

# Public Document Pack

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A meeting of **Cabinet** will be held in Committee Room 1 - East Pallant House on **Tuesday 8 September 2015** at **9.30 am**

MEMBERS: Mr A Dignum (Chairman), Mrs E Lintill (Vice-Chairman), Mr R Barrow, Mr B Finch, Mrs P Hardwick, Mrs G Keegan and Mrs S Taylor

## SUPPLEMENTARY APPENDICES

- 5 **Chichester District Council Annual Report 2014-2015** (Pages 1 - 39)  
Appendix – Annual report.
- 6 **Approval of the Council's Infrastructure Business Plan for consultation with the City, Town and Parish Councils and key Infrastructure Delivery Commissioners** (Pages 40 - 258)  
Appendix – Draft Infrastructure Business Plan 2016/2021
- 7 **Upgrade of Heating and Ventilation Systems, South Wing, East Pallant House, Chichester.** (Pages 259 - 269)  
Appendix – Project Initiation Document – Upgrading of Heating and Ventilation Systems in the South Wing East Pallant House, Chichester
- 8 **Safeguarding Policy** (Pages 270 - 296)  
Appendix – Safeguarding Policy
- 9 **Chichester City ... Preparing a Vision for the City** (Pages 297 - 316)  
Appendix – Project Initiation Document – 'Chichester City ... Preparing a Vision for the City'
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# **Chichester District Council**

## **Annual Report**

**2014-2015**

# Chichester District Council Annual Report 2014-2015

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## Introduction



**Welcome to Chichester District Council's Annual Report 2014/15.** This report is a summary of the key achievements and progress that the Council has made over the previous year, it is not intended to describe our day to day functions, details of these can be found on Council website.

In May 2015, alongside the General Election, the District Council Election was also held. As with the General Election, the Conservatives won the District and continue to enjoy a large majority.

The Council's previous Leader, Heather Caird, stood down at the election and I would like to thank her for the excellent job she had done in leading the Council over the last term. I was elected Leader at the annual council meeting in June and a new Cabinet was appointed at the same meeting (please note for the purpose of this report, the Cabinet Portfolios effective from May 2015 have been used). I intend to continue to provide strong leadership for the authority and its community. Our job is to ensure that we remain a well-run council, providing high quality services to the community efficiently, while keeping the District's share of Council Tax as low as possible.

The 2014/15 year was another busy year for the council. We have completed several major projects and initiatives while continuing the delivery of a wide range of important services to our community.

We were delighted that our Local Plan was found to be sound in a thorough examination process by the Planning Inspectorate. The plan is the result of several years' intensive work and it provides a framework to ensure that development within the district is done in a planned, coherent way. It will enable us to resist harmful development and protect our beautiful environment. Our Plan establishes a framework that will help to create jobs, homes, services and facilities of the right type, in the right place and at the right time, to benefit both present and future generations. We are extremely grateful for the involvement of the public and partners in the complex process of developing the plan which has involved many rounds of consultation.

This year we managed the procurement and build of a nine pitch Gypsy and Traveller Transit Site on our land at Westhampnett. The facility is now operational and being run by West Sussex County Council. It provides an alternative stopping place which will allow police to move gypsies and travellers on from unauthorised encampments more quickly to more suitable accommodation, so reducing the disruption to local communities.

From November 17th we abolished admission charges to the Novium Museum for normal standing exhibitions. This has resulted in a substantial increase in visitor numbers and made it more accessible to residents and those from further afield.

We continue to reserve the government grant that rewards the council for the numbers of homes built in the area (the New Homes Bonus) for the benefit of the community.

In particular we have continued to use New Homes Bonus monies to fund the popular scheme for parishes receiving new homes. These parishes can bid for grants for useful community projects. In 2014-15 grants totalling £280,000 were awarded to the parishes for local projects that were shown to meet a community need, to provide a community benefit, and to receive community support

We have made excellent progress this year with our affordable homes target, delivering 277 affordable homes and negotiating another 164 affordable home sites for the future with developers.

The state-of-the-art community and leisure centre at Midhurst celebrated its first birthday in March. More than 140,000 people have walked through the centre's doors since it opened to the public one year ago.

Whilst we continue to face tough financial pressure on our budgets, we have protected frontline services as much as possible through greater efficiency, careful financial planning and a proactive approach to managing our estates. We have invested some of our reserves in retail and commercial property with the twin goal of benefiting the local economy and generating additional income for the council. These investments reduce the need either to cut our services or to levy major increases in our share of Council Tax.

Our communities will continue to be at the heart of everything we do. We will aim to be as efficient as possible and use our resources wisely, providing core services in the most effective way possible. We will continue to ensure our District remains an attractive place to live, work and visit.



**Tony Dignum**  
Leader, Chichester District Council

## About Us

### District Profile

As the largest district in West Sussex, Chichester District is a unique area, boasting a historic city, glorious countryside and the beautiful south coast. It has a population of 114,500 and covers over 300 square miles, stretching from Selsey in the south to Lynchmere in the north.

Chichester District Council is involved with the majority of day to day services and activities that residents come into contact with – from emptying the bins, to dealing with planning applications. Its main office is based in the centre of Chichester and it also provides area offices in Selsey and at the new Grange centre in Midhurst.

There are 67 parishes in the District and 48 elected members of the Council. The political makeup of the Council is:

- Conservative: 42
- Independent: 3
- Liberal Democrat: 3

The next scheduled elections for Chichester District Council will be in May 2019.

### How We Make Decisions

#### Council

All councillors from across the District shall normally meet six times a year to decide the Council's overall policies and to set the budget. These meetings are open to the public and additional meetings can be held if needed.

#### Cabinet

The Cabinet meets on a monthly basis and involves seven of our leading councillors making key decisions on the plans, strategies and budget which are then approved by the Council.

The current Cabinet is:

- **Cllr Tony Dignum** – Leader of the Council
- **Cllr Eileen Lintill** – Deputy Leader of the Council and Cabinet Member for Community Services
- **Cllr Roger Barrow** – Cabinet Member for Environment
- **Cllr Bruce Finch** – Cabinet Member for Support Services
- **Cllr Philippa Hardwick** – Cabinet Member for Finance and Governance
- **Cllr Gillian Keegan** – Cabinet Member for Commercial Services
- **Cllr Susan Taylor** – Cabinet Member for Housing and Planning

The Chairman and Vice-Chairman of the Council are:

- **Cllr Nick Thomas** – Chairman
- **Cllr Elizabeth Hamilton** – Vice-Chairman

## Overview and Scrutiny

The Overview and Scrutiny Committee holds the decision-makers to account. This can involve questioning councillors, council employees and representatives of other organisations in relation to key decisions, reports or policies. The committee then makes recommendations to Cabinet based on their findings. The committee also has an important role in looking at the wider delivery of all public services in the District.

We also have a Corporate Governance and Audit Committee; a Planning Committee; a Licensing and Enforcement Committee; and a Standards Committee.

## Officer Support

Diane Shepherd, our Chief Executive, leads the Senior Leadership Team which includes two Executive Directors, Steve Carvell and Paul Over and the Head of Finance and Governance Services, John Ward. The Senior Leadership Team, along with our Heads of Service, support councillors while also managing the Council's day to day services.





## Chichester in Partnership

Chichester in Partnership consists of public, private, voluntary and community organisations who all want to work together to plan for the future of the District. Over the past year they have worked on a variety of projects, including helping to get people back into work. Further detail on these projects is highlighted within this report.

## Performance Management

We have been recognised as a top performing council because we provide quality services, while offering value for money. In order to achieve this, we closely monitor our progress throughout the year to make sure that we deliver what we have said we will. Our Corporate Plan sets out our key priorities and objectives and the projects to achieve these are set out in our service plans which are reviewed annually.

As part of the service planning process, we also set performance indicators (PIs) and targets to help us track how we are delivering our services to our customers. A traffic light system helps us to monitor this and is used throughout this report.

PI Status	
	PI is 5% below target or below an individually set threshold
	PI is 1% below target or below an individually set threshold
	PI is on target
	Data Only – no target

It should be noted that the performance indicators published in this report are currently unaudited.

## Commercial Services

### Key Areas of Responsibility

- Economic Development
- Commissioning
- Leisure Centres
- Car Parks and CCTV
- Museum and Tourist Information
- Estates

### Economic Development

- Recognition was given when the service won the Federation of Small Business award for the 'Best Small Business Friendly Council in West Sussex'. This year, Business Support Officers supported numerous businesses that have been affected by the winter flood with the Government's Business Flood Support Scheme.
- The service enabled twenty five independent high street retailers to benefit from 'Digital High Street Training' which was designed to help them improve their online presence and efficiency.
- Getting People into Work Strategy:
  - Choose Work – A two-year work experience programme for unemployed residents, funded by the Department of Work and Pensions. The programme exceeded its target with a total of 89 unemployed people placed in voluntary work experience, nearly half of whom have now found work and better future prospects.
  - Apprenticeships - 75 local businesses benefitted from receiving information about incentives, opportunities and support available for taking on an apprentice.
- A number of grant applications to support economic growth were supported, including the provision of affordable childcare in Selsey, a skills and training project to assist construction students and an expansion project at the Weald & Downland Museum.
- Supported the Midhurst Independents' Day link to the national campaign to promote independent shops and to encourage people to shop locally. This campaign coordinated special offers across 23 small rural businesses. We worked closely with the Petworth Vision group to consult with the town's residents and small businesses to develop the Vision document.
- New high-speed broadband is now available for a number of customers from cabinets connected to exchanges in Bosham, Birdham, Bracklesham Bay, Chichester, Fittleworth, Graffham, Kirdford, Petworth, Selsey, Sidlesham and Wisborough Green. The roll-out continues with the aim of delivering a minimum service of 2mbps to homes and businesses by Spring 2016.
- Key Areas for 2015/2016 include:
  - Promote Chichester District as a visitor and cultural destination by developing a new Tourism Strategy focused on developing the visitor economy and the creation of jobs.



- Promote the city and rural town centres as vibrant places to do business by helping to create the right conditions to maintain high occupancy rates and increase footfall to the areas, thereby improve their vitality and viability.
- Help unemployed people back into work by delivering 75 work placements and engage with 120 unemployed clients in Chichester District through the Choose Work scheme.

### **Parking Services**

- A new process for parking – Pay on Foot - was introduced in January 2015 in the Avenue de Chartres multi-storey car park. The system, which uses a barrier system to enter and exit the car park, was introduced following feedback from customers who don't want to worry about returning to their car by a specific time and to support local businesses in the area. The car park now has cameras that automatically register number plates and the barrier automatically lifts for season ticket holders. A review of this project is underway with the hope that it will be extended to other car parks in the future.
- A review of Parking Services has also been undertaken, to assess the efficiency and effectiveness of the service and to ensure that the service meets the needs of the community. A number of changes to the service have been implemented. These include:
  - Cash Collection has been outsourced. This has resulted in an opportunity to re-deploy officer time within the service which has assisted with patrolling the extended Controlled Parking Zone.
  - Changes have been made to the patrol routes undertaken by Civil Enforcement Officers, with a resulting increase in the amount of time spent patrolling on-street.
  - The Cancellation Policy for Penalty Charge Notices has been reviewed and amended to further ensure that it is fair, reasonable and in line with other authorities.
  - Additional information is now included on the council's website. This assists with customers being able to 'self-serve'.
- A tender exercise was undertaken to employ two new Enforcement Agent companies (previously known as Bailiffs) for the recovery of unpaid parking debt. The contract for the use of these companies commenced on 1st April 2015.
- Key Areas for 2015/2016 include:
  - A review of the current ICT system in conjunction with West Sussex County Council and other District and Borough Councils.
  - A parking space audit of all car parks to ensure they meet the needs of the community and are also being used in the most efficient manner. This will consider the number of spaces, prices, and capacity.
  - A review of the District Parking Strategy.
  - Safer Parking Awards – to introduce the scheme to our rural car parks.

## **CCTV**

- Work has been undertaken to evaluate the infrastructure associated with the 63 cameras we operate and some cameras have been replaced.
- Key Areas for 2015/2016 include:
  - Further work will be undertaken to evaluate the CCTV infrastructure to determine the level of upgrades required in the future.
  - Consider the potential to provide a CCTV service for other organisations.

## **The Novium Museum**

- The Novium museum has undergone some significant changes throughout 2014/15, most notably the removal of its admission fees from 17 November 2014. This has resulted in an increase in visitor numbers up 8,954 on last year's figures to 42,175.
- The Novium has achieved accredited Museum status. To qualify for this the museum must meet standards on how they are managed, for the services they offer and how they care for collections.
- The museum was also awarded a prestigious national RIBA (Royal Institute of British Architects) award recognising the standard of its architecture.
- The museum has been hired out for several successful corporate events.
- Outreach sessions are now offered regularly to care homes for the elderly as well as to schools.
- The "Racton Man" exhibition received worldwide publicity. A new exhibition telling the story of Chichester's First World War links with the French village of Priez has been recently installed.
- The museum has completed all the necessary documentation to be able to secure significant object loans from other museums. The first of these will be a loan from the Horniman Museum in London.
- A schedule of improvements to the galleries has been carried out including a new bespoke Roman Baths interactive, a giant timeline, a new touchscreen, new cases and object displays, and a refreshments area.
- The museum and TIC continue to welcome volunteers and currently have over 30 working at The Novium and The Guildhall. The service has merged the Friends of The Novium with the Chichester Museum Society and has over 60 members.
- Key Areas for 2015/2016 include:
  - The key priority for the Novium service will be to maintain and increase the visitor numbers, attract repeat visits and new audiences and to increase income generation. This will be achieved by hiring out the Guildhall for weddings, developing the TIC services, restructuring the museum shop and increasing the frequency of room and venue hire.

- 5 new large cases will be installed on the first floor in July and two mosaics will be mounted next to the Chilgrove mosaic.
- Exhibitions for 2015/16 include:
  - Patchwork Communities;
  - A Curious Case of Collecting: World Objects in Chichester;
  - The Story of the Sidlesham Land Settlement Association and;
  - The Admiral Murray exhibition.

### **Estates Service**





- The rental income (before concessions and other allowances) for the non-operational property and licence fees grew from £2.2 million to £2.5 million.
- Key achievements in 2014/15 include:
  - Disposal of the old Museum, Little London for residential development.
  - Acquisition of property investments in Crane Street and the Woodruff Centre Terminus Road.
  - Planning permission was granted for the second phase of the Barnfield Drive development.
  - Progressing the Enterprise Gateway project by appointing an employers' agent and architect, tendering for the operator and preparing a tender for a design and build construction contract.
  - Concluding a conditional contract for the sale of the site of the old Grange Centre, Midhurst.
  - Obtaining planning permission for the development of the ex-public conveniences site East Street, Selsey ahead of offering for sale at auction in May 2015.
  - Completed the letting of the North Wing of East Pallant House as part of the New Ways of Working Project.
  - Various other lettings including the kiosk at Bracklesham shop premises at 1 Crossfield, Fernhurst, shop premises 29A South Street Chichester and an office unit at the Old Bakery Midhurst.
- Key Areas of Work for 2015/16 include:
  - Pursue opportunities for the development of CDC property and seek to acquire additional property assets with the aim of realising revenue and capital from assets and increasing property investment.
  - Progress the Barnfield Drive, Enterprise Gateway and Plot 21, Terminus Rd developments.
  - Progress the disposal of the development site at the Grange Midhurst.
  - Portfield – progress the disposal of land for residential development.
  - Arrange letting of vacant properties including ex Area Office, Midhurst, and units at St James Industrial Estates as they become vacant.






- Ellis Square, Selsey - Arrange letting or sale of site for business use.






### **Westgate Leisure**




- New water features were opened in Chichester in November, alongside the existing water slide; the £33,000 investment will further enhance the fun factor experience and encourage more people to swim.
- The Health Suite changing rooms and spa was also refurbished at Westgate in January 2015. The refurbishment to these facilities has enhanced the area for the customers and will help attract and, in particular, retain direct debit members.
- At Bourne the first indoor cycling classes were held in November after a £20,000 investment in the refurbishment of the Fawcett Room.
- Active for Health was expanded to include the Grange. Well over 100 people have been helped with a diverse range of medical conditions during the first year of operation.
- The Grange Community and Leisure Centre celebrated its first birthday on the 3rd of March with more than 126,000 people enjoying gym classes and 30 community groups using the Grange on a regular basis.
- The Centres have been successful in securing £13,600 of funding from Short Breaks for Disabled people, to continue running Branching Out until March 2016. The monies will be used to support younger disabled people and their families to fully access facilities.
- Key Areas of Work for 2015/16 include:
  - The Leisure procurement exercise will test the market and establish the options around future operational delivery mechanisms for the Leisure centres and Sports Development.
  - Replacing the combined heat and power engines at Chichester will have a positive effect on reducing the utilities costs at Westgate Leisure Chichester.
  - Review of concession memberships at Westgate Leisure to ensure they are consistent with similar arrangements across other public services that offer concessionary discounts and key market competitors.

