Information Communication and Digital Technology sector continues to be one of the most dynamic and innovative drivers of change across the world today. Over the past 12 months the numbers of people interacting through social media has passed the 3 billion mark, up 13%. We have seen a 7% growth in internet users who, according to the Global Web Index, spent a total of 1 billion years online during 2018. ¹Two thirds of the world's 7.6 billion inhabitants now own a mobile phone, while in the UK 89% of adults are using the internet weekly².

CDC Fact 1
1.3 million Emails
received in the last
year

CDC Fact 2
90,000 spam
emails stopped in
past 12 months

The relentless pace of change across the industry is an important factor when setting our medium term priorities. Consider the industry only two decades ago when we were in the pre 'Y2K' era and Windows 95 was the operating system of choice. A time when a Blackberry was still a fruit, not a company yet to emerge as a tech giant, ripen and fade. 20 years ago we still had 9 years to wait for the first iPhone and 12 years for an iPad. A desktop would cost the best part of £3,700 and a laptop in the region of £8,000. Freeserve had just

arrived offering non-dial up internet and speeds of 56kbps for the first time. Today the UK average speed is some 540 times faster, with nearly 8 out of 10 UK adults now accessing the internet 'on the go'. It is amazing to consider how far we have come and how few areas of everyday life have been unaffected: from banking, shopping and travel to communicating with friends and doing business. Every aspect of our lives has been touched by the information communication technology (ICT) and digital revolution. In fact smartphone handsets, tablets and subscriptions to the internet are now firm fixtures in The Basket of Goods & Services used to assess both Consumer Price (CPI) and Retail Price Inflation (RPI) data sets.

CDC Fact 3 8,000
malware emails
received during 2017

The ICT Vision for Chichester District Council

As ICT and digital innovation drive changes in service demand and expectation, we will make use of every opportunity to deliver cost reductions, facilitate quality service improvements and develop channel shift, whilst actively contributing to the delivery of our digital vision. Harnessing innovation

CDC Fact 8
Over 600 security
patches a year

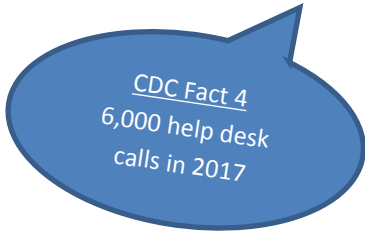
to support improvement across our services, we will contribute to making our communities attractive places to live, work and do business, improve outcomes for residents and foster economic growth.

By continually monitoring industry innovation and developments, including cloud opportunities, we will ensure Chichester is able to maximise the potential at the appropriate time.

¹ Digital Report 2018, We Are Social & Hootsuite, Jan 2018, <https://digitalreport.wearesocial.com>

² Internet users, UK:2018 & Internet access – households & individuals: 2018, Office for National Statistics

The strategy builds on progress already made. We are actively involved in a partnership project working with colleagues across local government in West Sussex to deliver a full fibre path way across the district. With the capacity to provide a 5G scalable network, the infrastructure will support our Smart District ambitions bringing 'the internet of things' and 'smart city' connectivity one step closer.



CDC Fact 4
6,000 help desk
calls in 2017

We also support the ambition to challenge our operational ways of working – redesigning service delivery around outcomes and people, and through the removal of fragmentation and duplication to deliver them from the lowest possible cost base. Enabling the development of inclusive services that are digital by design, and facilitates smart workplaces and remote working. We will continue

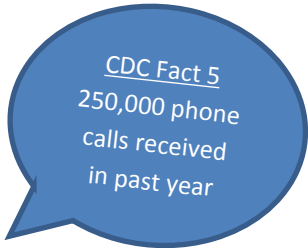
to work with colleagues to facilitate customer self-service choices, e.g. channel shift, digital-assistants ('smart home' voice controlled devices) and explore additional artificial intelligence (AI) opportunities, such as responding to customer queries through chatbot features.

To build these key digital capabilities we need to make some changes to our information technology (IT) architecture. So by bringing together our ICT and digital strategy we will maximise usage and scale across our asset investment programme whilst establishing a resilient foundation for our digital future.

Digital Focus

The Government's Digital Strategy identifies a number of beneficial financial and welfare outcomes for individuals, including reducing isolation and supporting economic growth. Our strategy has been designed to support council service delivery in these areas.

In 2018 Ofcom reported in their Adults' Media Use and Attitude Report, a decline in the number of adults who have looked online for information on public services, or completed government processes online: down from 78% and 69% in 2015 to 50% in 2017. Again our strategy has been configured to build on the council's channel shift activities. In contrast to the Ofcom findings, across Chichester District Council we have seen;



CDC Fact 5
250,000 phone
calls received
in past year

- Over 2.9 million website page views in the last 12 months
- 8 transactional processes now offered on-line with over 17,500 service request received through online and web contacts.
- Over the last three years the number of telephone and face to face contacts with the council has dropped by 22%, and the number of manual payments has reduced by 38% with our customers shifting to the use of automated processes.
- Chichester assessed by LGA/LSE ('The Get Digital Heatmap') as medium. This is the likelihood, across the district, of digital exclusion based on infrastructure, skills and social economic factors. (We are at the same level as Arun and East Hants, but higher than Horsham and Waverley).