## Cabinet Member: Commercial Services

PI Code	Short Name	Assessment	2013/14 Outturn	2014/15 Target	2014/15 Outturn	Status	Trend - 2013/14 v 2014/15	Commentary	2015/16 Target
<b>Economic Development</b>									
LPI 160	To increase Private sector employment to the South East average of 74.5% - over the period 2008-2018	Higher is better	75.1% (Jan 2013-Dec 2013)	74% (Jan 2014-Dec 2014)	81.4% (Jan 2014-Dec 2014)		Better	This refers to January 2014 to December 2014 period at 81.4%. Source of data: Nomis.	74% (Jan 2015-Dec 2015)
LPI 163a	To increase the survival rates of companies at year 1 to align with the South East actual	Higher is better	93.9% (2011-12)	91.1% (2012-13)	91.6% (2012-13)		Weaker	The current value relates to 2012-13 period, which is the most up-to-date data available. Survival rates for Chichester district businesses are at 91.6%, which is a slight decrease from the previous year of 93.9%, but still compares favourably to the South East average of 91.1%. Data is available a year in arrears and therefore 2014 data will not be released until end of Dec 2015. Source of data: Office for National Statistics <a href="http://www.ons.gov.uk/ons/taxonomy/index.html?nscl=Business+Survival+Rates">http://www.ons.gov.uk/ons/taxonomy/index.html?nscl=Business+Survival+Rates</a>	South East average (2013-14)
LPI 163b	To increase the survival rates of companies at year 3 to align with the South East actual	Higher is better	66.1% (2009-12)	61.9% (2010-13)	57.1% (2010-13)		Weaker	The current value relates to 2010-13 period, which is the most up-to-date data available. Survival rates for Chichester district businesses are at 57.1%, which is higher than South East outturn at 51.2%. It is hoped that the Enterprise Gateway will improve this indicator. Data is available a year in arrears and therefore 2014 data will not be released until end of Dec 2015. Source of data: Office for National Statistics. <a href="http://www.ons.gov.uk/ons/taxonomy/index.html?nscl=Business+Survival+Rates">http://www.ons.gov.uk/ons/taxonomy/index.html?nscl=Business+Survival+Rates</a>	South East average (2011-14)
LPI 230	'Choose Work' - Increase the number of work experience placements achieved across the District	Higher is better	56	65	75		Better	Choose Work Scheme has been very successful in that it created a total of 75 work experience placements since 1st April 2014, and has met the targets set by DWP and CDC. Choose Work Coordinator have also engaged with over 90 clients who needed further coaching and mentoring support.	75

PI Code	Short Name	Assessment	2013/14 Outturn	2014/15 Target	2014/15 Outturn	Status	Trend - 2013/14 v 2014/15	Commentary	2015/16 Target
<b>Economic Development (continued)</b>									
LPI 231	Provide Support to 10 Potential High Growth Businesses	Higher is better	10	10	12		Better	<ol style="list-style-type: none"> <li>1. Bunn Leisure – Selsey Business Partnership</li> <li>2. Wagner Renewables – business grants / renewable energy</li> <li>3. Oceanair – business growth grants</li> <li>4. More Food – looking for larger premises</li> <li>5. DW Plastics – Terminus Road – flood grant</li> <li>6. Checkatrade – Kevin Byrne – Selsey Business Partnership</li> <li>7. Premier Marinas – planning permission</li> <li>8. Knight Fencing –business information and grants</li> <li>9. Selsey Fisherman Association – storm damage grants</li> <li>10. Lansdale Marine – planning application</li> <li>11. Jaga Development – planning issues</li> <li>12. HT Supplies – planning issues</li> </ol>	10
LPI 237	Respond to 90% of business planning applications to promote business development in the area	Higher is better	83%	90%	97%		Better	Target achieved.	90%
LPI 238	Where government policies allow, protect at least 50% of the business premises against change of use to residential	Higher is better	62%	50%	55%		Weaker	Target achieved.	50%
<b>The Novium Museum</b>									
LPI 219	The total number of admissions to the museum. Includes exhibitions, events, research and learning services. Excludes tourism enquiries and visits to The Novium shop.	Higher is better	9,993	32,496	25,402		Better	Based on current visitor numbers we are expecting to exceed this target for 2015/16. This is a result of the removal of the admission fee (which didn't occur until November 2014), better marketing and improvements to the visitor experience.	32,500
LPI 220	The total number of people using the tourism services in person or via telephone, email, website or letter	Higher is better	31,912	53,004	30,228		Weaker	This target has been adjusted to reflect the actual number of enquiries over the last 2 years and the way they are now counted. There a national reduction in the number of visits made to TICs.	30,000

PI Code	Short Name	Assessment	2013/14 Outturn	2014/15 Target	2014/15 Outturn	Status	Trend - 2013/14 v 2014/15	Commentary	2015/16 Target
<b>The Novium Museum (continued)</b>									
LPI 236b	Total income generated by trading	Higher is better	£79,276	£105,500	£73,337		Weaker	The income target is based on the monthly £10,000 target. We are focusing on income generating services to achieve this and making good progress with wedding booking income. This is a challenging target and may not be achieved every month this year but encourages us to aim higher and work more effectively and commercially.	£120,000
<b>Parking Services</b>									
LPI 34	Percentage of Car Parks spaces for which we have achieved Safer Parking Awards	Higher is better	100%	100%	100%		No change	Award is granted to parking areas that have achieved the requirements of a risk assessment as conducted by the Police. To now look at introducing the scheme into our rural car parks.	100%
Page 177 14	Average Number of Vacant Spaces in the Off-Street Public Parking Stock in Chichester City	Neither higher nor lower	837	No lower than 300 – no higher than 952	817		No change	Target threshold for this indicator is set at no lower than 300 vacant spaces to ensure demand for car park spaces isn't higher than the number of spaces actually available, and no higher than 25% of the total parking stock to ensure income levels are not affected. Results are recorded for Tuesday, Wednesday and Saturday.	Greater than 300
<b>Westgate Leisure Centres</b>									
LPI 213	Westgate Leisure Chichester – the number of Direct Debit members against budget	Higher is better	2,389	2,300	2,288		Weaker	Outturn figure represents average membership across the 12 month period. February and March have seen a strong gain in memberships from a compressive marketing campaign. The early part of the calendar year often provides strong membership performance however it is hoped this can continue going forward.	2,335
LPI 214	Westgate Leisure Bourne – the number of Direct Debit members against budget	Higher is better	N/a	700	689		N/a	Outturn figure represents average membership across the 12 month period. February saw membership at Bourne Leisure Centre increase by 43 (or 6%) however contract by 7 in March. This goes against the theme seen at the other two sites for March however it is recognised that both months are above the budget threshold. 2015-16 target broken down as follows; - April to August 700 - September 735 - October 755 - November 765 - December to March 775	775

PI Code	Short Name	Assessment	2013/14 Outturn	2014/15 Target	2014/15 Outturn	Status	Trend - 2013/14 v 2014/15	Commentary	2015/16 Target
<b>Westgate Leisure Centres (continued)</b>									
LPI 215	Westgate Leisure The Grange – the number of Direct Debit members against budget	Higher is better	N/a	800	662		N/a	Outturn figure represents average membership across the 12 month period. As seen with Westgate Chichester membership figures, The Grange has increased their direct debit membership in the early part of the calendar year. Targeted campaigns have proved successful with March's figure of 744 continuing to make gains towards the budgeted 800 members.	800
<b>Estates</b>									
LPI 53	Percentage of empty units within our commercial and Industrial property portfolio.	Lower is better	7.58%	5%	8.14%		Weaker	The empty units include 8 units at St James Industrial Estate. One of these has already been let since the end of 2014/15 Q4 and the others are either under offer or the subject of negotiations.	5%
LPI 54	Percentage of rent and service charge arrears	Lower is better	1.50%	4%	2.55%		Weaker	The current level of arrears remains low and within target although recovery is still being sought of some more significant historic debts.	4%



## Housing and Planning

### Key Areas of Responsibility

- Housing
- Land Charges
- Development Management
- Design and Implementation
- Building Control
- Planning Enforcement
- Planning Policy
- Neighbourhood Planning

### Housing

- Homefinder, our private sector letting agency, manages 38 dwellings and during 2014/15 placed 39 households into the private rented sector; a significant achievement given the increasing competitiveness of this sector.
- A triage system has been implemented to support those who are not threatened with imminent homelessness in order to prevent them becoming homeless. This allows more intensive work with clients that are or very soon will be homeless.
- The Landlord Accreditation Scheme continues to gain impetus we now have 329 accredited properties of which 57 were accredited in 2014/15.
- The efficiency of the delivery of disabled facilities grants continues to improve. During 2014/15 the average cost of a completed adaptation was 12% lower than in 2013/14 at £4574 per grant. Disabled facilities grant payments for 2014/15 were £484,808 which is £315,192 below budget.
- A house conditions stock modelling exercise was completed in March 2015 and the results are currently under consideration and will inform a revised private sector renewal strategy.
- A new Intermediate Housing Policy was adopted providing a flexible approach to the delivery of affordable housing for sale and introducing an affordability formula to be applied to sale values to ensure that they are affordable to local people.
- Excellent progress was made during the year in meeting our affordable housing targets with 277 affordable homes delivered (198 for rent and 79 for sale). This includes:
  - The redevelopment of the Heritage Site, an outdated sheltered scheme in central Chichester, to provide 58 one & two bedroom flats for over 50 year olds.
  - The redevelopment of two garage sites to provide 15 rented homes.
  - 7 new homes to meet the needs of households with a disabled person.
  - The completion of Stonepillow Lodge. 5 bedsits providing interim accommodation for vulnerable patients being discharged from hospital who would otherwise have nowhere to live and no support.
  - 35 rural homes for local people.

- 113 of the new homes were partly funded by Council investment of £654,306 with over £3.5million of investment from the Homes and Communities Agency.
- 164 of the affordable homes were on market sites negotiated with developers.
- £256,590 received in commuted sums in lieu of affordable housing on site.
- A new Street Naming, Numbering and Signage Policy was adopted to provide clear and transparent guidance

### **Development Management**

- A member Task and Finish Group reviewed the recent changes to the Planning Committee and concluded that the revised committee arrangements were working well but that the Committee should be smaller and more focused.
- 66 major planning applications were received during the year (outside of the South Downs National Park) representing a continued increase (2013/14 – 59, 2012/13 - 44 and 2011/12 - 27). This is a consequence of our housing land supply position over recent years and the emphasis of the National Planning Policy Framework on securing growth in the economy through the delivery of new housing, but also as a result of key development sites being identified through the emerging Local Plan and Neighbourhood Plans. 88% of major applications were determined within their target date of 13 weeks (or an agreed extension of time) which considerably exceeded the national performance target.
- 1,546 planning applications were submitted during the year within the CDC area. 901 applications were submitted within the SDNP area representing an increase of 23% from the previous year. Within the CDC area, 75% of 'minor' and 83% of 'other' (mainly domestic) applications were determined within 8 weeks (or an agreed extension of time) and as a result, all three national application performance indicators were met. Appeal performance was also strong with less than 30% of all appeals in the year being allowed, below the national average.

### **Planning Enforcement**

- 621 new enforcement complaint cases were received, 40 formal notices were served including 5 Temporary Stop Notices and 5 Tree Replacement Notices. 652 cases closed, thereby reducing the number of cases on hand from 410 to 368. A high level of service delivery and performance against the Council's indicators for complaint investigation was maintained.

### **Conservation and Design**

- The Team responded to 1,400+ planning applications, including applications from Arun District Council. The existing conservation area appraisal for Tangmere was reviewed along with changes to the boundary.
- The Council's register of historic environment at risk has been updated and information posted on the Council's website.

The South Downs National Park LiDAR Project is revealing significant new and important information about early settlement within the now wooded areas of the National Park.

- The team led on the preparation of Planning Concept Statements for two of the Strategic Development Locations at West of Chichester and Westhampnett which have helped to inform the development of masterplans and proposals for these locations.
- Completion of an agreement with Arun District Council to provide archaeological advice following the withdrawal of the West Sussex County Council service.





### **Building Control**

- Whilst a proportion of market share has been diverted to the private sector (Approved Inspectors), the Service received 988 Building Regulations applications during the year, compared to 974 for 2013/14. Income was some £464,303 and as a consequence, the net cost of the chargeable account showed a surplus of some £10,403.

### **Planning Policy**

- During the year significant progress was made towards adoption of the new Local Plan which was submitted for examination in May 2014. The Examination Hearings ran between September and December and were well attended by members of the public, local interest groups and developers. Following an audit of the evidence base in relation to the amount of housing provided for in the plan the Council decided to increase the housing provision figure from 410 to 435 dwellings per annum. This, along with other modifications to the plan was the subject of further public consultation following which the Inspector indicated that there was no need for any further hearings. The Inspector's report subsequently confirmed that the Plan with modifications is sound and it has now been adopted by the council.
- The production of neighbourhood plans by parish councils within the Local Plan area continues with some of the highest levels of community involvement in plan-making in the country. Both Kirdford and Loxwood Neighbourhood Plans are now part of the statutory development plan. A number of other plans are at an advanced stage and the Council has appointed a new Neighbourhood Planning Officer to support the parish councils in this important work.
- The proposed Community Infrastructure Levy (CIL) Charging Schedule has been subject to two rounds of statutory consultation and following amendments has been submitted for examination. If successful this will allow the Council to charge a levy on residential and retail development to help pay for essential infrastructure. The Council also consulted on a new Planning Obligations and Affordable Housing Supplementary Planning Document (SPD) to sit alongside the CIL and it is intended that this will be adopted at the same time as the CIL.

**Cabinet Member: Housing & Planning**

PI Code	Short Name	Assessment	2013/14 Outturn	2014/15 Target	2014/15 Outturn	Status	Trend - 2013/14 v 2014/15	Commentary	2015/16 Target
<b>Housing</b>									
LPI 2.1	Percentage of homeless applications decided within 33 days	Higher is better	72.1%	75%	55.1%		Weaker	During the 2014/15 financial year a total of 98 applications were decided of which 54 were decided within 33 working days giving a percentage of 55.1%. The majority of cases decided outside of 33 working days were complex cases or they were delayed to benefit the applicant.	75%
LPI 204	Homelessness Prevention - The percentage of housing advice cases where homelessness is threatened and homelessness is prevented	Higher is better	66.2%	60%	60.3%		Weaker	During 2014/15 we have dealt with 479 households threatened with homelessness, and of these homelessness was prevented in 289 cases, giving a prevention percentage of 60.3%.	60%
Page 19 LPI 227	Percentage reduction in the number of rough sleepers in the District	Higher is better	77%	80%	64.1%		Weaker	The average number of rough sleepers reported at the monthly Rough Sleepers Panel was 14. It is inevitable that there will be rough sleeping population because there are services in the area to assist this group of people, so they are attracted to Chichester from the surrounding areas where there may be no services provided to assist them.  Whilst the Government wishes to reduce rough sleeping to zero it is considered that the target is not achievable. This indicator has therefore been removed in 2015-16.	N/a
	LPI 239	Number of affordable homes delivered on market sites	Higher is better	91	110	164		Better	Following a period of slow delivery of affordable housing in the district delivery has now picked up and in 2014-15 164 affordable homes were delivered through our planning policy requirements on market sites. The target of 550 homes is set for the overall strategy period running from 2013-14 to 2017-18 at an average of 110 per year. Forecasts indicate this target is achievable with 255 homes delivered in the first two years.

PI Code	Short Name	Assessment	2013/14 Outturn	2014/15 Target	2014/15 Outturn	Status	Trend - 2013/14 v 2014/15	Commentary	2015/16 Target
<b>Housing (continued)</b>									
LPI 240	Number of additional affordable homes enabled by the Council.	Higher is better	13	30	113		Better	Following a period of slow affordable housing delivery in the district delivery has now picked up and in 2014-15 113 affordable homes were enabled by the council by utilising council funds to lever in investment from the HCA and registered providers. A target of 150 homes is set for the overall strategy period running from 2013-14 to 2017-18 at an average of 30 per year. Forecasts indicate this target is achievable with 126 homes delivered in the first two years.	30
<b>Land Charges</b>									
LPI 48a	Percentage of all searches carried out within 10 working days	Higher is better	100%	100%	46.6%		Weaker	The turnaround time did improve as a consequence of filling a vacant post. However there were severe problems with the new IT system which stopped Land Charges processing searches for a period of time, these problems have been partially resolved, but fundamental flaws remain that slow the searching process down and will not be resolved until the next upgrade, timescales of which are currently unknown.	100%
LPI 48d	The percentage of all personal search appointments offered within 72 hours	Higher is better	100%	95%	100%		No change		95%
<b>Planning Services</b>									
LPI 187a	Processing of planning applications determined in 13 weeks: Major applications (excludes applications from the SDNP area)	Higher is better	67.34%	60%	88.10%		Better	The cumulative performance figure for the year is 28% above the national target which is a significant achievement.	60%
LPI 187b	Processing of planning applications determined in 8 weeks: Minor applications (excludes applications from the SDNP area)	Higher is better	66.57%	65%	75.47%		Better	The cumulative performance figure for the year is 10% higher than the national target, which again is a significant achievement given the historical difficulty in meeting it.	65%
LPI 187c	Processing of planning applications determined in 8 weeks: Other applications (excludes applications from the SDNP area)	Higher is better	77.91%	80%	83.49%		Better	The cumulative performance figure for the year exceeded the national target and in conjunction with the other two targets is a significant achievement for the Development Management Service.	80%

## **Environment**

### **Key Areas of Responsibility**

- Environmental Policy
- Environmental Health
- Licensing
- Farmers' Markets
- Emergency Planning
- Health Protection
- Coast Protection and Land Drainage
- Waste, Cleansing and Recycling Services
- Vehicle Workshops and MOTs
- Grounds Maintenance
- Parks and Open Spaces
- Public Conveniences

### **Environmental Management**

- 2 responsible dog events have been held relating to recreational disturbance.
- 80 new cycle racks have been installed in Chichester, together with a raft of cycle promotion activities including rider training, guided rides and events.
- A new Air Quality Action Plan has been drafted which will steer our work from 2015 to 2020.
- The Council joined the "Your Energy Sussex" partnership, to deliver energy efficiency and renewable energy project for businesses and residents.
- A new Local Biodiversity Action Plan 2015-19 with emphasis on conserving and enhancing ecological networks has been put in place. New development policies have been included in the Local Plan to protect wildlife and the team has commented on 324 planning applications.
- Support has continued for the Graylingwell and Solent-wide recreational mitigation projects to protect the birds of Chichester Harbour and with Arun DC/RSPB we are introducing similar strategies for Pagham harbour.

### **Coast Protection**

- Phase three of five year Beach Management Plan has been completed. An additional £250,000 grant enabled replacement protection at Solent Way Selsey.

### **Emergency Planning**

- A review of the Emergency Planning role has now been completed and we are now working in partnership with Arun District Council.

### **Health Protection**

- Coaching in 'Safer Food Better Business' continued with 40 people receiving bespoke training on site to aid them in meeting legal requirements.
- The food hygiene refresher course continued for businesses with 16 people having received training during the year together with the nationally recognised Level 2 Food Hygiene training to local businesses with 136 persons having passed the course.

- In support of local businesses, free Health and Safety training has been provided on topics identified by those businesses as being most needed.
- A nationally recognised initiative continued with our Environmental Health Officers lecturing to college students in Health and Safety and Food Safety matters. Areas covered included lectures to hairdressers on Dermatitis, Asbestos awareness to construction students, Food Safety to catering students and Event Safety to event management students.
- We have signed up to the Sussex Workplace Health Charter which will enable us to promote all aspects of Health and Wellbeing within local businesses this coming year.
- The 'Eat Out Eat Well' scheme progressed. This allows food businesses with good food safety standards to apply and be assessed for a healthy menu award. A total of 6 awards have been given to businesses ranging from hospitals to tea rooms. The Council acted as assessor for all West Sussex schools, enabling awards to be issued this coming year.
- We participated in a Sussex project sampling Spa Pools and looking at their management controls of Legionella, which can lead to often fatal cases of Legionnaires Disease. It was necessary for us to require that one pool close due to an immediate risk to users.

### **Licensing**

- Oversaw the implementation of the Mobile Homes Act 2013 which introduced the most significant changes to the licensing of mobile home sites in over twenty years. This included the introduction of fee charging for licensing functions in cases where a site qualified as a 'Relevant Protected Site'.
- A comprehensive review of local street trading restrictions has engaged the Team in relation to a public consultation into potential changes associated with the current traders market. Appropriate action in relation to illegal street trading continues.

### **Contract Services**

- Westhampnett Depot refurbishment programme is almost complete. Redundant buildings have been removed creating much needed additional parking. Introduction of one way traffic flow for the first time has improved site safety and eased congestion. Improvements to the main office accommodation have been welcomed by staff.
- Working with our residents there has been a significant improvement in the quality of recycling materials collected in the burgundy bins. Education initiatives are on-going with residents sharing communal bins. Work has been completed with WSCC and Viridor so that plastic pots, tubs and trays can now be collected and separated for recycling at the Ford recycling plant.
- The green waste collection service continues to grow in popularity, and at the end of March 2015 there were 11,100 households signed up to the service.







Chichester Contract Services (CCS) has recently taken delivery of two new freighters for the green waste service. These are known as Rotapress freighters which, instead of having the standard compaction bodies, are designed with a body that revolves. These have been fitted with bright new livery.

- The creation of a new Green Spaces and Streetscene Service (encompassing parks, grounds maintenance, tree work and street cleaning) has enabled improvements to be made to the service and efficiency savings to be achieved.
- Dredging work has been completed at Brandy Hole Copse Pond and South Pond Midhurst. At South Pond a partnership project was initiated to improve the biodiversity of the pond. Dredged material has been used to create beds which will be planted with reeds and marginal vegetation to improve the habitat for wildlife. The project which has been managed by the South Pond Group, South Downs National Park Authority and the District Council secured funding from WSCC, SDNPA and CDC.
- The toddler play area at Whyke Oval has been refurbished. In order to make the most of the budget available popular items of equipment were retained and refurbished. This was complimented by the addition of new items that were requested by the community and children from the local school. This includes a sand pit with digger, a trampoline and elements of inclusive play such as musical items and a roundabout that is suitable for wheelchair users.
- Fenwicks café opened in Priory Park in April 2014 and has proved to be a positive addition to the park. The café not only generates income for the Council but has become a focal point for the local community and enhances the offer for visitors to the park. Following the success of this model, officers from Estates, Community Engagement and CCS have worked together to introduce a kiosk at Florence Park.



**Cabinet Member: Environment**

PI Code	Short Name	Assessment	2013/14 Outturn	2014/15 Target	2014/15 Outturn	Status	Trend - 2013/14 v 2014/15	Commentary	2015/16 Target
<b>Licensing</b>									
LPI 117	To determine Licensing Act 2003 applications within 2 months unless mediation negotiations are continuing, there is a hearing or where the applicant has failed to make a complete or valid application	Higher is better	100%	100%	100%		No change		100%
LPI 118	To determine Gambling Act 2005 applications within 2 months unless mediation negotiations are continuing, there is a hearing or where the applicant has failed to make a complete or valid application	Higher is better	100%	100%	100%		No change		100%
<b>Health Protection</b>									
LPI 173	Number of foundation food hygiene certificates awarded	Higher is better	122	80	136		Better		80
LPI 174	Percentage of food premises due for inspection that were carried out	Higher is better	96.9%	100%	98.52%		Better	This represents a very good recovery by the team in the last quarter. Inspections not completed will be carried over into 2015/16.	100%
LPI 179	Percentage of food businesses which are broadly compliant	Higher is better	92.9%	88%	95.7%		Better	This is just under a 3% increase since last year. The improvement reflects our effort to support businesses in improving standards.	93%
<b>Environmental Health</b>									
LPI 133	To audit all premises with Environmental Permits that are due for an audit	Higher is better	100%	90%	100%		No change		100%
LPI 135	To inspect all commercial and high risk domestic private water supplies in accordance with the risk based programme	Higher is better	22	29	29		Better		34

PI Code	Short Name	Assessment	2013/14 Outturn	2014/15 Target	2014/15 Outturn	Status	Trend - 2013/14 v 2014/15	Commentary	2015/16 Target
<b>Environmental Policy</b>									
LPI 193	Per capita reduction in CO2 emissions in the LA area (Data Source: DECC)	Lower is better	-13.8% (2012)	N/a	-17.0% (2013)		Better	The indicator comprises of an annual amount of end user CO <sub>2</sub> emissions across an agreed set of sectors (housing, road transport and business) measured as a % reduction (or increase) of the per capita CO <sub>2</sub> emissions from the 2005 baseline year. Reported annually, but 20 months in arrears.	N/a
<b>Contract Services</b>									
LPI 127	Cost of household waste collection per household	Lower is better	£27.57	£31.00	£33.87		Weaker	Due to the recent refurbishment works at the depot, there have been costs written down to revenue in the year which could not be capitalised. The Valuer has reviewed the asset valuation after the capital expenditure which has subsequently resulted in a downward revaluation and a charge to the depot admin building account. This is then recharged to the services. The impact on this indicator is £175k or £3.16.	£34.63
LPI 184	To increase the amount of recyclable material collected from local businesses from 280 tonnes per annum to 500 tonnes per annum by April 2015	Higher is better	686.23	650	733.43		Better	Target achieved.	N/a
LPI 185	To increase the number of businesses using the Council's recycling services from 230 to 400 by April 2015	Higher is better	364	385	404		Better	Target achieved.	N/a
LPI 191	Residual household waste in Kg per household	Lower is better	437.61	400	434.02		Better	The other districts within West Sussex are all declaring an increase in the amount of residual waste collected. One of the main factors will be due to the improving economic situation.	400
LPI 192	Percentage of household waste sent for reuse, recycling and composting	Higher is better	39.44%	40.00%	40.41%		Better		42.00%

## Community Services

### Key Areas of Responsibility

- Health and Wellbeing
- Careline
- Grants
- Partnerships
- Culture and Arts Support
- Community Engagement and Development
- Family Intervention and Community Safety
- Leisure and Sports Development
- Voluntary Sector
- Foreshores

### Chichester Careline

- Chichester Careline, the only council-run Control Centre for Community Alarms in West Sussex, had their industry standard accreditation known as TSA renewed.
- Careline have worked closely with the company who developed Mindme. This device uses GPS technology to provide a highly mobile emergency 'lifeline'. This gives confidence to carry on living life to the full for early stage Dementia sufferers and their carers.

### Chichester in Partnership

- SelseyWorks was established and had 381 clients, 45% of these come in asking for help in returning to work, 14% Benefits advice, 19% for other reasons including housing, support with form-filling and food vouchers. So far 30 people have been helped into work and 13 self-employed businesses have been set up due to the support that SelseyWorks provides.
- The Community Works project is a work experience and practical employment skills project led by Chichester College, it completed 10 community projects.
- A Dementia Action Plan has been developed by partners.
- For the first time, the partnership held a "showcase" event for our partners. The purpose of the event was to help frontline workers gain knowledge in the services and projects available in the District that they can refer their clients to and to help local services promote what they do and how they can help. The event was a great success with feedback from partners being very positive.
- Key Areas of Work for 2015/16 include:
  - The Dementia Action Plan will be delivered.

### Community Interventions Team

- Think Family continues into Phase 2 having achieved the target of 1,165 West Sussex families being supported to successful outcomes. We have supported 25 families since June 2013 and of these many have been enabled to change their behaviour, reduce their risk of homelessness and find employment opportunities.
- The WSCC Early Help strategy is in place.
- Child Sexual Exploitation (CSE) is high on the CSP agenda and a multi-agency task and finish group has been set up and an action plan developed.

- Key Areas of Work for 2015/16 include:  
The Family Support Network for Chichester will go live in June 2015. The network seeks to link support agencies together to ensure families are given the best chance of getting the right support at the right time.

### **Community Wardens**

- The wardens were involved in the Novium “Showcase” event and made some useful contacts.
- Community Wardens are supporting the Think Family Neighbourhoods work with a variety of projects including sports diversion and setting up a community hub. They have supported the “Ideas into Action Project” a schools project delivered by the Community Engagement Team. They will be part of the Early Help Support Network.
- Key Areas of Work for 2015/16 include:
  - Preparations are underway for the 10 year anniversary of the Community Warden Service. A number of promotional materials have been purchased and Community Wardens have been planning events in all their areas.

### **Community Engagement**

- A number of consultation projects have been supported by the Team this year, including the Council wide Staff Survey. We have a new mobile facility using tablets which will allow both real time face to face interviews, or used as a survey stand in locations such as the Novium or the Leisure Centres.
- Focussing on the Think Family Neighbourhoods, we have developed the “Ideas into Action” project working with the neighbourhood Primary Schools. Children are supported in developing an appreciation for their neighbourhood and identifying the issues they feel need addressing. The project explores Democracy through a mock election, and each school has had at least one practical outcome, supporting young people to improving their local area.
- The Community Facilities Audit, an annual return gathered from Parishes, was completed in April 2014 with an 88% response rate. The database will support the information flow necessary for the Infrastructure Delivery Plan.

### **Sports Development and Outreach**

- Working with Community Wardens and local schools, sports sessions were delivered in Think Family Neighbourhood areas and with identified individuals. A Personal Development Activity Day was successfully delivered involving referred families from across the Chichester District.
- A working group of Chichester Community Development Trust, the University of Chichester, and local volunteers has established “Chichester Parkrun” in Oaklands Park - a weekly 5km run event open to everyone, free to participate in, and fully supported by local volunteers. It is attracting around 100 runners each week and developed a network of over 150 volunteers.
- The Tour of Britain cycle race visited West Sussex for the first time. The Tour covered the northeast part of the District.

An effective marketing campaign and management plan, resulted in thousands of people lining the streets to watch the tour pass through.

### **Chichester Wellbeing**

- The number of new clients using the Wellbeing service has increased by 10% to 1,780 including a marked increase in referrals from GPs. This indicates that the service is becoming recognised as a solution to lifestyle related conditions.
- Key Areas of Work for 2015/16 include:
  - Building better relationships with GPs, pharmacists and other potential referring organisations to further increase referrals to the service.
  - A new diabetes awareness course will start alongside the weight management programme.
  - 2015/16 is the final year of the current funding agreement with West Sussex County Council Public Health.







### **Community Wellbeing**


- We have developed partnership working around the two priority areas of Dementia and low level mental health and emotional wellbeing. The Chichester Dementia Care Forum is delivering work aimed at increasing awareness of the impact that Dementia has on people and how individuals can provide support.
- The work to address low level mental health and emotional wellbeing is developing with partners and involves improving the provision of information and advice, development of a new project designed to increase resilience in young people and training for frontline workers to recognise the signs of mental ill health and tackle the stigma associated with mental health.
- Key Areas of Work for 2015/16 include:
  - The development of the council as a health promoting organisation. Each service area will be encouraged to recognise the role they can play in improving the health and wellbeing of residents during their day to day interactions. We will also work to ensure the council's workforce is provided with opportunities to make healthy lifestyle choices.

### **Foreshores**

- The Foreshore Service operates annually at Bracklesham Bay between April and September. The team are responsible for health and safety and enforcing the local bylaws along the coastal area from Wittering to Pagham Harbour. They routinely provide first aid for the public and deal with many minor injuries and incidents throughout the season. On the rare occasions when incidents are more serious the team have literally been able to save lives. During the 2014/15 season one of the team pulled a man out of the water who had got into difficulties, they resuscitated him and called an ambulance. The man went on to make a full recovery.