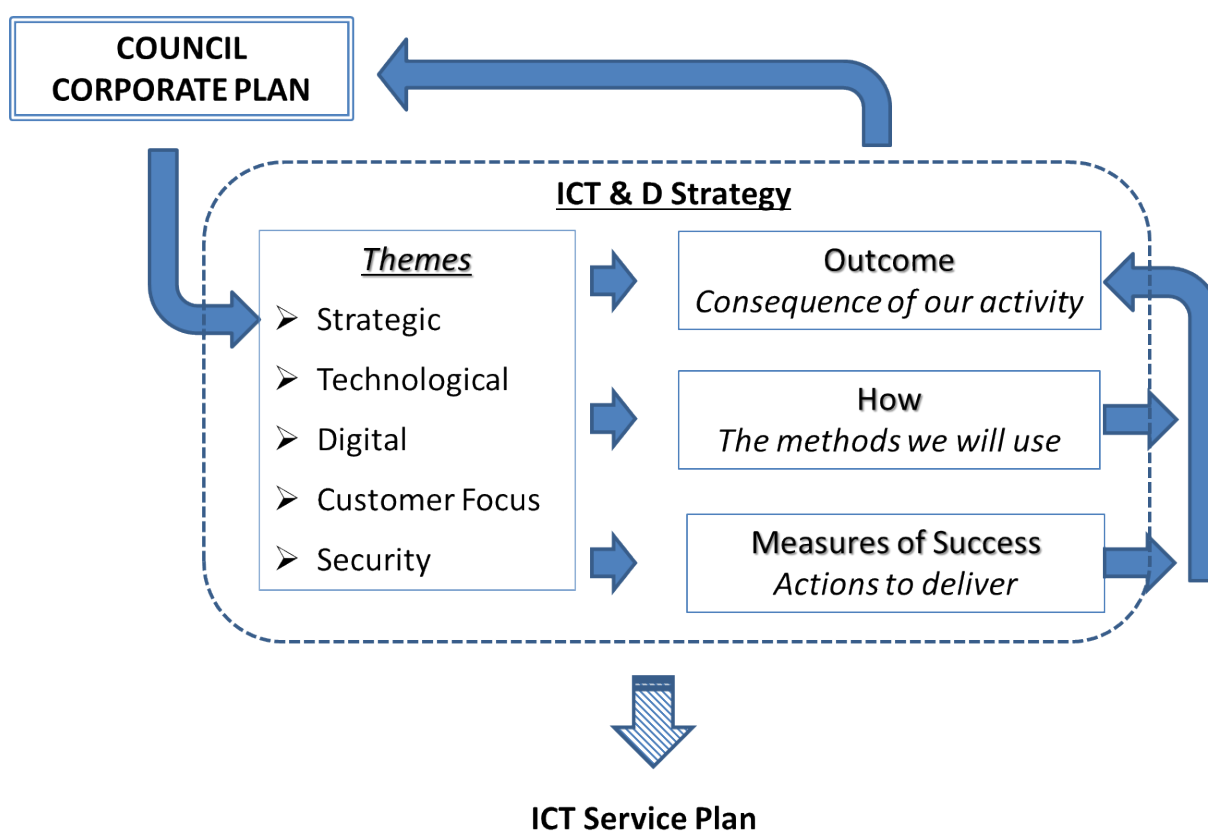
CDC Fact 6
18,000 eform/internet
service requests in
2017

In addition to developing the council's ICT and digital strategy, we have a wider commitment to encourage growth and minimise social exclusion through working in partnership to encourage better connectivity for our communities and businesses. This is just the start, and further focus on tackling some of the common causes of digital exclusion have been incorporated within our strategy.

Strategic Objectives

Our strategy has been designed to enable and support the council's ambitions to deliver better outcomes for the people and businesses of the district. It defines 'the what' in terms of our contribution to the corporate plan, and points to operational activities defined within the ICT Service Plan.

The introduction of themes provides control and focus, allowing easy prioritisation of resources and effort on those things that really matter.



Through our Information Communication Technology and Digital Strategy we will;

- Continually improve our position in relation to cyber security and protection.
- Utilise ICT and digital technologies and infrastructure to support and enable delivery of the Council's vision and priorities.