## Cabinet Member: Community Services

PI Code	Short Name	Assessment	2013/14 Outturn	2014/15 Target	2014/15 Outturn	Status	Trend - 2013/14 v 2014/15	Commentary	2015/16 Target
<b>Careline</b>									
LPI 210	Careline - Percentage of emergency calls answered within the TSA target of 1 minute	Higher is better	97.22%	97.5%	97.67%		Better	We have ensured our staffing profile matches the call demand in order to meet our targets.	97.5%
LPI 211	Careline - Percentage of emergency calls answered within the TSA target of 3 minutes	Higher is better	99.42%	99%	99.41%		Weaker	We remain flexible in our staffing arrangements in order to respond effectively. Our staff are committed to giving the best possible service.	99%
<b>Community Safety</b>									
LPI 212	Total Reported Crime: Chichester - the percentage increase or decrease in total crime reported compared against the previous rolling year.	Lower is better	-16.1%	-2% against 2013-14 outturn	4.7%		Weaker	There have been changes in recording non-injury violence offences. There have also been increases in reporting of sexual offences and domestic violence which is a positive response to efforts to increase confidence. Burglary and vehicle crime have seen reductions.	No increase on 2014-15 baseline
<b>Health and Wellbeing</b>									
LPI 201	Increase the number of referrals to the Wellbeing Hub from targeted areas	Higher is better	1,621	1,436	1,780		Better	This represents a 10% increase from 2013/14 to 2014/15 in overall referrals to the hub service, within this referrals to the service from Think Family Neighbourhood areas increased by 10%.	1,958 (10% increase)
LPI 234	Percentage of people who are maintaining positive lifestyle changes as result of referral to the Wellbeing Hub after 3 months	Higher is better	82%	80%	85%		Better	The service is having a positive impact demonstrated by the 5% above target outcome achieved.	80%
<b>Leisure and Sports Development</b>									
LPI 243a	Increase public participation by 10% in Sport in Community programmes compared to the previous year.	Higher is better	2,139	2,352	3,101		Better	A real focus on the formation of more collaborative partnerships with local agencies to ensure maximum uptake from those at risk of exclusion from this sort of service has seen a significant increase in numbers beyond that anticipated at the beginning of the year. Would look to consolidate numbers in year ahead.	Sustain current level of participation

PI Code	Short Name	Assessment	2013/14 Outturn	2014/15 Target	2014/15 Outturn	Status	Trend - 2013/14 v 2014/15	Commentary	2015/16 Target
<b>Leisure and Sports Development (continued)</b>									
<b>LPI 243b</b>	Increase in female public participation by 10% in Sport in Community programmes compared to the previous year.	Higher is better	312	343	489		Better	The increase in the physical activity "menu of choice" has resulted in us reaching a wider audience than in previous years.	10% increase

## Finance and Governance

### Key Areas of Responsibility

- Accountancy Services
- Audit
- Procurement
- Corporate Health and Safety
- Legal Services
- Insurance and Risk Management
- Elections
- Revenues and Benefits
- Business Continuity
- Member Services

### Accountancy Services (including procurement, corporate health and safety, insurance, risk management and business continuity)

- Procurement of new 4 year treasury advisors contract, appointing Arlingclose.
- Undertaken a review of the Accountancy Service to achieve the target savings required under the Council's deficit reduction plan.
- Development of training package for budget/service managers.
- Production of Council's accounts for 2013-14 and budget for 2015-16.
- Development of more online services using the Council's HR/Payroll system; Trent e.g. sickness recording and time and expenses.
- Completed a strategic level business continuity test exercise to identify improvements to the Council's plans.
- During 2015-16 key areas of work are:
  - Delivery of specific training for service/budget managers for using Civica and the Finance for Non-Financial managers training.
  - Complete implementation of other Civica modules for fixed asset register and budgeting.
  - Procurement of the new corporate banking service and merchant acquiring service contracts required for 1 April 2016.

### Audit

- During 2014/15 the Audit Section completed a number of audits taken from the three year audit plan. The Council's external auditors are now able to place maximum reliance on the work of the Internal Audit team which has contributed to a reduction in audit fees of over £16,000.

### Legal Services

- The service has supported the Council in dealing with various high profile projects such as the Westhampnett Traveller Site and the replacement of the Combined Heat and Power (CHP) plant at Westgate Leisure Centre.
- The legal team has been involved in a national litigation in respect of land charges search fees.



The national litigation group achieved a national saving of £20 million from the amount claimed by a “due diligence” scrutiny of the claim, and also negotiated the withdrawal of a Competition Act claim of £400 million against Local Authorities.

- The Iken practice management system has now been installed and fully operational since the 2nd July 2014.

### **Electoral Services**

- A significant change to the way electors register to vote took place over the last year and the transition to Individual Elector Registration is still ongoing. The European Election took place in May 2014. Prior to the District, Parish and General Elections in May 2015 the service installed a new software system and ran the most high profile and exhausting election on record through the new system.
- The annual update of the Register of Electors will commence in early August and following the update, the revised register will be published on 1 December 2015. The Police & Crime Commissioner Elections will take place in May 2016, with a possible national referendum also taking place during 2016.







### **Revenues and Benefits Service**




- A new contract with G4S has now been entered into as the council’s cash in transit provider.
- The team has responded positively to the Governments Flood Support scheme and awarded relief to the appropriate householders and ratepayers.
- The RTI (Real Time Information) data matching exercise has been implemented, comparing HMRC data from employers and pension providers with information provided on housing benefit and council tax reduction claims.
- Plans for 2015/16 include;
  - Implement online digital solutions to provide further customer efficiencies.
  - Implement the introduction of Universal Credit in the Chichester District (roll out planned to commence September-December 2015).
  - Transfer our current benefit fraud staff to the single fraud investigation service (SFIS) planned for December 2015.
  - Prepare and implement the Council Tax Reduction scheme 2016-17.
  - Implement FERIS (Fraud and Error Reduction Incentive Scheme), a new DWP (Department for Work and Pensions) initiative which can provide an increased administration grant payment in return for identifying more reductions in housing benefit entitlement.

## **Member Services**

- The team prepared for the District Council election in May 2015, by publishing material for a candidate recruitment campaign, and preparing the post-election induction programme.
- Implementation of new committee management software and IT devices to improve members' access to committee papers, email and other documents.
- Prepared a submission to the Local Government Boundary Commission for England (LGBCE) for a review to reduce the size of the Council from 2019.
- For 2015/16 the team will focus on:
  - After the 2015 District Council elections welcoming members and organising their induction, ensuring they are developed, informed and supported to fulfil their roles effectively as quickly as possible.
  - Coordinating the Council's input into the Local Government Boundary Commission review of the size of the Council.
  - Managing the review of the Members Allowance Scheme for implementation from 1 April 2016.

**Cabinet Member: Finance and Governance**

PI Code	Short Name	Assessment	2013/14 Outturn	2014/15 Target	2014/15 Outturn	Status	Trend - 2013/14 v 2014/15	Commentary	2015/16 Target
<b>Legal Services</b>									
LPI 70	Conveyancing - Industrial Estates - Percentage of draft leases prepared within 10 working days of receiving complete instructions from Estates	Higher is better	100%	80%	100%		No change	Legal Officers have worked hard to maintain (and improve) performance during the changes to the electronic system IKEN.	80%
LPI 71	Contracts - Section 106 Planning Agreements - Percentage of draft agreements prepared within 10 working days of receiving complete instructions from Planning	Higher is better	97%	80%	97%		No change	See above. An expansion on the use of templates and improved process mapping by legal officers has resulted in excellent performance.	80%
LPI 73a	Low / Medium Priority Enforcement Notices – Percentage of notices issued within ten working days of receiving complete instructions from Planning.	Higher is better	100%	90%	91%		Weaker	A significant number of complex judicial reviews and other critical planning matters have impacted upon these lower priority matters, but target has been met. Again, enforces changes to procedures have impacted but been managed by the team.	90%
LPI 74	Prosecutions - Percentage of proceedings to be started within ten working days of receiving complete instructions	Higher is better	63%	95%	90%		Better	The new higher target has not been achieved but should be seen in the context of a 50% improvement in timely completion. This has been impacted by the organisational changes outlined above and also the significant changes and delays caused by the well-publicised problems in the Courts themselves. Failings have been caused in each case where the target was not met by the Court failing to respond within the time set in the Court protocols. The Court has apologised, and improvements have been noted in the latter part of the year.	90%
<b>Revenues and Benefits</b>									
LPI 140	Percentage of Council Tax collected	Higher is better	98.12%	98.20%	98.12%		No change	Matched the 2013/14 outturn, proactively reviewing recovery schedules to maximise recovery.	98.20%
LPI 141	Percentage of Non-domestic Rates Collected	Higher is better	98.00%	97.12%	98.08%		Better	Slight improvement this year, again proactively reviewing recovery schedules to maximise recovery.	98.00%

PI Code	Short Name	Assessment	2013/14 Outturn	2014/15 Target	2014/15 Outturn	Status	Trend - 2013/14 v 2014/15	Commentary	2015/16 Target
<b>Revenues and Benefits (continued)</b>									
LPI 235a	Average number of days taken to process Housing Benefit new claims and change events	Lower is better	7 days	10 days	9 days		Weaker	Plans in place to reorganise the allocation of work to reduce processing times in 2015.	10 days
LPI 235b	Average number of days taken to process Council Tax Reduction new claims and change events	Lower is better	N/a	10 days	9 days		N/a	Again, plans in place to reorganise the teams and how the work is allocated to reduce processing times in 2015.	10 days
<b>Financial Services</b>									
LPI 156	Creditor invoices paid within 30 days	Higher is better	87.16%	92.00%	N/a	N/a	N/a	It is currently not possible to capture the data for this measure. Following the introduction of Civica neither the data nor the report format are available. This is work in progress for the service to resolve.	N/a
LPI 157	Creditor invoices paid within 10 days	Higher is better	43.94%	45.00%	N/a	N/a	N/a		N/a
<b>Member Services</b>									
LPI 58	Percentage attendance of Members (who are expected to attend) at Planning Committee, Overview & Scrutiny Committee, Corporate Governance and Audit Committee, Cabinet and Council.	Higher is better	83.72%	85%	N/a		N/a	Agreed to cease reporting this indicator as more detailed information is now published online.	N/a

## **Support Services**

### **Key Areas of Responsibility**

- Corporate Policy
- Public Relations
- Human Resources
- Customer Services
- Building and Facilities
- Information and Communications Technology
- Project Management
- Organisational Development
- Equalities
- Data Protection & Freedom of Information

### **Building and Facilities Service**

- The team managed the procurement and build of the multi-agency Gypsy and Traveller Transit site at Westhampnett. This provided a 9 pitch site on behalf of all local Councils within West Sussex which is managed by West Sussex County Council.
- Following a re-design of Council office space in 2013-14, a significant portion of the Council's offices were made available for a commercial lease to a private organisation. This project provided valuable income to the Council at a time of decreasing budgets and enabled the authority to make the best use of its assets.
- Plans for 2015/16 include;
  - The refurbishment of the Council's depot at Westhampnett will continue to make best use of the space occupied with a view to enabling the environment to maximise commercial interests.
  - The Avenue de Chartres multi-storey car park will also be undergoing structural refurbishment.
  - The CHP installation at Westgate will be replaced

### **Customer Services and Information and Communications Technology (ICT) Service**

- The service focussed on the delivery of the new digital access strategy. The key objective is to provide more services online and support a flexible, modern workforce.
- The Council's website was updated to enable it to be responsive to mobile devices, making it more user friendly on tablets and smartphones. As a result, the Council received a 4 star rating (top rating) from the Society of IT Managers annual review of Council websites for its ease of use and adaptability.
- Plans for 2015/16 include:
  - The replacement of the Council's 15 year old telephone system to provide additional services to customers and staff. This is a major investment. The service will be working closely with a neighbouring authority with a view to joint procurement or system sharing to reduce costs and achieve better value for money.

- Welcoming newly elected Councillors. The ICT service encouraged these and existing Councillors to take maximum advantage of technology to support them in their role, whilst reducing the printing of hard copy documents providing financial and environmental efficiencies.

### **Human Resources**

- In 2014-15 the HR service was reviewed. Part of this review was to identify opportunities where the service could take advantage of more automated and on-line services. The opportunity for this work was to enable staff to access the information they need from any location with internet access, to reduce travel time and costs in operating from the main offices. As a result staff can submit claim forms, provide instructions, request training and update and access HR records remotely.
- As a large local employer, the Council value its staff and are keen to develop their potential. The service worked with the Business Improvement team to review the workforce development plan. As a part of this review, the importance of providing opportunities for local young people was highlighted. The Council has offered apprentice and work placement opportunities for some years, but the reviewed workforce development plan emphasises the importance of these placements for young people and consequently makes provision to offer more opportunities, either as apprenticeships, internships, graduate placements or work experience.
- Plans for 2015/16 include:
  - A continuation of the roll out of self-serve functionality with all staff records being made available electronically.

### **Public Relations**





- Towards the latter part of the year the service was heavily involved in producing the Councillor Recruitment Campaign in preparation for the 2015 elections. The campaign focused on the role of a Councillor and the contribution that may be made to local communities to encourage local people to offer themselves as a nominee for election.
- The team have continued to develop opportunities to use Council facilities and assets to enable outside organisations to advertise their services. This work provides valuable income for the authority that is used to support delivery of vital services and reflects the Council's proactive adoption of an entrepreneurial approach to generate income. This initiative generated almost £90,000 of new income.
- Plans for 2015/16 include:
  - A significant expansion of the advertising and sponsorship programme will take place to support the Council's income generating activity.
  - The Council will develop a new Communications Strategy which will extend the role of social media.

### **Corporate Improvement Services**

- The team provided valuable input to the Digital Access Strategy.

- The team established Programme Boards to effectively coordinate the resources associated with the delivery of the Council's key projects in the future. There are three boards covering Commercial activity, Business Improvement and Infrastructure. The relevant portfolio holder sits on each Board.
- Plans for 2015/16 include:
  - The team will be keenly involved in ensuring the delivery of the specific actions and projects within the Digital Access Strategy, particularly with regard to the provision of online services. As a part of this involvement, they will advise and support services with a high customer interaction level to ensure their customers are offered the widest access to services.

**Cabinet Member: Support Services**

PI Code	Short Name	Assessment	2013/14 Outturn	2014/15 Target	2014/15 Outturn	Status	Trend - 2013/14 v 2014/15	Commentary	2015/16 Target
<b>Customer Services</b>									
<b>CS MPI 01</b>	Percentage of enquiries (telephone or face to face) to the Customer Service Centre that are resolved at first point of contact	Higher is better	85%	80%	85%		No change	2014/15 outturn represents actual figure for April to February then an averaged figure for March. Reports will now not be available until CRM upgraded.	82%
<b>CS MPI 06a</b>	Percentage of customers satisfied when visiting the Chichester Service Centre	Higher is better	97%	85%	98%		Better	Customer Satisfaction surveys are to be reviewed. Contact Centre staff to concentrate on finding out what customers think of our online services and how they would like to see them improved or new services offered.	N/a
<b>CS MPI 06b</b>	Percentage of customers satisfied when calling the Customer Service Centre	Higher is better	95%	85%	96%		Better		N/a
<b>Personnel</b>									
<b>Page 39 PI 143</b>	Average Number of Working Days Lost Due to Sickness Absence	Lower is better	6.71 days	7 days	8.25 days		Weaker	The average sickness figures per employee for the period 1.4.15 to 31.3.15 is 8.25 days Long Term Sickness = 4.36 days Short Term Sickness = 3.89 days Management have developed a strategy to improve the position over the new financial year.	7 days



# Chichester District Council

## Infrastructure Business Plan

### 2016/2021



5th draft 12 August 2015

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

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# Foreword

The Community Infrastructure levy (CIL) is a new charge that local authorities in England can place on new development in their area. The money generated through the levy will contribute to the funding of infrastructure to support growth. Chichester's CIL will apply to the parts of the district that are not in the South Downs National Park. (The South Downs National Park Authority is preparing its own CIL).

CIL is designed to contribute towards bridging the 'funding gap' between the total cost of new infrastructure required to support development and the amount of funding available from other sources. Chichester's Infrastructure Delivery Plan (IDP) identifies a range of physical, community and green infrastructure projects that will be required to support the level of development as set out in the Chichester Local Plan: Key Policies 2014-2029. Informed by the IDP, a list (known as the Regulation 123 list) identifies which infrastructure projects will be eligible to be funded from the CIL. A proportion of the monies will be handed to the Parish and Town Councils (15% for those without an adopted Neighbourhood Plan, and 25% for those with an adopted Neighbourhood Plan) to be spent on infrastructure of their choice.

This IBP identifies the strategic infrastructure projects necessary to deliver the growth identified in the Chichester Local Plan from the IDP, along with other local projects that have since been put forward for consideration. The IBP provides the methodology for selecting which infrastructure projects have been prioritised for funding from the Community Infrastructure Levy (CIL); which ones will be funded from S106/S278, and which infrastructure projects are to be, or would need to be funded from other sources. Projects that have identified other sources to contribute towards a CIL project, or where Parishes have come together as a cluster to jointly pool their CIL to fund an infrastructure project are also more likely to be chosen for inclusion within this IBP.

Projects to be funded from S106 have been identified as 'committed', this is because the required infrastructure is directly related to providing mitigation related to a planning application (up to five separate planning obligations can be pooled). These infrastructure projects don't need to be prioritised as there is more certainty that they will be provided alongside the development.

Projects to be funded from the CIL relate to the cumulative growth of the area, and aren't restricted by pooling. These projects need to be prioritised because the amount of anticipated CIL receipts will be insufficient to fund all the projects that have been put forward. The long list of projects is identified in Appendix A.

The criteria for prioritising projects are explained in section 4. The projects selected are those that are directly related to the growth of the area identified in the Local Plan to 2029, or help to unlock growth. The IBP provides a strategy to ensure that a balanced approach has been taken in selecting the projects to be funded from CIL

## **Definition of Infrastructure**

The Planning Act 2008 (Section 216) defines infrastructure as including:

- a) Roads and other transport facilities,
- b) Flood defences,
- c) Schools and other educational facilities,
- d) Medical facilities,
- e) Sporting and recreational facilities,
- f) Open spaces, and
- g) Affordable housing (being social housing within the meaning of Part 2 of the Housing and Regeneration Act 2008 (c.17) and such other housing as CIL regulations may specify).

Affordable housing has not been identified in this IBP as it is treated separately and is provided through S106 without any pooling restrictions. However, the City, Town, and Parish Councils can use their proportion of the CIL to provided additional affordable housing if they wish.

## **How to use this document**

It is suggested that the Executive Summary is read first, as this summarises the key information contained within each section of this document. The sections within the main body of the document provide this information in greater detail and the appendices provide further useful reference material.

# 1 Executive Summary

## The Purpose of the Infrastructure Business Plan

1.1 This Infrastructure Business Plan (IBP) has been prepared by a working party of officers from Chichester District Council and West Sussex County Council in close liaison with the Parish and Town Councils and Ward Members within the Local Plan area; nominated County Councillors; Strategic Sites developers; and with input from relevant Infrastructure Delivery Commissioners. It sets out the current understanding of infrastructure required to support the delivery of the Chichester Local Plan to 2029 on the basis of a five year rolling programme. It has been prepared in accordance with Regulation 123 of the Community Infrastructure Regulations 2010 (as amended) and builds upon the Regulation 123 List. It should be noted that the infrastructure list is not exhaustive and as time progresses and future IBPs developed it is expected that additional and or alternative infrastructure requirements will be defined. Such projects will require individual assessment and be subject to the same tests that have determined the projects in this IBP. This will confirm the appropriate delivery mechanism such as the Community Infrastructure Levy (CIL) with other identified funding sources or S106. At this time however and prior to periodic review this IBP project list represents the current understanding of projects appropriate to fund via the CIL and therefore confirms that no double counting will take place. Detailing a clear approach to prioritisation of infrastructure to be funded (in whole or part) through the CIL it provides a robust evidence base upon which to further refine an appropriate approach to delivery.

1.2 The IBP will support the implementation of the Local Plan and helps to justify the CIL Charging Schedule and Planning Obligations and Affordable Housing Supplementary Planning Document.

1.3 The IBP has been prepared collaboratively with the three tiers of local government (District, County and Parish/Town Councils) and in close cooperation with infrastructure delivery commissioners including strategic site developers, to ensure that development within the Chichester plan area is supported by the timely provision of infrastructure. The IBP will be rolled forward and updated each year and will be subject to annual review remaining continually revised to reflect development delivery rates and adjusted infrastructure requirements across the plan area.

## Policy Context

1.4 The importance of robust infrastructure planning is emphasised in the National Planning Policy Framework (NPPF) which states that:

Local Planning Authorities should work with other authorities and providers to:

- Assess the quality and capacity of infrastructure for transport, water supply, wastewater and its treatment, energy (including heat), telecommunications, utilities, waste, health, social care, education, flood risk and coastal change management, and its ability to meet forecast demands; and
- Take account of the need for strategic infrastructure including nationally significant infrastructure within their areas.

1.5 The NPPF emphasises the importance of identifying and coordinating development requirements, including the provision of infrastructure. Planned infrastructure should be delivered in a timely fashion and local authorities should work with neighbouring authorities and transport providers to develop strategies for the provision of viable infrastructure necessary to support sustainable development.

1.6 The Government’s planning practice guidance states that as part of the Local Plan process, local authorities should identify what infrastructure is required and how it can be funded and brought on stream at the appropriate time whilst ensuring that the requirements of the plan as a whole will not prejudice the viability of development.

1.7 This IBP has sought to apply a consistent approach apportioning infrastructure by Spatial Area as follows:

- Cross-authority projects
- Spatial Planning Areas as identified in the Local Plan
  - East – West Corridor
  - Manhood Peninsula
  - Plan area (North)

### **Infrastructure Projects**

1.8 The IBP process started by identifying all of the infrastructure requirements necessary to support anticipated growth set out in the Local Plan to 2029, and Infrastructure Delivery Plan (IDP). The Infrastructure Project list has drawn upon the projects identified in the Regulation 123 list produced to support the CIL Charging Schedule, and has been worked up to reflect as accurately as possible the latest understanding of anticipated project requirements. It must be noted that this IBP project list is a reflection of current day understanding and is not exhaustive of future requirements. Periodic review of the project list and publication of future IBPs is anticipated to refine the understanding of infrastructure requirements with additional and or alternative items added. This current project list has however been reviewed by the IBP officers working group.

1.9 Section 3 therefore provides a comprehensive list of currently identified projects including those to be funded under CIL, S106 or by other identified funding sources. This detailed level of appreciation is critical in order to appropriately undertake a process of prioritisation. An indicative project cost has been established for all projects which are based on current cost estimates. The costs associated with projects will be kept under review.

## CIL Infrastructure Prioritisation

1.10 Section 4 of this IBP provides a clear approach and process for prioritising infrastructure. A transparent process for prioritising infrastructure is needed because CIL receipts will not be sufficient to fund all infrastructure required within the Plan area. Prioritisation facilitates a considered approach towards infrastructure delivery and will support the effective management of resources.

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

- The Development trajectories
- Prioritisation of Infrastructure projects
- Phasing of Infrastructure.

1.12 Infrastructure delivery is intrinsically aligned to growth and the necessity to mitigate the impacts arising from development. The development trajectories detailed in Appendix B of this paper therefore represent current projections aligned with the draft Local Plan: Key Policies trajectory, but must remain under continual review as annual monitoring of the Infrastructure Business Plan is undertaken.

1.13 Prioritisation of projects should be guided by a review of the Infrastructure Business Plan. A consistent and common approach across all stakeholders is essential if an appropriate approach is to be established towards the phased funding and delivery of infrastructure. The following categories are suggested in support of the prioritisation process:

**Table 1: Infrastructure Prioritisation Categories**

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

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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
- 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
- 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.

1.14 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.

### CIL Implementation Plan

1.15 Section 5 of this IBP presents the outcomes of the initial infrastructure prioritisation undertaken as part of this IBP providing a more detailed understanding of those projects considered appropriate to fund (in part or in whole) under the CIL. This is provided by Spatial Planning Area and clearly indicates the short, medium and long term delivery requirements. (short is defined as 2016 to 2021, and medium/long term from 2021 – 2029).

1.16 The joint Chichester District Council/West Sussex County Council officers (Growth and Infrastructure) Group will work with stakeholders in order to refine projects to facilitate the production of a more detailed understanding of cashflow modelling. A clear understanding of CIL receipts against anticipated expenditure requirements is essential to provide a robust Infrastructure Business Plan that can effectively manage the call on resources and requirements to mitigate pressures arising from growth. The ability to identify appropriate funding sources is essential given the anticipated funding gap. The table below summarises the projects identified for the short term (2016-2021) to date, where the costs/phasing is known. This will change as further project information is known.

Short term CIL Implementation Action Plan 2016-2021							
Prioritisation	Location	Project type	Project name	Project Status	Estimated cost and other funding sources	Amount sought from CIL at present	Amount to be granted from CIL by year
Critical	No CIL projects						
Essential IBP/330	East-West Corridor Chichester locality	Education – primary schools	Expansion of existing primary school(s) across the Chichester locality by up to 1/2 Form Entry	Select for CIL funding provided other funding sources are found to contribute to the overall costs as the County Council has a statutory	£2m for ½ Form Entry (subject to feasibility & site assessment)  Basic Needs Grant will need to be secured for this project to reduce the funding required from CIL	£2m	<b>£1m in year 2018/19</b>

Essential IBP/331	East-West Corridor Bourne locality	Education – primary schools	Expansion of existing primary schools across the Bourne locality in excess of 1/2 Form Entry	duty to provide school places Select for CIL funding provided other funding sources are found to contribute to the overall costs as the County Council has a statutory duty to provide school places	£2m for ½ Form Entry (subject to feasibility & site assessment)  Basic Needs Grant will need to be secured for this project to reduce the funding required from CIL	£2m	<b>£1m in year 2019/20</b>
Essential IBP/332	Manhood Peninsula Manhood locality	Education – primary schools	Expansion of existing primary schools across the Manhood locality in excess of 1/2 Form Entry	Select for CIL funding provided other funding sources are found to contribute to the overall costs as the County Council has a statutory duty to provide school places	£2m for ½ Form Entry (subject to feasibility & site assessment)  Basic Needs Grant will need to be secured for this project to reduce the funding required from CIL	£2m	<b>£1m in year 2020/21</b>
Essential IBP/536	North of the District	Primary, Secondary, sixth form and special educational needs	Expansion of existing primary schools across the Billingshurst locality by up to 1/2 Form Entry	Select for CIL funding provided other funding sources are found to contribute to the overall costs as the County Council has a statutory duty to provide school places	£500,000 for school places within this phase (subject to feasibility & site assessment)  Basic Needs Grant will need to be secured for this project to reduce the funding required from CIL	£500,000	<b>£250,000 in year 2019/20</b>
Essential IBP/398	East-West Corridor Chichester City (W of Chichester	Community Healthcare/primary Care facilities/improvements	Medical Centre	Select for CIL funding provided the majority of the costs are found	£3.3m total NHS sources/LIFT/Third party development (£2m expected to be funded from	£1.3m	<b>£1.3m in year 2020/21</b>

	SDL)			from other sources. This project can demonstrate that it will assist the growth of the area.	LIFT)		
Essential IBP/533	East-West Corridor Chichester City	Public and Community Services - Ambulance	Chichester South Ambulance Community Response Post  Changes to the Ambulance Service infrastructure to meet projected patient demand, will include the establishment of additional "cover points" (Ambulance Community Response Posts) in the Northern and Southern areas of Chichester. These operating units will be supported by/from the Chichester Make Ready Centre (MRC), located in Tangmere	Select for CIL funding as this project can demonstrate that it will assist the growth of the area	£45k	£45k	<b>£45k in year 2016/17</b>
Essential IBP/532	East-West Corridor Chichester City	Public and Community Services - Ambulance	Chichester North Ambulance Community Response Post  Changes to the Ambulance Service infrastructure to meet projected patient demand, will include the establishment of additional "cover points" (Ambulance Community Response Posts) in the Northern and Southern areas of Chichester. These operating units will be supported by/from the Chichester	Select for CIL funding as this project can demonstrate that it will assist the growth of the area	£58k	£58k	<b>£58k in year 2016/17</b>

Essential IBP/350	East-West Corridor Chichester City	Smarter Choices	Make Ready Centre (MRC), located in Tangmere High intensity behaviour change programme (new commercial & residential development, existing employers & schools, personalised travel planning) for Chichester City	Select for CIL funding as this project can demonstrate that it will assist the growth of the area	£240k	£240k	<b>£120k in each year from 2016 to 2021</b>
Policy High IBP/195	District-wide	Biodiversity measures	Ecological connectivity – improve connectivity within the local ecological networks, in particular between important habitats/corridors and development sites to facilitate species migration	Not selected at this stage due to lack of details	Cost unknown Grant funding, Local fundraising		£0
Policy High IBP/194	District-wide	Biodiversity measures	Biodiversity Opportunity Areas – creation, restoration and enhancements of BAP habitats and wildlife corridors within the Biodiversity Opportunity Areas (BOA) and buffers around BOAs, across the District	Not selected at this stage due to lack of details	Cost unknown Grant funding, Local fundraising		£0
Policy High IBP/196	East-West Corridor Chichester City	Biodiversity measures	Brandy Hole Copse – restoration and enhancement works at Brandy Hole Local Nature Reserve	Select for CIL funding as this project supports the growth of the area	£10,000	£10,000	<b>£10k in year 2020/21</b>
Policy High IBP/307	East-West corridor Southbourne	Green Infrastructure	Establishment and maintenance of an accessible Green Ring around the village of Southbourne, providing a variety of green infrastructure assets, including informal open	Once costs and other funding sources are known this project could be selected for CIL funding as this project	Cost unknown Sport England, Sustrans, WSCC Parish Council		£0

Policy High IBP/292	Manhood Peninsula Hunston	Flood and coastal erosion risk management	space, allotments, a playing field, a footpath/cycleway network, children's play areas Hunston - Local Drainage - Pelleys Farm Culvert Construction	supports the growth of the area  Not selected for CIL funding because this project does not support the growth of the area during this phase. However it could be a reserved project for a later phase.	£20k WSCC est £10k Possible CDC £5k	£5k at least	£0
Policy High IBP/290	Manhood Peninsula	Flood and coastal erosion risk management	Coastal protection – Selsey to Wittering beach management	Not selected for CIL funding because this project does not support the growth of the area	£1m FDGIA est £750k CDC £250k	£0k provided that the expected funding from other sources is obtained	£0
Policy High IBP/293	Manhood Peninsula Selsey	Flood and coastal erosion risk management	Local land Drainage - East Beach Sea Outfall	Selected for CIL funding if the majority of money is funded from other sources. This project can demonstrate that it can assist the growth of the area.	£250k FDGIA / LA contributions £150k	£100k	<b>£100k in year 2020/21</b>
Policy High IBP/289	Manhood Peninsula Birdham	Flood and coastal erosion risk management	Local Drainage - Crooked Lane, Birdham Surface Water Drainage Improvements	Not selected for CIL funding because this project does not support the growth of the area	£100k FDGIA/WSCC	Unknown at present	£0

Policy High IBP/355	East-West Corridor Chichester City	Smarter Choices and promote sustainable modes of transport	RTPI screens at key locations	Select for CIL funding as this project supports the growth of the area.	£150,000 (20 screens)	£150k	<b>£150,000 in year 2020/21</b>
Desirable IBP/306	East-West Corridor Southbourne	Playing fields, sports pitches, related build and children's play areas	Youth skate park (Southbourne Playing fields, sports pitches, related build and children's play areas)	Once costs and other funding sources are identified this project could be selected for CIL funding as this project supports the growth of the area	£80k - £120k From WSCC, Developer contributions, Parish Council	£120k	£0
Desirable IBP/305	East-West Corridor Southbourne	Playing fields, sports pitches, related build and children's play areas	Provision of Artificial Grass Pitch/MUGA (Southbourne)	Once costs and other funding sources are identified this project could be selected for CIL funding as this project supports the growth of the area	£700k - £1m From WSCC, Developer contributions, Sport England, Bourne Community College	£1m	£0
Desirable IBP/304	East-West Corridor Southbourne	Playing fields, sports pitches, related build and children's play areas	Provision of Youth facilities (Southbourne)	Once costs and other funding sources are identified this project could be selected for CIL funding as this project supports the growth of the area	Cost unknown WSCC, Developer contributions		£0
Desirable IBP/302	East-West Corridor Bosham	Playing fields, sports pitches, related build and children's play areas	Re-site football club (Bosham) Shared use of recreation ground public/school/FC unsatisfactory &	Not selected for CIL funding because this project does not support the growth of the	£500k Parish	£500k	£0

Desirable IBP/318	North of the District Kirdford	Landscaping, planting and woodland creation and public rights of way	prohibitive to promotion/advancement New footpaths & Community Amenity Space Development Site North of Village, (Kirdford)	area Parish to consider funding from their CIL. Once costs and other funding sources are identified this project could be selected for CIL funding as this project supports the growth of the area	Cost unknown			£0
Desirable IBP/320	North of the District Kirdford	Public open space	New Road, Parking area and SUDS pond and play area , Butts Common (Kirdford)	Parish to consider funding from their CIL . Once costs and other funding sources are identified this project could be selected for CIL funding as this project supports the growth of the area	Cost unknown			£0
Desirable IBP/534	East-West Corridor Chichester City	Public and Community Services - Police	Part refurbishment of Chichester Police Station	Not selected as Police are directly funded from Council tax . The refurbishment should fit the police funded budget identified	£1m	£300k	£700k self fund via Sussex Police capital budget.	£0
Desirable IBP/321	North of the District Kirdford	Community facilities	Village Social & Recreational Hub On land south east of Townfield (Kirdford)	Parish to consider funding from their CIL. Once	Cost unknown			£0

Desirable IBP/319	North of the District Loxwood	Cycle and pedestrian infrastructure	Improve local footpaths, cycle tracks & equestrian ways parishwide (Kirdford)	costs and other funding sources are identified this project could be selected for CIL funding as this project supports the growth of the area Parish to consider funding from their CIL. Once costs and other funding sources are identified this project could be selected for CIL funding as this project supports the growth of the area	Cost unknown	£0
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### Cashflow and Spending Plan

1.17 The current Funding Gap identified in this IBP if all the above projects are to be selected for funding (even if they are recommended not to be funded) is set out as follows:

	Short Term (2016-2021)	Medium - Long Term (2021-2029)	Across Local Plan Period
Critical Project Costs	£0	£0	£0
Essential Project Costs	£8,143,000	£34,620,000	£42,763,000
Policy High Project Costs	£265,000	£8,648,000	£8,913,000
Desirable Project Costs	£1,920,000	£600,000	£2,520,000
Total Project Costs	£10,328,000	£43,868,000	£54,196,000
<b>Assuming CIL Income*</b>	<b>£8,232,840 less</b>	<b>£20,661,480 less</b>	<b>£28,894,320 less</b>
This includes the Parish proportion, and includes a 5% deduction for the administration of the CIL.	<b>£411,642 = £7,821,198</b>	<b>£1,033,074 = £19,628,406</b>	<b>£1,444,716 = £27,449,604</b>
Additional Funding Required	£2,506,802	£24,239,594	£26,746,396



1.18 The table below shows the projects selected to be funded from Chichester's proportion of the CIL in this first five year IBP period by year

Year 2016/17	Year 2017/18	Year 2018/19	Year 2019/20	Year 2020/21
Expected CIL income 572,040	Expected CIL income 960,120	Expected CIL income 909,720	Expected CIL income 2,842,560	Expected CIL income 2,948,400
Less 25% = 429,030	Less 25% = 720,090	Less 25% = 682,290	Less 25% = 2,131,920	Less 25% = 2,211,300
Less 5% = <b>400,428</b>	Less 5% = <b>672,084</b>	Less 5% = <b>636,804</b>	Less 5% = <b>1,989,792</b>	Less 5% = <b>2,063,880</b>
<b>Amount available to CDC for CIL spend once 25% Neighbourhood proportion and 5% admin costs are deducted</b>				
<b>£400,428</b>	<b>£672,084+£177,428=£849,512</b>	<b>£636,804+£729,512=£1,366,316</b>	<b>£1,989,792+ £246,316 = £2,236,108</b>	<b>£2,063,880+£866,108=£2,929,988</b>
<b>Projects selected for funding</b>				
Ambulance project 533 £45,000	Smarter choices E-W corridor project 350 £120,000	School places E-W project 330 Chichester £1m	School places Bournes project 331 £1m	School places Manhood Peninsula project 332 £1m
Ambulance project 532 £58,000		Smarter choices E-W corridor project 350 £120,000	School places north of district project 536 £250,000	Medical Centre W of Chichester Project 398 £1.3m
Smarter choices E-W corridor project 350 £120,000			Smarter choices E-W corridor project 350 £120,000	Less Smarter choices RTPI screens project 355 £150,000 project
				Smarter choices E-W corridor project 350 £120,000
				Local land drainage East Beach Sea Outfall project 293 £100,000
				Brandy Hole Copse project 196 £10,000
Balance to be banked and carried forward into year 2017/18 £177,428	Balance to be banked and carried forward into year 2018/19 £729,512	Balance to be banked and carried forward into year 2019/2020 £246,316	Balance to be banked and carried forward into year 2020/21 £866,108	Balance to be banked and carried forward into year 2021/22 £249,988

1.19 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 other funding sources that will reduce the call upon CIL Monies.