CDC Fact 7
"Planning" most popular search

- Develop self-serve and channel choice delivering services that are digital by default whilst ensuring that they are accessible to all.
- Our integrated strategy, utilising agile implementation and integration activities, will support the drive for service improvement and efficiency.
- Using the evaluation of full business cases to avoid the implementation of technology for technology's sake, we will maintain a secure and up to date architecture, infrastructure and systems environment that enables end-to-end digital services.
- Fully supporting our customer and digital access aspirations (and Communications Strategy), we will work with our colleagues across the Council to support better and simpler service delivery, reduce contacts and provide a wealth of data insights to inform service design.
- Supporting the digitalisation of Council services.
- Play an active role in supporting colleagues and councillors improve and increase their digital and ICT skills and make best use of technology.

Themes: Outcomes: Outputs

The strategy has been developed in the context of a number of key strategic, business and technological themes, all of which affect how ICT can best support and enable the Council to deliver its corporate plan priorities.

Delivery of our strategy can be assessed against 5 simple themes. Against each we have defined the benefits (outcomes), and what we will do to achieve those benefits: what gets measured gets done.

Theme	Outcome	How
Strategic	1. Playing a central role in transformation activity across the council	Working with services to develop business cases. Prioritising resources to transformation activities that deliver the most benefit (in line with the wider corporate improvement programme). For example; Housing HMO forms & Idox mobile applications, which offer benefits in terms of reduced printing and increased efficiencies around offsite working.
	2. Ensure that the ICT service is structured and skilled to deliver	Ensure that both the structure (roles) and individual skills (capabilities) within the ICT team are appropriate given the evolving nature of the industry, and changes in customer expectation and demand.
	3. Support greater understanding and improved decision making through the provision of timely, comprehensive and accurate data and management information.	Applying the 'Open Standards for Government Data and Technology, where possible, to enable interoperability of data and documents. Using related data from different systems to inform performance and service improvements, such as the planned uniform enterprise for estates project.
	4. Helping to drive added value and increased efficiencies	Benchmarking, peer support and joint working have long been common approaches across the LG sector. We will continue to play active roles in a number of relevant groups and partnerships and look at opportunities for sharing services and joint procurement where appropriate.

Theme	Outcome	How
Technological	1. Future proofing and resilience through developing / maintaining holistic and scalable technology platforms that support existing (and enable future) delivery of services (channels).	Increased complexity in the diverse range of systems, programmes and applications used to deliver services, requires appropriately configured infrastructure and platforms. This means looking at the whole suite of technology (productivity tools to line of business applications and the devices they run on, Software as a Service (SaaS), Infrastructure as a Service (IaaS), Platform as a Service (PaaS)). Over the coming 18 months we will undertake a review of our entire architecture framework. This will include server replacement at EPH, creation of a backup/recovery site, network access and VPN authentication and Exchange / Office replacement evaluation.

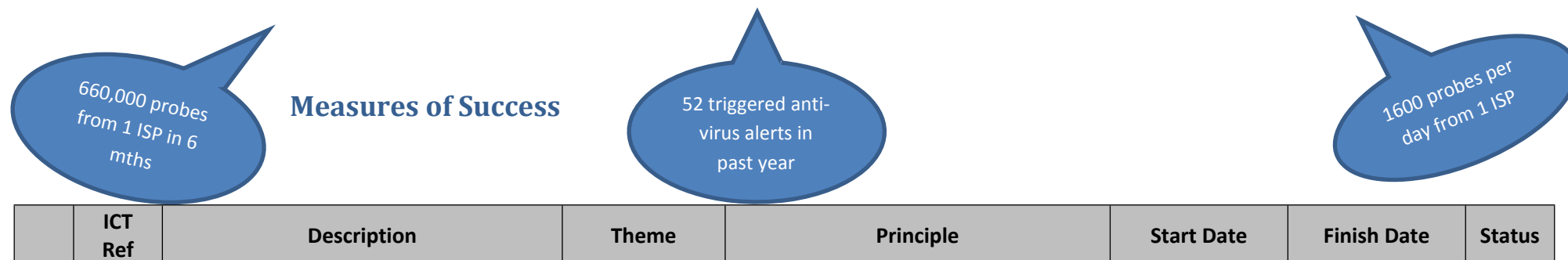
	2. Working with colleagues to create effective Cloud / On premise / Hybrid business case option appraisals that support council service delivery and corporate priorities.	When considering ICT improvements and investments, all business cases are evaluated to ensure that the best balance of cost effectiveness, quality and security can be achieved, regardless of whether it is a cloud based or hosted solution. Current projects in this area include Astun (GIS) upgrade implementing a cloud solution, and an evaluation of future Northgate support options.
	3. Evaluation of new technologies (e.g. mobile, voice control, AI) and opportunities through 4G/5G connectivity and web based applications.	We will continuously look for ways to further mobile and agile working, whilst supporting business continuity and improving security. Activity will be undertaken across a diverse range of projects, including the review and evaluation of new member IT devices and an options appraisal for a move to a thin client model.