1.20 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.

1.21 This approach will allow a more considered understanding to be taken towards CIL funding in the future by reference to an agreed set of projects identified for potential funding support and guidelines for the joint officers IBP group to follow in deciding which projects to support in year 2. This will need to be agreed across all stakeholders and represent a shared appreciation of pressures arising from growth across membership of the IBP Group.

### Next Steps

1.22 The following timetable shows the next steps that will lead to the publication of the March 2016 Infrastructure Business Plan.

Action	Date
Workshops with locational groups	April 2015
Joint officer group meeting to prioritise infrastructure	April 2015
Draft IBP for circulation to joint officer group for comment	May/June 2015
Cabinet & WSCC to appoint Members to sit on joint member liaison group	2 June 2015
Draft IBP to CMT	13 July 2015
Draft the report to DPIP & Cabinet explaining progress with IBP & next steps	11 Aug 2015
Draft report to DPIP & Cabinet to be placed on x drive	18 Aug 2015
DPIP to consider the IBP priorities	27 Aug 2015
Joint CDC/WSCC member liaison decision to consult on IBP	4 Sept 2015
Cabinet to consider IBP & any changes resulting from joint CDC/WSCC member liaison group	8 Sept 2015
Council to approve IBP for consultation	22 Sept 2015
CIL to be adopted	Oct/November 2015
Draft IBP to stakeholders for 6 week consultation	1 Oct – 12 Nov 2015
Proposed modifications and revised IDP to CDC/WSCC joint Member liaison Group, with draft Cabinet report for approval to go to Cabinet	Before 12 Dec 2015
IBP to go to DPIP	14 January 2016
IBP to be approved by Cabinet	2 Feb 2016
Budget and allocation of CIL to be approved by Council	8 March 2016
SLA with each delivery partners per annum to ensure timed project delivery	April 2016 onwards
Establish amount of CIL to be passed to Town, City and Parish Councils	End March 2016
CIL passed to Town, City and Parish Councils	End April 2016
Establish amount of CIL to be passed to Town, City and Parish Councils	End September 2016

CIL passed to Town, City and Parish Councils

Spending of CIL monitored – both CDC and reports from Town, City and Parish Councils

Scrutiny and Accountability – Corporate Governance & Audit considers IBP within draft AMR and will report on any amendments as appropriate

End October 2016

October 2016

Late November (probably last Tuesday) 2016

## 2 Purpose of the Infrastructure Business Plan

### Introduction

2.1 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 an approach to prioritising infrastructure requiring funding through the Chichester Community Infrastructure Levy (CIL), which came into force on **xxx September/October/November/December 2015**. It has been prepared in accordance with Regulation 123 of the Community Infrastructure Regulations 2010 (as amended) and builds upon the Regulation 123 List. This approach will remain common to future IBPs that will allow periodic review of the infrastructure project list and ensure all projects necessary to support the delivery of the Local Plan are considered with appropriate funding mechanisms identified.

2.2 The IBP has been prepared by a working party of officers from Chichester District Council and West Sussex County Council in close liaison with the Parish and Town Councils and Ward Members within the Local Plan area; nominated County Councillors; Strategic Sites developers; and with input from relevant Infrastructure Delivery Commissioners.

2.3 The IBP prioritises the infrastructure identified in the Infrastructure Delivery Plan as needed to support anticipated growth in the Local Plan via a five year rolling programme for its delivery, together with possible funding sources broken down by source. The CIL Regulation 123 list identifies which items of infrastructure or infrastructure projects could be funded from CIL. The types of development which will pay the levy, together with the charging rate are set out in the CIL Charging Schedule. Funding from S106 sources and solely from infrastructure delivery partners is considered within this IDP to be committed, and its phasing will be set out in the S106 agreements for each planning application. Projects to be funded from other sources have also been identified in the long list in Appendix A for the sake of completeness.

2.4 There will inevitably be a funding gap as infrastructure requirements will exceed the funds available. CIL will go part way towards bridging the gap, but will be insufficient to 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.

2.5 Prioritisation needs to be informed by the Local Plan housing trajectory (the phasing of development and its supporting infrastructure). This is because infrastructure delivery is aligned with growth and the need to mitigate the impacts arising from both housing and economic development. It will also be prioritised by schemes which have already been prioritised by WSCC Local Committees, and projects which have identified other sources of funding to contribute towards CIL projects. A detailed consideration of the governance structure that has been established to take responsibility for prioritising the delivery of required projects, describing the role of key stakeholders and delivery partners in preparing this IBP, is summarised in Chapter 7.

2.6 The IBP five year rolling programme will be updated each year to reflect the most up to date housing trajectory and evolving development requirements across the plan area. It has thus been written as a 'living' document and will be required to support planning decisions and infrastructure investment priorities, providing both a plan wide and area based appreciation of requirements.

### **Policy and legislative context**

2.7 The IBP has been prepared to reflect national and local policy, and current legislation, including:

- The National Planning Policy Framework (2012)
- The Localism Act (2011)
- The CIL Regulations (2010) (as amended)

### **The National Context**

#### ***The National Planning Policy Framework (2012)***

2.8 The National Planning Policy Framework (NPPF) sets out the Government's planning policy for England, providing a framework within which local people and local planning authorities can produce plans that reflect the needs and priorities of their communities. The IBP takes into account the following aspects of the NPPF:

2.9 At Paragraph 14, the NPPF sets the focus for the NPPF with a presumption in favour of sustainable development and requires that Local Plans plan positively for development and infrastructure required in an area to meet the objectives, principles and policies of the Framework. Paragraph 162, specifically addressing infrastructure planning, notes that local planning authorities should work with other authorities and providers to assess the quality and capacity of transport, water, energy, telecommunications, utilities, health and social care, waste and flood defence infrastructure and its ability to meet forecast demands; taking account of the need for nationally significant infrastructure within their areas.

2.10 Throughout the document the NPPF focuses guidance to encourage those responsible for bringing forward development to recognise and respond to the needs of communities. Development should be of good design and appropriately located. National incentives and relevant local charges will help ensure local communities benefit directly from the increase in development that the Framework seeks to achieve. Revenue generated from development related contributions should help sustain local services, fund infrastructure and deliver environmental enhancement.

2.11 The NPPF also underlines at paragraph 175 that where practical Community Infrastructure Levy charges should be worked up and tested alongside the Local Plan. The Community Infrastructure Levy should support and incentivise new development, particularly by placing control over a meaningful proportion of the funds raised with the neighbourhoods where development takes place.

2.12 The NPPF provides clear direction at paragraph 177 that local planning authorities should ensure infrastructure is deliverable in a timely fashion with planning authorities required to understand both district wide as well as local requirements in preparing Local Plans.

## **CIL Regulations**

### ***The Community Infrastructure Levy Regulations 2010 (2011, 2012, 2013, 2014 and 2015 Amendments)***

2.13 CIL came into effect under the Community Infrastructure Levy Regulations 2010 and was subsequently amended in 2011, 2012, 2013, 2014 and 2015. The purpose of CIL is to provide developers with certainty over costs applicable to development and planning authorities with the flexibility to direct funds to infrastructure as appropriate. It represents a fundamental change from the current funding source through Section 106 obligations, meaning that CIL receipts can fund broader strategic infrastructure to support the growth of the area.

2.14 Section 106 obligations are currently the main mechanism by which new developments fund infrastructure. However, from April 2015, the regulations restrict the pooling of S106 contributions to no more than 5 obligations, and CIL will be the main mechanism for delivering off-site community infrastructure from developer contributions. Although CIL will become the main mechanism for collecting financial contributions from development, Section 106 obligations will still be used to deliver affordable housing and certain site-specific infrastructure needs and mitigation measures. In addition, section 278 agreements will still be used to secure highway improvements to mitigate the impact of new development.

2.15 CIL Regulations have placed limitations on the use of S106 planning obligations by:

- Putting the three tests on the use of planning obligations as set out in the NPPF on a statutory basis for developments which are capable of being charged the Levy;
- Ensuring the local use of the CIL and planning obligations does not overlap. It is important that the CIL Charging Schedule differentiates between any site specific infrastructure projects it intends to continue to seek through S106 contributions, to ensure no double counting takes place between items on the Regulation 123 list, and
- Limiting pooled contributions from planning obligations, from no more than five developments which may be funded by the Levy.

### ***Key elements of CIL***

2.16 In setting the CIL, the charging authority must aim to strike an appropriate balance between the desirability of funding infrastructure required to support the development of its area, (taking into account other sources of funding) and the potential effects of the CIL on the economic viability of development across its area.

2.17 CIL Regulations state that an adopted development plan including compliant infrastructure plans, as set out in a draft or adopted Local Plan are prerequisites for the adoption of CIL. Local authorities will adopt a CIL Charging Schedule that sets out the level of charge and indicative list of infrastructure projects to be funded.

2.18 Subject to viability considerations CIL can be levied on most types of new building development where the gross internal area of new build exceeds 100 square metres. That limit does not apply to new homes, and a charge can be levied on a single home of any size unless it is built by a 'self-builder' (See CIL Regulation 54A and 54B). Once adopted, CIL is mandatory for all eligible development and is chargeable on net additional new floorspace over 100 square metres gross internal area. It is based on a

calculation related to pounds (£) per square metre of development. All new build development will be expected to pay although the regulations do allow for the possibility to apply for CIL relief in regard to identified uses such as affordable housing.

### **Neighbourhood Proportion**

2.19 The CIL (Amendment) Regulations 2013 state that 25% of CIL funds collected from a development will be passed directly to the parish council in which the site is located, if there is an adopted Neighbourhood Plan in place. The amount is reduced to 15% (capped at £100 per existing council tax dwelling per year) in areas without an adopted Neighbourhood Plan. The funds are to be spent on infrastructure projects of their choice. In view of this it will be critical that the city, town and parish councils are fully aware of the implications on infrastructure delivery and work with Chichester District Council and West Sussex County Council and other infrastructure delivery commissioners in order that the provision of new local community facilities can be planned in partnership.

2.20 Whilst the CIL is intended to incentivise development at the local level it is critical that the collection and spend of receipts is managed in a holistic manner that balances local and plan-wide requirements. Often, the plan-wide infrastructure projects may still provide greater mitigation than a small scale project at a local level. These discussions will remain central to the prioritisation process discussed in chapter 4 to ensure the balance between local spend and contributions to larger projects remain appropriate.

### **Local Context**

2.21 The Chichester Local Plan: Key Policies 2014-2029 sets the strategic planning framework for development within the Chichester plan area. It includes strategic policies to manage growth and guide new development.

2.22 The Local Plan vision states:

*“By 2029, the Plan area will be a place where people can:*

- Find a range of jobs that match different skills and pay levels and meet their aspirations for employment;*
- Use their entrepreneurial flair to start and grow creative, innovative and competitive businesses;*
- Follow a socially responsible and more environmentally friendly way of life;*
- Pursue a healthy lifestyle and benefit from a sense of well-being supported by good access to education, health, leisure, open space and nature, sports and other essential facilities;*
- Enjoy a vibrant historic city, thriving towns and villages and areas of attractive, accessible and unspoilt harbours, coast and countryside;*
- Have a quality of life that is enriched through opportunities to enjoy our local culture, arts and a conserved and enhanced heritage;*
- Afford good quality homes to suit their incomes, needs and lifestyles;*
- Live in sustainable neighbourhoods supported by necessary infrastructure and facilities;*
- Feel safe and secure;*
- Move around safely and conveniently with opportunities to choose alternatives to car travel;*
- Take advantage of new communication technologies; and*

- *Feel a sense of community, and feel empowered to help shape its future”.*

2.23 Local Plan Policy 9 outlines contributions required by new developments. The supporting text to this policy acknowledges that contributions will be calculated taking into account provisions of the Community Infrastructure Levy Charging Schedule and some site specific infrastructure through S106 obligations. The Chichester CIL charges are shown in the table below and were established following viability work which struck an appropriate balance between the desirability for CIL funding of infrastructure and the effects of CIL on the economic viability of the district as a whole.

### CIL Charging Schedule

Use of Development	Proposed Levy (£/m <sup>2</sup> )
*Residential – South of the District with 30% affordable housing	£120
*Residential – North of the District with 30% affordable housing	£200
Business (B1b, B1c, B2, B8)	£0
Retail (wholly or mainly convenience)	£125
Retail (wholly or mainly comparison)	£20
Purpose Built Student Housing	£30
Standard Charge (applies to all development not separately defined)	£0

\*With the exception of residential institutions (C2)



# 3 Infrastructure Projects

## Introduction

3.1 Ahead of prioritising infrastructure and considering its delivery against anticipated cashflow and funding opportunities it is necessary to consider infrastructure needs across the plan area in their totality. Consequently, the Infrastructure Business Plan process begins with the current appreciation in this IBP of all infrastructure requirements necessary to support the anticipated growth set out in the Local Plan to 2029. It has been prepared in accordance with Regulation 123 of the Community Infrastructure Levy Regulations 2010 (as amended) and builds upon the Regulation 123 list. As noted previously this project list will evolve as further details are known and the development trajectory refined but at this stage it remains a robust reflection of known requirements.

3.2 An Infrastructure Delivery Plan (IDP), October 2014 identified the 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.

3.3 The IDP has subsequently been updated in preparation of this Business Plan to reflect as accurately as possible the latest understanding of anticipated project requirements and to present a correct and fair indication of the infrastructure needs for the plan area up to 2029. The project lists presented in this chapter represent a refined infrastructure project list having been reviewed in detail by the IBP officers group between February and April of 2015. The project list has been 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 (June 2015)
- Best information currently available for existing or planned infrastructure capacity across the plan area

3.4 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 but that the amount stated is an appropriate and fair estimated value within the currently known parameter. The indicative project cost is based on 2015 figures and will be reviewed where necessary as part of the annual update of the Infrastructure Delivery Plan.

3.5 It is important to also note that the IBP has not currently assessed or estimated the likely requirement of ongoing costs associated to the provision of infrastructure and has focussed wholly on the capital requirement of projects. However, it is acknowledged that CIL allows for the provision to fund ongoing investment and maintenance, as well as revenue costs such as professional fees associated with bringing a project forward. An approach to the modelling and funding of such costs will need to be considered in more detail as the IBP is developed.

3.6 A summary of all projects (excluding Parish Projects) from all funding sources, categorised by spatial planning area, are detailed across the following tables.

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

IBP Id	Term Time	Parish Cluster	Category	Funding Source	Scheme	Funding Sources	Cost Range	Total Maximum Cost £
IBP/195	Short term (2016-2021)	District Wide	Green Infrastructure	CIL	Ecological connectivity – improve connectivity within the local ecological networks, in particular between important habitats/corridors and development sites to facilitate species migration	CIL, Grant funding, Local fundraising	The costs of the works will vary depending on the location and extent of the works to be undertaken	
IBP/194	Short term (2016-2021)	District Wide	Green Infrastructure	CIL	Biodiversity Opportunity Areas – creation, restoration and enhancements of BAP habitats and wildlife corridors within the Biodiversity Opportunity Areas (BOA) and buffers around BOAs, across the District	CIL, Grant funding, Local fundraising	The costs of the works will vary depending on the location and extent of the works to be undertaken	
IBP/288	Short term (2016-2021)	District Wide	Green Infrastructure	Other	Local Drainage – Local watercourse network improvements	WSCC	£250k	£250,000.00
IBP/330	Short term (2016-2021)	East West Corridor	Education	CIL	Expansion of existing primary school(s) across the Chichester locality by up to 1/2 Form Entry	CIL & Basic Need Grant	£2 million for half form entry Subject to feasibility & site assessment	£2,000,000.00

IBP Id	Term Time	Parish Cluster	Category	Funding Source	Scheme	Funding Sources	Cost Range	Total Maximum Cost £
IBP/331	Short term (2016-2021)	East West Corridor	Education	CIL	Expansion of existing primary schools across the Bourne locality in excess of 1/2 Form Entry	CIL & Basic Need Grant	£2 million for half form entry Subject to feasibility & site assessment	£2,000,000.00
IBP/328	Short term (2016-2021)	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 2 Form Entry	S106 & Basic Need Grant	£4.8 - £5.4m (1Form Entry) £8.3 - £9.5m (2Form Entry)	£5,400,000.00
IBP/327	Short term (2016-2021)	East West Corridor	Education	S106	School site and provision of a new primary school for the West of Chichester SDL; 1Form Entry initially but the site should be expandable to 2 Form Entry to accommodate the latter phases of development	S106 & Basic Need Grant	£4.8 - £5.4m (1Form Entry) £8.3 - £9.5m (2Form Entry)	£9,500,000.00
IBP/329	Short term (2016-2021)	East West Corridor	Education	S106	Site for a 1 Form Entry primary school expandable to 2 Form Entry with contributions towards a new 1 Form Entry primary school from Graylingwell site	S106 & Basic Need Grant	£4.8 - £5.4m (1Form Entry)	£5,400,000.00
IBP/305	Short term (2016-2021)	East West Corridor	Green Infrastructure	CIL	Provision of Artificial Grass Pitch/MUGA (Southbourne)	Bourne Community College, WSCC	£700k - £1m From WSCC, Developer contributions, Sport England, Bourne Community College	£1,000,000.00

IBP Id	Term Time	Parish Cluster	Category	Funding Source	Scheme	Funding Sources	Cost Range	Total Maximum Cost £
IBP/307	Short term (2016-2021)	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	Parish Council	£Unknown From Developer contributions, Sport England, Sustrans, WSCC	
IBP/304	Short term (2016-2021)	East West Corridor	Green Infrastructure	CIL	Provision of Youth facilities (Southbourne)	WSCC	£Unknown From WSCC, Developer contributions	
IBP/302	Short term (2016-2021)	East West Corridor	Green Infrastructure	CIL	Resite football club (Bosham)	Parish	£500k	£500,000.00
IBP/196	Short term (2016-2021)	East West Corridor	Green Infrastructure	CIL	Brandy Hole Copse – restoration and enhancement works at Brandy Hole local Nature Reserve	CIL	£10,000	£10,000.00
IBP/306	Short term (2016-2021)	East West Corridor	Green Infrastructure	CIL	Youth skate park (Southbourne)	Parish Council	£80k - £120k From WSCC, Developer contributions, Parish Council	£120,000.00
IBP/308	Short term (2016-2021)	East West Corridor	Green Infrastructure	S106	Amenity tree planting Harbour SPA Solent Disturbance & mitigation Project	Parish Council	£Unknown From Developer contributions, WSCC, CDC	

IBP Id	Term Time	Parish Cluster	Category	Funding Source	Scheme	Funding Sources	Cost Range	Total Maximum Cost £
IBP/191	Short term (2016-2021)	East West Corridor	Social Infrastructure	S106	Westhampnett – new Community Building	S106 (historic receipt). S106 to be secured. New Homes Bonus	Scale of building still to be determined based on complexity of bringing together two sites	
IBP/190	Short term (2016-2021)	East West Corridor	Social Infrastructure	S106	West of Chichester – Temporary community facilities	Provided by Developer under S106	Unknown	
IBP/189	Short term (2016-2021)	East West Corridor	Social Infrastructure	S106	Shopwhyke – Temporary community Facilities	Provide by Developer under S106	Unknown	
IBP/355	Short term (2016-2021)	East West Corridor	Transport	CIL	RTPI screens at key locations	CIL	£150,000 (20 screens)	£150,000.00
IBP/350	Short term (2016-2021)	East West Corridor	Transport	CIL	High intensity behaviour change programme (new commercial & residential development, existing employers & schools, personalised travel planning) for Chichester City	CIL	£120,000 per annum	£120,000.00
IBP/346	Short term (2016-2021)	East West Corridor	Transport	S106	Foot / cycle bridge across the A27 to Coach Road	S106	Directly providing	
IBP/347	Short term (2016-2021)	East West Corridor	Transport	S106	Shared footway / cycleway along south side of A27 to new access to Shopwhyke site	S106	Directly providing	
IBP/345	Short term (2016-2021)	East West Corridor	Transport	S106	Foot / cycle bridge across the A27 south of Portfield Roundabout	S106	Directly providing	

IBP Id	Term Time	Parish Cluster	Category	Funding Source	Scheme	Funding Sources	Cost Range	Total Maximum Cost £
IBP/344	Short term (2016-2021)	East West Corridor	Transport	S106	Kingsmead Avenue / Palmers Field Avenue traffic management	S106	Directly providing	
IBP/343	Short term (2016-2021)	East West Corridor	Transport	S106	Westhampnett Road / Portfield Way (nr Sainsbury's) junction improvement	S106	Directly providing	
IBP/341	Short term (2016-2021)	East West Corridor	Transport	S106	Graylingwell cycle route 2 along north side of Westhampnett Road (opp St James' Road to connect with existing footpath rear of Story Road)	S106	Directly providing	
IBP/340	Short term (2016-2021)	East West Corridor	Transport	S106	Graylingwell cycle route 1 Wellington Road – Oaklands Way	S106	Directly providing	
IBP/339	Short term (2016-2021)	East West Corridor	Transport	S106	A27 improvements to six junctions	S106	£12.8m	£12,800,000.00
IBP/342	Short term (2016-2021)	East West Corridor	Transport	S106	Toucan crossing on Oaklands Way	S106	Directly providing	
IBP/348	Short term (2016-2021)	East West Corridor	Transport	S106	Shopwyke Road diversion	S106	Directly providing	
IBP/332	Short term (2016-2021)	Manhood Peninsula	Education	CIL	Expansion of existing primary schools across the Manhood locality in excess of 1/2 FORM ENTRY	CIL & Basic Need Grant	£2 million for half form entry Subject to feasibility & site assessment	£2,000,000.00
IBP/292	Short term (2016-2021)	Manhood Peninsula	Green Infrastructure	CIL	Hunston – Local Drainage – Pelleys Farm Culvert Construction	WSCC est. £10k possible CDC £5k contribution	£20k	£20,000.00
IBP/289	Short term (2016-2021)	Manhood Peninsula	Green Infrastructure	CIL	Local Drainage – Crooked Lane, Birdham Surface Water Drainage Improvements	FDGIA/WSCC	£100k	£1,000,000.00

IBP Id	Term Time	Parish Cluster	Category	Funding Source	Scheme	Funding Sources	Cost Range	Total Maximum Cost £
IBP/290	Short term (2016-2021)	Manhood Peninsula	Green Infrastructure	CIL	Coast Protection – Selsey – Wittering Beach Management	FDGIA est. £750k CDC est. £250k shortfall £500k	£1.5m	£1,500,000.00
IBP/293	Short term (2016-2021)	Manhood Peninsula	Green Infrastructure	CIL	Local land Drainage – East Beach Sea Outfall	FDGIA / LA contributions shortfall est. £100k	£250k	£250,000.00
IBP/197	Short term (2016-2021)	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 (granted)	£216,000	£216,000.00
IBP/193	Short term (2016-2021)	Manhood Peninsula	Social Infrastructure	S106	Donnington Church Hall – extension	Local fundraising and private donations, S106, NHB or grants?	£250-300k	£300,000.00
IBP/349	Short term (2016-2021)	Manhood Peninsula	Transport	S106	A286 Birdham Road / B2201 (Selsey Tram Roundabout) junction improvement	S106	£150,000	£150,000.00
IBP/318	Short term (2016-2021)	North of the District	Green Infrastructure	CIL	New footpaths & Community Amenity Space (Kirdford)	CIL		
IBP/316	Short term (2016-2021)	North of the District	Green Infrastructure	CIL	To elevate footpath to North Hall (Loxwood)	CIL	£10k	
IBP/320	Short term (2016-2021)	North of the District	Green Infrastructure	CIL	New Road, Parking area and SUDS pond and play area (Kirdford)	CIL		
IBP/321	Short term (2016-2021)	North of the District	Social Infrastructure	CIL	Village Social & Recreational Hub (Kirdford)	CIL		

IBP Id	Term Time	Parish Cluster	Category	Funding Source	Scheme	Funding Sources	Cost Range	Total Maximum Cost £
IBP/317	Short term (2016-2021)	North of the District	Social Infrastructure	CIL	To increase car park capacity (Loxwood)	CIL	£7k	£500,000
IBP/319	Short term (2016-2021)	North of the District	Transport	CIL	Improve local footpaths, cycle tracks & equestrian ways (Kirdford)	CIL		
IBP/536	Short term (2016-2021)	North of the District	Education	CIL	Expansion of existing primary schools across the Billingshurst locality by up to 1/2 Form Entry	CIL and Basic Need Grant	£500k	

IBPId	Term Time	Parish Cluster	Category	Funding Source	Scheme	Funding Sources	Cost Range	Total Maximum Cost £
IBP/535	Medium to long term (2021-2029)	East West Corridor	Education	CIL	New 6 Form Entry secondary school may be required within the Plan period	CIL	£27.3 - £29m	£29,000,000.00
IBP/335	Medium to long term (2021-2029)	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	£75,000 - £100,000	£100,000.00
IBP/336	Medium to long term (2021-2029)	East West Corridor	Social Infrastructure	CIL	Library provision as part of a new community centre or school for the Tangmere SDL; to include shelving and a self- service terminal	CIL	£75,000 - £100,000	£100,000.00
IBP/337	Medium to long term (2021-2029)	East West Corridor	Social Infrastructure	CIL	Library provision as part of a new community facility for development to the east of the city; to include shelving and a self- service terminal	CIL	£75,000 - £100,000	£100,000.00
IBP/338	Medium to long term (2021-2029)	East West Corridor	Social Infrastructure	CIL	Expansion of the services provided by Southbourne Library	CIL	TBC	



IBP/192	Medium to long term (2021-2029)	East West Corridor	Social Infrastructure	CIL	Southbourne – replacement of Age Concern Building (multi-use community building)	Contributions to be sought form a number of Southbourne permissions	£500k broad estimate (assuming tenure of land secured without purchase)	£500,000.00
IBP/360	Medium to long term (2021-2029)	East West Corridor	Transport	CIL	Summersdale cycle route	CIL	£230,000	£230,000.00
IBP/351	Medium to long term (2021-2029)	East West Corridor	Transport	CIL	Chichester bus / rail interchange improvements	CIL	TBC	
IBP/352	Medium to long term (2021-2029)	East West Corridor	Transport	CIL	Northgate Gyratory junction improvement	CIL	£986,000 - £1.6m	£1,600,000.00
IBP/353	Medium to long term (2021-2029)	East West Corridor	Transport	CIL	Westhampnett Road/ St Pancras/ Spitalfield Lane/ St James Road double mini roundabouts junction improvement	CIL	£1.8m - £2.1m	£2,100,000.00
IBP/354	Medium to long term (2021-2029)	East West Corridor	Transport	CIL	Bus lane along A259 approaching Bognor Road Roundabout	CIL	£1.2m	£1,200,000.00
IBP/356	Medium to long term (2021-2029)	East West Corridor	Transport	CIL	Variable Message Signing (VMS)	CIL	£8,000	£8,000.00
IBP/357	Medium to long term (2021-2029)	East West Corridor	Transport	CIL	Southgate Gyratory junction improvement	CIL	£200,000	£200,000.00
IBP/359	Medium to long term (2021-2029)	East West Corridor	Transport	CIL	Portfield cycle route	CIL	£120,000	£120,000.00

IBP/358	Medium to long term (2021-2029)	East West Corridor	Transport	CIL	Gap-filling to complete the Chichester Cycle Network	CIL	£500,000	£500,000.00
IBP/291	Medium to long term (2021-2029)	East West Corridor	Green Infrastructure	CIL	Local Drainage – The Avenue, Hambrook Watercourse re-construction	None	£10k	£10,000.00
IBP/303	Medium to long term (2021-2029)	East West Corridor	Green Infrastructure	CIL	New Sports pitch (Bosham)	Parish/WSCC	£100k From WSCC	£100,000.00
IBP/364	Medium to long term (2021-2029)	East West Corridor	Transport	S106	Chichester - Tangmere cycle route	S106	£630,000	£630,000.00
IBP/365	Medium to long term (2021-2029)	East West Corridor	Transport	S106	Road link between A27 / A285 junction and Tangmere Road	S106	Subject to masterplanning work and TA	
IBP/366	Medium to long term (2021-2029)	East West Corridor	Transport	S106	North / south link road for West of Chichester SDL	S106	TBC	
IBP/367	Medium to long term (2021-2029)	East West Corridor	Transport	S106	St Paul's cycle route	S106	£140,000	£140,000.00
IBP/368	Medium to long term (2021-2029)	East West Corridor	Transport	S106	Parklands cycle route	S106	£440,000	£440,000.00
IBP/369	Medium to long term (2021-2029)	East West Corridor	Transport	S106	Sherborne Road traffic calming	S106	TBC	
IBP/370	Medium to long term (2021-2029)	East West Corridor	Transport	S106	Sherborne Road / St Paul's Road junction improvement	S106	£540,000	£540,000.00
IBP/371	Medium to long term (2021-2029)	East West Corridor	Transport	S106	Cathedral Way / Via Ravenna junction improvement	S106	£170,000	£170,000.00

IBP/361	Medium to long term (2021-2029)	Manhood Peninsula	Transport	CIL	Chichester – Selsey cycle route	CIL	TBC	
IBP/362	Medium to long term (2021-2029)	Manhood Peninsula	Transport	CIL	Selsey – Witterings cycle route	CIL	£200,000	£200,000.00
IBP/363	Medium to long term (2021-2029)	Manhood Peninsula	Transport	CIL	B2145 / B1266 junction improvement	CIL	£100,000	£100,000.00
IBP/376	Medium to long term (2021-2029)	Manhood Peninsula	Transport	CIL	Green links across the Manhood. (GlaM project). Pagham to Medmerry Trail – provision of public footpath and permissive cycle route to B2145 to access track that circles the new EA tidal bund.	CIL	£200,000	£200,000.00
IBP/287	Medium to long term (2021-2029)	Manhood Peninsula	Green Infrastructure	CIL	Coast Protection – Selsey East Beach – Raising of the Sea Wall	FDGIA, a contribution likely to be required (shortfall)	£5m	£5,000,000.00
IBP/570	Medium to long term (2021-2029)	Manhood Peninsula	Green Infrastructure	CIL	Coast Protection - Selsey – Wittering Beach Management 2021-2026	FDGIA est. £750k CDC est. £250k	£1,000,000	£1,000,000.00
IBP/333	Medium to long term (2021-2029)	North of the District	Education	CIL	Expansion of existing primary schools across the Billingshurst locality by up to 1/2 Form Entry	CIL & WSCC (including Basic Need Grant)	£2 million for half form entry Subject to feasibility & site assessment	£1,500,000.00

## 4 CIL Infrastructure Prioritisation

4.1 This section sets out the appropriate approach towards prioritisation of projects to be funded via CIL through the IBP. This draws upon the evidence base and Regulation 123 list that supported adoption of the CIL Charging Schedule. The approach taken within the IBP will be subject to review and iteration when the IBP is updated on an annual basis. This approach will inform regular updates to the Infrastructure Project list to ensure appropriate categorisation of projects against the development trajectory.

### **The Need to Prioritise Infrastructure**

4.2 Chichester District Council recognises that the ability to fund required infrastructure to support projected growth across the plan period requires a robust understanding of the anticipated cashflow. It is very unlikely that CIL receipts will ever 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.

4.3 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.