Theme	Outcome	How
Digital	1. Strategic alignment and improved regional digital infrastructure	Working with partners to help facilitate improved digital infrastructure to enable super-fast connectivity to homes, businesses and visitors through fibre, mobile reception and WIFI. The first stage is the delivery of the County WAN (Gigabit) network. The creation of our backup/recover site is dependent on the network roll out.
	2. Transformation	Utilising technology to deliver on-line, digital and agile working, not simply automating existing processes. The idox mobile applications project is making use of new hardware and software to improve processes, procedures and practices to deliver improved and more efficient services.

Theme	Outcome	How
Customer Focus	1. Effective digital service delivery – customer journey designed.	On-line services need to be integrated, simple and effective if they are to encourage channel shift and increased transactional activity. Taking an agile approach, we will continuously review our approaches to digital service development, such as reviewing the most effective framework for eform development.
	2. ICT provision capable of supporting 24/7 digital service delivery.	We need to ensure that we maintain a robust, resilient and secure foundation upon which the council's technology architecture is built. Our server replacement, VPN authentication, exchange/office, devices and network access projects are all focused on maintaining a consistent infrastructure with minimal downtime.
	3. Helping customers and colleagues become confident and skilled users.	In a constantly changing environment the ICT department has a central role to play in not just providing the infrastructure necessary to deliver council services, but also helping our colleagues and stakeholders effectively utilise the tools available. Through reviewing and improving our on-line guides, self-help instructions and hands-on support activities, we will ensure the council maintains an informed, mobile and ICT aware workforce.

	4. Clarity on how the ICT Service can / will help purchase, implement and integrate technological requirements.	As a public sector service we have a responsibility to improve our performance and deliver efficiencies. Starting with the creation of our service catalogue (defining our service offering), we will be better placed to ensure alignment with corporate objectives, better able to optimise service delivery, reduce support costs and boost productivity.
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Theme	Outcome	How
Security	1. Maintaining highest levels of data protection and information security. 2. Ensure that data and information held is collected, stored and subject to effective controls.	We have a comprehensive programme of activities and processes aimed at reducing the ever growing threat of cyber-crime (data protection and information security). We take a pan council management approach to staying secure – operating across hardware, software, infrastructure, change and improvement activities. Continual vigilance is maintained through a mix of projects, external accreditations and industry standard change controls, including: 1. VPN access – authentication 2. Depot backup server farm 3. EPH Server replacement 4. PSN compliance 5. LGA cyber security improvement plan 6. ITIL / ISO Service Management System 7. Mobile device management project 8. Network monitoring review.
	3. Agreed ICT & D strategy, supported by a clear implementation roadmap to reduce risks of (1) Infrastructure obsolescence, and (2) Service resilience and business continuity.	1. As existing platforms go into extended support, running costs increase. Transformational benefits will be delayed and resilience, in terms of demand changes, will be difficult to accommodate. 2. As the Council becomes more reliant on technological assistance to deliver services, the pressures on ICT resource will increase and become more diversified. Maintaining service capabilities in relation to changing demands will be critical. We are exploring the business case for creating an offsite server room (to be built at the depot) to provide a resilient council wide ICT business continuity solution.



1	ICT 14	County WAN (Gigabit): <i>Creating a fibre network to deliver 1,000 Mbps to key Public sector sites</i>	Digital	Security: Resilience: Future Proofing	March 2018	March 2019	70%
2	ICT 24	Idox Mobile Applications: <i>Service digital transformation to deliver improved performance, efficiencies and savings.</i>	Strategic / Digital	Customer & Digital Services	June 2018	December 2018	70%
3	ICT 25	Service Structure / Role Profiles:	Strategic	ICT Service – Target Operating Model	June 2018	April 2019	95%
4	ICT 24	Housing HMO Forms: <i>Service digital transformation through channel shift and transactional savings.</i>	Strategic	Customer & Digital Services	July 2018	October 2018	100%
5	ICT 15	PSN – Compliance: <i>Adherence to Central Government security and protection standards</i>	Security	Security: Resilience: Future Proofing	July 2018	July 2019	40%
6	ICT 3	EPH Server Replacement: <i>Storage Area Network (SAN) server replacement</i>	Technological	Security: Resilience: Future Proofing	September 2018	February 2020	20%
7	ICT 5	VPN Access: <i>Review and improvements to VPN</i>	Technological	Security: Resilience: Future Proofing	September 2018	June 2019	30%
8	ICT 24	Astun (GIS) Upgrade: <i>Delivery of a cloud based solution that offers enhanced channel and digital customer services</i>	Technological	Customer & Digital Services	September 2018	March 2019	50%
9	ICT 13	Member Device Evaluation: <i>Deliver a new more suitable device following elections.</i>	Technological	Process Transformation	September 2018	April 2019	80%
10	ICT 15	Cyber Security Improvement Plan: <i>Actions arising from the LGA Cyber Security Stocktake review.</i>	Security	Security: Resilience: Future Proofing	September 2018	September 2019	40%
11	ICT 1	Depot - Back Up / Recovery: <i>Create backup / DR server site</i>	Technological	Security: Resilience: Future Proofing	October 2018	September 2019	15%
12	ICT 21	ITIL/ISO Service Management System: <i>Establish industry Standard Management System (change control processes, e.g. patching, upgrades, etc.)</i>	Security	Security: Resilience: Future Proofing	October 2018	October 2019	80%

13	ICT 8	Exchange / Office Replacement: <i>Evaluation and replacement of current Microsoft configuration</i>	Technological	Customer & Digital Services	January 2019	July 2019	N/S
14	ICT 2	Thin Client: <i>Business case and delivery of a virtual desktop infrastructure environment.</i>	Technological	Security: Resilience: Future Proofing	January 2019	March 2020	N/S
15	ICT 24	Uniform Enterprise for Estates: <i>Creation of management data sets to inform service performance and efficiency improvements.</i>	Strategic	Customer & Digital Services			N/S

KPIs

No	Ref	Title	Description	Target	Freq.
1	LPI 245	ICT System Availability	Percentage of uptime for all critical servers (email, internet, website, finance, CRM, R&B)	98%	Qtly
2	LPI 247	Service calls completed on time	How many helpdesk calls have been closed within SLA standards? Quantitate measure that will be related to LPI 248 to provide qualitative context.	85%	Qtly
3	LPI 248	ICT User satisfaction survey	New measure currently in design. To be introduced from April 2019	TBD	TDB
4	New	Cyber Attacks	Number of cyber-attacks detected and neutralised	100%	Qtly
5	New	IT training	% of staff undertaking IT Essentials Training within 4 months of starting employment	100%	Qtly

Risks

No	Ref	Risk Description	Likelihood	Impact	Severity	Mitigation Plan	Owner	Status
1	CRR 97	Cyber-attack across ICT estate	2	3	6	A number of internal mitigations are in place and reported under Corporate Risk register monitoring controls.	ICT Manager	Open
2	CRR 131	Loss of key staff	2	2	4	Key skill transfer (training) programme in place to reduce impact of skill loss to team in the event of permanent or temporary loss of staff	ICT Manager	Open
3	CRR 164	Third parties non-compliance: goods & services	2	2	4	Review of all contracts/contractors planned for 2019	ICT Manager	Open

Glossary of Terms

Term	Definition
Cloud	Remote servers & software networks allowing centralized data storage & online access to computer services
CMS	Content Management System
CMT	Corporate Management Team
DR	Disaster Recovery
E-Alerts	Electronic Alerts
EDRMS	Electronic Document Management System
EForms	Electronic ally generated forms
EPH	East Pallant House
4G / 5G	4 th & 5 th generation of cellular mobile communications
GCloud	Government Cloud (procurement route)
GDPR	General Data Protection Regulations 2016/679
GDS	Government Digital Services
GIS	Geographic information system
IaaS	Infrastructure as a service solution
IoT	Internet of things
ISO	International Organisation for Standardisation
ITIL	Information Technology Infrastructure Library - ICT Governance and best practise methodology
LGA	The Local Government Association
LSE	London School of Economics
MHCLG	Ministry of Housing, Communities and Local Government
HMO	House of multiple occupancy
.Net	Data programming language used for websites
NDL	Middleware application
Ofcom	The Office of Communications
Open Data	Data which is available to all
PCI	Payment Card Industry (data security standard)
PSN	Public Services Network
SaaS	Software as a service
Schema Tags	Marking up of internet data which allows easy searching
SIAM	Service integration & management
SLA	Service level agreement
SLT	Senior Leadership Team
SMART	Specific, Measurable, Attainable, Realistic, and Timely
Socitm	Society of IT Managers
Taxonomy	Grouping, organisation or naming of data used by Websites
Technical Advisory Board (TAB)	IT Manager's group from local authorities within the County
TrackIt	Application used for logging ICT Service Desk incidents, changes & problems
VPN	Virtual private network
WAN	Wide area network
WorkPlan	The Programme of work relating to the delivery of projects by the ICT service for the year 2015/16

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Chichester District Council

CABINET

5 March 2019

Priorities and Principles of Grant Funding

1. Contacts

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Cabinet Member:

Eileen Lintill - Cabinet Member for Community Services
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2. Recommendation

- 2.1 That Cabinet approve the Council's Priorities and Principles of Grant Funding shown at appendix 2, using option 2 for the Economy priority, with effect from 1st April 2019.
- 2.2 That if a positive decision regarding the future of Enabling Grants funded from the West Sussex Business Rate Pool is received, the Council's Priorities and Principles of Grant Funding are updated using option 1 for the economy priority.

3. Background

- 3.1 At the meeting of 8th March 2016, Cabinet heard the outcomes of the review of Grants and Concessions led by the Grants and Concessions Panel, and approved a number of recommendations including the updated Grants and Concessions Policy, and the "Priorities and Principles for Funding" for the coming year.
- 3.2 The Priorities and Principles for Funding are reviewed annually by the Grants and Concessions Panel as part of their annual monitoring and Report, but in practise have remained unchanged since 2016. In their meetings of October 2018 and January 2019, the Grants and Concessions Panel have considered some changes to reflect the current and expected take up of grants, and recommended changes with effect from April 2019. The existing priorities are attached at appendix 1 with the proposed new priorities at appendix 2.

4. Outcomes to be Achieved

- 4.1 In developing appropriate Priorities for grant funding for the year/s ahead, the Grants and Concessions Panel recognise:
 - i) The positive contribution of private, voluntary and community sectors in furthering the Council's aims and objectives.
 - ii) The continuing evolution of services delivered to local residents
 - iii) The value of grant giving in supporting the District's communities.

- 4.2 Priorities for Funding should clearly articulate what the Council is keen to support, and by omission indicate what it will not support. Applicants typically develop their bids over time as projects develop and therefore timely notification of any changes to priorities is essential.

5. Proposal

- 5.1 The current Priorities and Principles for Funding have been employed for three financial years without change. Annual Reviews of the applications received have demonstrated that having more specific Priorities has been effective in managing the level of application and reducing the level of declined applications. Regular feedback from the Council's Funding Advisers (designated staff who are the points of contact for grant applicants) has not indicated a significant area of activity that the current priorities would not support. Accordingly, the Grants and Concessions Panel believe that the Priority areas remain right, but the detail may need some updating.
- 5.2 In respect of the Economy, the current priority (see Appendix 1) was adopted before the "Enabling Grant" funding was secured from the West Sussex Business Rates Pool, and implemented by the Economic Development team. Levels of application to the Grants and Concessions Panel have subsequently fluctuated depending on the availability of those third party funds. Looking forward, a further bid to the pool hopes to again offer Enabling Grants in 2019/20 and if successful, the proposed wording (Option 1, Appendix 2) would seek to fund projects that facilitate inward investment or growth. However, if the pool bid is unsuccessful then support for start up and independent businesses remains important, and in that scenario Option 2 (Appendix 2) is preferred. Unfortunately a decision in respect of the pool has yet to be reached and is expected after March 2019.
- 5.3 In respect of "Living Places and Spaces" the word "Living" is proposed to be removed as it has been suggested that this implies a stronger link to residential development than is intended. However, the priority area continues to attract a diverse range of projects that add value to local communities and Panel do not suggest any other changes.
- 5.4 The "Targeted Projects" currently places a specific emphasis on Think Family Neighbourhoods. These designated neighbourhoods in Chichester District have had greater focus from a range of agencies over the last 5 years, and a number of projects have been funded that directly benefit those communities. The multi-agency focus on those areas has reduced over time, with an increased focus on areas of need wherever that presents itself. Accordingly, Grants and Concessions Panel recommend a priority that retains focus on supporting those in greatest need, but without being prescriptive as to where in this District this may be.

6. Alternatives Considered

- 6.1 The Grants and Concessions Panel has reviewed the priorities on an annual basis since 2016, and in previous years considered that the priorities are working effectively to bring forward typically meritorious projects. The proposed changes are relatively minor; more significant changes were discounted accepting that this could have attracted a very different range of projects. Members were particularly mindful of wider changes in the availability of grant funding, and the need to better

understand what impacts that may bring. Revisions to priorities in future years may be required.

- 6.2 The unknown outcome in respect of business rate pool funding for the Enabling Grants scheme has created the need for two options to be considered at this time. A decision could have been delayed until after a decision is known, but that would mean the Council has no Priorities for funding, and no applications could be encouraged in the interim. With bids often taking months to be developed, this could have implications for the flow of bids to the quarterly Grants and Concessions Panel meetings. On balance, Option 2 has been chosen as the initial position as it is consistent – but it is hoped that a decision will be made before the end of the financial year and hopefully the Priorities can be firmly established at the very start of the new financial year.

7. Resource and Legal Implications

- 7.1 The Budget for discretionary grants remains at £175,000 for the year ahead and is allocated in the Councils Budget for 2019/20. Promotion of the Grants scheme for the year ahead would await the approval of both the budget and the Priorities.
- 7.2 Documented Priorities and Principles are valuable to the Funding Advisers. In conjunction with the Grants and Concessions Policy and other guidance documents, they enable clear and consistent information to be given to potential applicants which both improves the quality of bids the Council receives, and dissuades applications that the Council is unlikely to fund (saving applicants time and effort).

8. Consultation

- 8.1 In considering the potential to change the Priorities, the Grants and Concessions Panel have asked for feedback from Funding Advisers regarding the appropriateness of current priorities, the level/type of enquiries that cannot currently be supported, or any other views from the wider sectors they engage with.
- 8.2 The Grants and Concessions Panel also sought direction from the Senior Leadership Team on the current priorities. In respect of the Economy Priority the Economic Development Manager has provided the proposed wording and will advise on the outcome of the business rate pool bid.

9. Community Impact and Corporate Risks

Revisions to the Council's priorities for funding reaffirms the value of the contributions of third parties in continuing to make the District a positive place to live, work or enjoy.

10. Other Implications

Are there any implications for the following?		
	Yes	No
Crime and Disorder	While the projects that could be funded by these monies cannot be anticipated, it is likely that many of them will	
Climate Change and Biodiversity		
Human Rights and Equality Impact		
Safeguarding and Early Help		

Health and Wellbeing	have positive outcomes in some or all of these impact areas.	
General Data Protection Regulations (GDPR)		Any monitoring that grant applicants are asked to provide will not contain any personal information.

11. Appendices

Appendix 1: Current Priorities and Principles for Funding.

Appendix 2: Proposed Priorities and Principles for Funding with effect from April 2019.

What are Chichester District Council's Priorities and Principles for Funding?

Priority Areas:

Applications must meet one of the following areas

- **Economy**
Helping viable start-up businesses and existing independent businesses to implement projects that create jobs, help business to grow, and benefit the local economy. MAXIMUM £2,500
- **Improving Living Places and Spaces**
Improvements to publicly owned space or built assets that enhance the wellbeing of local residents, or the habitats of the District's wildlife.
- **Targeted Projects**
Projects where the primary benefit is to those in greatest need. Priority would be given to projects benefiting "Think Family Neighbourhoods": Chichester East, Chichester South, Tangmere and Selsey North.

Principles

In addition to the Priorities, Chichester District Council has adopted six Principles that it considers important in developing appropriate projects for financial support. Applications will be assessed against the following considerations:

- Will the project increase participation or employment?
- Does the project demonstrate working with others?
- Does the project have clear objectives and outcomes?
- Does the project demonstrate Value for Money?
- Is there evidence that the project is needed or addresses a recognised gap in provision?
- Is the project ready for implementation?

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What are Chichester District Council's Priorities and Principles for Funding?

Priority Areas:

Applications must meet one of the following areas

▪ Economy

Option 1 (in the event of continued funding for Enabling Grants):

- To support projects that bring forward inward investment.
- To support viable start-up and existing SMEs (small and medium-sized enterprises) to implement 'growth' projects which require:
 - relocation and expansion into larger premises within the district or
 - occupation of long-term vacant commercial premises

Option 2 (in event that Enabling Grants funding discontinued):

- Helping viable start-up businesses and existing independent businesses to implement projects that create jobs, help business to grow, and benefit the local economy. MAXIMUM £2,500
- **Improving Places and Spaces**
Improvements to publicly owned space or built assets that enhance the wellbeing of local residents, or the habitats of the District's wildlife.
- **Targeted Projects**
Projects where the primary benefit is to residents in greatest need. Priority would be given to projects that are: locally appropriate, able to evidence need and offer effective solutions.

Principles

In addition to the Priorities, Chichester District Council has adopted six Principles that it considers important in developing appropriate projects for financial support. Applications will be assessed against the following considerations:

- Will the project increase participation or employment?
- Does the project demonstrate working with others?
- Does the project have clear objectives and outcomes?

- Does the project demonstrate Value for Money?
- Is there evidence that the project is needed or addresses a recognised gap in provision?
- Is the project ready for implementation?

DRAFT

Chichester District Council

THE CABINET

5 March 2019

Proposed Petworth Skatepark

1. Contacts

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2. Recommendation

- 2.1 That Cabinet considers the update relating to the proposed change of location of the skatepark in Petworth and re-confirms its financial support to the project to Petworth Town Council.**
- 2.2 That delegated authority is given to the Director of Growth and Place to release £70,000 previously allocated to the Petworth skatepark project to Petworth Town Council, subject to receiving evidence of spend and due diligence in accordance with our existing governance arrangements.**

3. Background

- 3.1 In October 2001 the Council's then Executive Board agreed that the proposal for a leisure centre in Petworth was not viable but allocated £1.242 million funding for other leisure proposals in Petworth and the surrounding area. An action plan of proposed projects was compiled which included a proposal from Petworth Town Council for a skatepark. A sum of £50,000 was allocated from the Petworth Leisure Fund to this project.
- 3.2 In 2003, designs and costs for the skatepark at the District Council owned Sylvia Beaufoy car park were prepared and planning permission granted. There was a condition on the planning permission requiring the skatepark to be locked overnight. Petworth Town Council was unable to meet this condition and this resulted in the skatepark not progressing any further.
- 3.3 The Town Council continued to look at a variety of alternative sites for the skatepark but no agreed location could be found. In 2015, Petworth Town Council informed CDC that they would like to progress the skatepark project. The Town Council were asked to develop their proposals to identify if there was still a need for a skatepark and identify a suitable location.

- 3.4 The Town Council identified an area within the District Council's Pound Street Car Park, Petworth, where they wished to introduce a skatepark. Cabinet in January 2017 resolved:

That agreement be given subject to the replacement of any lost parking spaces to at least seven spaces (in a scheme that estimates losing 11 spaces) so as to ensure no more than four spaces are lost, to Petworth Town Council to develop detailed plans for the provision of a skate park at the identified site in Pound Street Car Park.

and

(a) subject to planning consent and other necessary requirements being obtained appropriate agreements to be entered into to enable construction and use of the skatepark on Council land and

(b) A contribution of up to £70,000 be made available towards the project being £50,000 from the Petworth Leisure Fund and up to an additional £20,000 (subject to detailed costings).

Members acknowledged the balancing exercise involved in this matter, namely that the proposal was on the one hand an expression of local democracy and the desire to provide this recreational facility in the town centre rather than in an outlying area for young people who lived in Petworth and its rural environs and did not have many leisure opportunities. However, concerns were expressed as to the impact of the loss of parking spaces on local businesses and tourism.

- 3.5 Officers subsequently commissioned a specialist Civil Engineer Design Consultant to review the existing and potential design layout of Sylvia Beaufoy and Pound Street car parks in Petworth to determine whether additional spaces could be designed into the layouts. Skatepark designs were received from the Town Council, for consideration. Several meetings and discussions were held with the Town Council and a number of revisions to the plans were received and considered. All plans were considered in the context of meeting the resolution of Cabinet from January 2017.
- 3.6 Unfortunately the proposed layout from Petworth Town Council skatepark group does not meet the requirements of the Cabinet resolution – with there being a net deficit of eight spaces with the inclusion of the additional spaces into Sylvia Beaufoy car park.

4. Outcomes to be Achieved

- 4.1 Petworth Town Council would still like to proceed with a project to introduce a skatepark into the town. They consider that this would provide a much-needed facility within the town and that it is well supported by the local community.

5. Proposal

- 5.1 Since consideration of a skatepark for Petworth began there has been significant progress with a Neighbourhood Plan for the town. This Plan has identified a potential site within the town which might be more suitable for a skate park. However, without assurance from CDC that the £70,000 as previously identified (£50,000 from Petworth Leisure Fund and £20,000 from Reserves) in funding towards the project

remains secure, the Town Council are not able to commit to an alternative location within the town.

- 5.2 It is proposed that Cabinet approve the agreement to provide assurance to Petworth Town Council that the £70,000 be allocated to the delivery of a skate park in Petworth. This assurance will provide the Town Council with the necessary guarantee to enable investigations into potential suitable locations and to seek additional funding from other sources.

6. Alternatives Considered

- 6.1 Continue with the proposed design in the existing proposed location. This scheme does not, however, meet the Cabinet resolution and would require consideration by Cabinet as to whether they are willing to amend the resolution as agreed in January 2017 regarding the number of spaces to be lost. Proceeding to a planning application with the existing layout would require a comment to be made in the report to planning committee as to the suitability of the location for this site. This is also contrary to policies in the Parking Strategy.
- 6.2 Revise the existing proposed design in the suggested location in the car park to reduce in size, in order that the loss of spaces meets the requirements of the Cabinet resolution. This will require a tree survey and structural engineer's report given that the proposed design would use part of the existing grass bank in the car park and would therefore result in tree removal, along with a retaining wall for which there has not been an adequate design submitted.

7. Resource and Legal Implications

- 7.1 £50,000 previously identified from Petworth Leisure Fund plus £20,000 from reserves agreed at Cabinet in January 2017. Release of these funds will be subject to receiving evidence of spend in accordance with our existing governance arrangements. Implementation of the project would be monitored by officers.

8. Consultation

- 8.1 Petworth Town Council would be required to undertake consultation with the public and stakeholders as part of any planning application associated with this project.

9. Community Impact and Corporate Risks

- 9.1 Siting a skatepark in a location other than a car park assists with ensuring that parking spaces are retained for parking which meets with the requirements of the existing Parking Strategy.
- 9.2 There is a risk that no suitable site is found for the skate park by Petworth Town Council. In this case the £70k allocated for this project would not be released.

10. Other Implications

	Yes	No
Crime and Disorder		X
Climate Change and Biodiversity		X

Human Rights and Equality Impact		X
Safeguarding and Early Help		X
General Data Protection Regulations (GDPR)		X
Health and Wellbeing The introduction of a skatepark may help to increase the level of physical activity undertaken in Petworth.	X	
Other (please specify)		

11. Appendices

None.

12. Background Papers

None.

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