4.4 The document sets out an appreciation of development timescales and the infrastructure requirements aligned to this trajectory to form the basis for the allocation of CIL receipts. At all stages and points of spend and collection, the relationship between plan-wide, area based, and City, Town, and Parish Council projects will be critical and may need coordination.

4.5 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**

4.6 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***

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

4.8 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.

4.9 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***

4.10 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.

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

## 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
- 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
- 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.

1.14 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.

1.15 The infrastructure prioritisation process is illustrated in the diagram in Appendix C.

# 5 CIL Implementation Plan

5.1. Having outlined all currently identified infrastructure projects under this IBP by Spatial Planning Area and category type in Chapter 3, and outlined the recommended approach towards prioritising that full list of projects, this chapter presents the results of that prioritisation of infrastructure projects for each area. This chapter focuses specifically on those projects identified as potentially funded through CIL income receipts (whether part of wholly funded). The table in chapter 3, paragraph 3.6 also identifies projects to be funded through S106 and other funding sources in order to provide a complete picture of how infrastructure will be provided in this first five years. The full schedule setting out the long list of projects put forward by partners during the life of the Local Plan to 2029 is set out in Appendix A.

Short term CIL Implementation Action Plan 2016-2021							
Prioritisation	Location	Project type	Project name	Project Status	Estimated cost and other funding sources	Amount sought from CIL at present	Amount to be granted from CIL by year
Critical	No CIL projects						
Essential IBP/330	East-West Corridor Chichester locality	Education – primary schools	Expansion of existing primary school(s) across the Chichester locality by up to 1/2 Form Entry	Select for CIL funding provided other funding sources are found to contribute to the overall costs as the County Council has a statutory duty to provide school places	£2m for ½ Form Entry (subject to feasibility & site assessment)  Basic Needs Grant will need to be secured for this project to reduce the funding required from CIL	£2m	<b>£1m in year 2018/19</b>
Essential IBP/331	East-West Corridor Bourne locality	Education – primary schools	Expansion of existing primary schools across the Bourne locality in excess of 1/2 Form Entry	Select for CIL funding provided other funding sources are found to contribute to the overall costs as the County Council has a statutory duty to provide school places	£2m for ½ Form Entry (subject to feasibility & site assessment)  Basic Needs Grant will need to be secured for this project to reduce the funding required from CIL	£2m	<b>£1m in year 2019/20</b>

Essential IBP/332	Manhood Peninsula Manhood locality	Education – primary schools	Expansion of existing primary schools across the Manhood locality in excess of 1/2 Form Entry	Select for CIL funding provided other funding sources are found to contribute to the overall costs as the County Council has a statutory duty to provide school places	£2m for ½ Form Entry (subject to feasibility & site assessment)	£2m	<b>£1m in year 2020/21</b>
Essential IBP/536	North of the District	Primary, Secondary, sixth form and special educational needs	Expansion of existing primary schools across the Billingshurst locality by up to 1/2 Form Entry	Select for CIL funding provided other funding sources are found to contribute to the overall costs as the County Council has a statutory duty to provide school places	£2 million for half form entry (subject to feasibility & site assessment)	£2m	<b>£1m in year 2019/20</b>
Essential IBP/398	East-West Corridor Chichester City (W of Chichester SDL)	Community Healthcare/primary Care facilities/improvements	Medical Centre	Select for CIL funding provided the majority of the costs are found from other sources. This project can demonstrate that it will assist the growth of the area.	£3.3m total NHS sources/LIFT/Third party development (£2m expected to be funded from LIFT)	£1.3m	<b>£1.3m in year 2020/21</b>
Essential IBP/533	East-West Corridor Chichester City	Public and Community Services - Ambulance	Chichester South Ambulance Community Response Post  Changes to the Ambulance Service infrastructure to meet projected patient	Select for CIL funding as this project can demonstrate that it will assist the growth of the area	£45k	£45k	<b>£45k in year 2016/17</b>



Essential IBP/532	East-West Corridor Chichester City	Public and Community Services - Ambulance	<p>demand, will include the establishment of additional "cover points" (Ambulance Community Response Posts) in the Northern and Southern areas of Chichester. These operating units will be supported by/from the Chichester Make Ready Centre (MRC), located in Tangmere</p> <p>Chichester North Ambulance Community Response Post</p> <p>Changes to the Ambulance Service infrastructure to meet projected patient demand, will include the establishment of additional "cover points" (Ambulance Community Response Posts) in the Northern and Southern areas of Chichester. These operating units will be supported by/from the Chichester Make Ready Centre (MRC), located in Tangmere</p>	Select for CIL funding as this project can demonstrate that it will assist the growth of the area	£58k	£58k	<b>£58k in year 2016/17</b>
Essential IBP/350	East-West Corridor Chichester City	Smarter Choices	<p>High intensity behaviour change programme (new commercial &amp; residential development, existing employers &amp; schools, personalised travel planning) for Chichester City</p>	Select for CIL funding as this project can demonstrate that it will assist the growth of the area	£240k	£240k	<b>£240k in year 2017/18</b>
Policy High IBP/195	District-wide	Biodiversity measures	Ecological connectivity – improve connectivity within the local	Not selected at this stage due to lack of	Cost unknown	Grant funding, Local fundraising	

Policy High IBP/194	District-wide	Biodiversity measures	ecological networks, in particular between important habitats/corridors and development sites to facilitate species migration Biodiversity Opportunity Areas – creation, restoration and enhancements of BAP habitats and wildlife corridors within the Biodiversity Opportunity Areas (BOA) and buffers around BOAs, across the District	details Not selected at this stage due to lack of details	Cost unknown Grant funding, Local fundraising			
Policy High IBP/196	East-West Corridor Chichester City	Biodiversity measures	Brandy Hole Copse – restoration and enhancement works at Brandy Hole Local Nature Reserve	Select for CIL funding as this project supports the growth of the area	£10,000	£10,000	£10k in year 2021/22	
Policy High IBP/307	East-West corridor Southbourne	Green Infrastructure	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	Once costs and other funding sources are known this project could be selected for CIL funding as this project supports the growth of the area	Cost unknown Sport England, Sustrans, WSCC Parish Council			
Policy High IBP/292	Manhood Peninsula Hunston	Flood and coastal erosion risk management	Hunston - Local Drainage - Pelleys Farm Culvert Construction	Not selected for CIL funding because this project does not support the growth of the area during this phase. However it could be a	£20k WSCC est £10k Possible CDC £5k	£5k at least		

Policy High IBP/290	Manhood Peninsula	Flood and coastal erosion risk management	Coastal protection – Selsey to Wittering beach management	reserved project for a later phase. Not selected for CIL funding because this project does not support the growth of the area	£1m FDGIA est £750k CDC £250k	£0k provided that the expected funding from other sources is obtained	
Policy High IBP/293	Manhood Peninsula Selsey	Flood and coastal erosion risk management	Local land Drainage - East Beach Sea Outfall	Selected for CIL funding if the majority of money is funded from other sources. This project can demonstrate that it can assist the growth of the area.	£250k FDGIA / LA contributions £150k	£100k	£100k in year 2021/22
Policy High IBP/289	Manhood Peninsula Birdham	Flood and coastal erosion risk management	Local Drainage - Crooked Lane, Birdham Surface Water Drainage Improvements	Not selected for CIL funding because this project does not support the growth of the area	£100k FDGIA/WSCC	Unknown at present	
Policy High IBP/355	East-West Corridor Chichester City	Smarter Choices and promote sustainable modes of transport	RTPI screens at key locations	Select for CIL funding as this project supports the growth of the area.	£150,000 (20 screens)	£150k	<b>£119,988 in year 2020/21 and £30,012 in year 2021/22</b>
Desirable IBP/306	East-West Corridor Southbourne	Playing fields, sports pitches, related build and children's play areas	Youth skate park (Southbourne Playing fields, sports pitches, related build and children's play areas)	Once costs and other funding sources are identified this project could be selected for CIL funding as this project	£80k - £120k From WSCC, Developer contributions, Parish Council	£120k	

				supports the growth of the area		
Desirable IBP/305	East-West Corridor Southbourne	Playing fields, sports pitches, related build and children's play areas	Provision of Artificial Grass Pitch/MUGA (Southbourne)	Once costs and other funding sources are identified this project could be selected for CIL funding as this project supports the growth of the area	£700k - £1m From WSCC, Developer contributions, Sport England, Bourne Community College	£1m
Desirable IBP/304	East-West Corridor Southbourne	Playing fields, sports pitches, related build and children's play areas	Provision of Youth facilities (Southbourne)	Once costs and other funding sources are identified this project could be selected for CIL funding as this project supports the growth of the area	Cost unknown WSCC, Developer contributions	
Desirable IBP/302	East-West Corridor Bosham	Playing fields, sports pitches, related build and children's play areas	Re-site football club (Bosham) Shared use of recreation ground public/school/FC unsatisfactory & prohibitive to promotion/advancement	Not selected for CIL funding because this project does not support the growth of the area	£500k Parish	£500k
Desirable IBP/318	North of the District Kirdford	Landscaping, planting and woodland creation and public rights of way	New footpaths & Community Amenity Space Development Site North of Village, (Kirdford)	Parish to consider funding from their CIL. Once costs and other funding sources are identified this project could be selected for CIL funding as this project supports the	Cost unknown	

Desirable IBP/320	North of the District Kirdford	Public open space	New Road, Parking area and SUDS pond and play area , Butts Common (Kirdford)	growth of the area Parish to consider funding from their CIL . Once costs and other funding sources are identified this project could be selected for CIL funding as this project supports the growth of the area	Cost unknown	
Desirable IBP/534	East-West Corridor Chichester City	Public and Community Services - Police	Part refurbishment of Chichester Police Station	Not selected as Police are directly funded from Council tax . The refurbishment should fit the police funded budget identified	£1m £700k self fund via Sussex Police capital budget.	£300k
Desirable IBP/321	North of the District Kirdford	Community facilities	Village Social & Recreational Hub On land south east of Townfield (Kirdford)	Parish to consider funding from their CIL. Once costs and other funding sources are identified this project could be selected for CIL funding as this project supports the growth of the area	Cost unknown	
Desirable IBP/319	North of the District Loxwood	Cycle and pedestrian infrastructure	Improve local footpaths, cycle tracks & equestrian ways parishwide (Kirdford)	Parish to consider funding from their CIL. Once	Cost unknown	

costs and other  
funding  
sources are  
identified this  
project could  
be selected for  
CIL funding as  
this project  
supports the  
growth of the  
area

# 6 Cashflow and Spending Plan

## Introduction

6.1 This IBP helps to explain the identified priority infrastructure project requirements across the numerous geographies of the Chichester Local Plan area to date and to establish the potential cost of delivering the infrastructure. This section of the IBP builds upon the project costs identified previously and explores the potential funding streams that could meet those costs. An estimation of CIL receipts has been included based on the current housing site trajectory and the current CIL charging rates.

6.2 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

6.3 For the purposes of this IBP an estimation of CIL receipts between 2016 and 2029 has been calculated. This information will be updated as further information becomes available. Until the CIL liability is actually known it can only ever be a best estimate, and it has been based on the following assumptions:

- The trajectory of June 2015 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 collected from retail or student housing, this is because these projects are speculative in nature and as such do not have a timeframe attached to them.
- It also does not take account of the 5% allowed to be used for administration of the CIL.

**Potential CIL revenue from planned housing in Chichester Local Plan period to 2029  
CIL revenue by parish (updated 25 June 2015)**

Parish <sup>1</sup>	Housing provision in Chichester Local Plan: Key Policies	Remaining Local Plan housing requirement following permissions granted	Total identified housing potential <sup>2</sup>	Proposed CIL charging rate per sq.m	Potential CIL revenue from housing development <sup>3</sup>
<b>East-West Corridor</b>					
Bosham	50	50	50	£120	£378,000
Boxgrove	25	25	25	£120	£189,000
Chichester city					
- <i>West of Chichester</i>	1,250	1,250	1,250	£120	£9,450,000
- <i>Westhampnett/NEC (part)</i>	200	200	200	£120	£1,512,000
- <i>Chichester City North</i>			130	£120	£982,800
- <i>Other identified sites</i>			34	£120	£257,040
- <i>Chichester parish housing</i>	235	201	201	£120	£1,519,560
Chichester total	1,685	1,651	1,815		£13,721,400
Chidham & Hambrook	25	0	0	£120	£0
Fishbourne	50	25	40	£120	£302,400
Funtington (part)	0	0	0	£120	£0
Lavant (part)	0	0	0	£120	£0
Oving (inc Shopwyke SDL)	500	0	0	£120	£0
Southbourne					
- <i>Southbourne village</i>	300	53	55	£120	£415,800
- <i>Elsewhere in parish</i>	50	50	50	£120	£378,000
Southbourne total	350	103	105		793,800
Tangmere (including SDL)	1,000	1,000	1,049	£120	£7,930,440
West Thorney	0	0	0	£120	£0
Westbourne	25	25	25	£120	£189,000
Westhampnett (part of SDL)	300	300	300	£120	£2,268,000
<b>Sub-total</b>	<b>4,010</b>	<b>3,179</b>	<b>3,409</b>		<b>£25,772,040</b>
<b>Manhood Peninsula</b>					
Appledram	0	0	0	£120	£0



Birdham	50	0	0	£120	£0
Donnington	50	0	16	£120	£120,960
Earnley	0	0	0	£120	£0
East Wittering & Bracklesham	180	130	130	£120	£982,800
Hunston	25	7	7	£120	£52,920
North Mundham	25	0	0	£120	£0
Selsey	150	0	0	£120	£0
Sidlesham	0	0	0	£120	£0
West Itchenor	0	0	0	£120	£0
West Wittering	50	0	0	£120	£0
<b>Sub-total</b>	<b>530</b>	<b>137</b>	<b>153</b>		<b>£1,156,680</b>
<b>Plan Area (North)</b>					
Lynchmere	10	10	10	£200	£126,000
Kirdford	60	60	60	£200	£756,000
Loxwood	60	43	43	£200	£541,800
Plaistow & Ifold	10	10	10	£200	£126,000
Wisborough Green	60	25	33	£200	£415,800
<b>Sub-total</b>	<b>200</b>	<b>148</b>	<b>156</b>		<b>£1,965,600</b>
<b>TOTAL</b>	<b>4,740</b>	<b>3,464</b>	<b>3,718</b>		<b>£28,894,320</b>

## Notes:

<sup>1</sup> Small parts of the parishes of Eartham, Ebernoe, Fernhurst, Northchapel, Petworth and Stoughton fall within the Chichester Local Plan area, but are unlikely to deliver new housing within the Plan period.

<sup>2</sup> Includes additional housing proposed in draft neighbourhood plans and other identified sites within existing settlement boundaries (e.g SHLAA sites)

<sup>3</sup> Assumes average size of residential units to be built = 90 sq.m & 30% affordable housing (CIL exempt)

This shows that the CIL is expected to raise approximately **£29m** over the lifetime of the plan.

The amount showing the estimated amount of CIL to be passed to the Town and Parish Councils is shown in the tables below

**Potential parish level CIL receipts assuming adopted neighbourhood plans (25% of CIL receipts)**

	Projected CIL receipts							
	2016-17	2017-18	2018-19	2019-20	2020-21	Total 2016-2021	Total 2021-2029	Total 2016-2029
<b>East-West Corridor</b>								
Bosham	£0	£0	£0	£0	£0	£0	£94,500	£94,500
Boxgrove	£0	£0	£0	£0	£0	£0	£47,250	£47,250
Chichester city								
- West of Chichester	£0	£0	£0	£236,250	£236,250	£472,500	£1,890,000	£2,362,500
- Westhampnett/NEC (part)	£0	£0	£0	£0	£0	£0	£378,000	£378,000
- Chichester City North	£56,700	£94,500	£94,500	£0	£0	£245,700	£0	£245,700
- Other identified sites	£24,570	£0	£0	£0	£0	£24,570	£39,690	£64,260
- Chichester parish housing	£0	£0	£0	£0	£0	£0	£379,890	£379,890
Chichester total	£81,270	£94,500	£94,500	£236,250	£236,250	£742,770	£2,687,580	£3,430,350
Chidham & Hambrook	£0	£0	£0	£0	£0	£0	£0	£0
Fishbourne	£0	£47,250	£0	£0	£0	£47,250	£28,350	£75,600
Funtington (part)	£0	£0	£0	£0	£0	£0	£0	£0
Lavant (part)	£0	£0	£0	£0	£0	£0	£0	£0
Oving (inc Shopwyke SDL)	£0	£0	£0	£0	£0	£0	£0	£0
Southbourne								
- Southbourne village	£0	£0	£0	£0	£75,600	£75,600	£28,350	£103,950
- Elsewhere in parish	£0	£32,130	£32,130	£30,240	£0	£94,500	£0	£94,500
Southbourne total	£0	£32,130	£32,130	£30,240	£75,600	£170,100	£28,350	£198,450
Tangmere (including SDL)	£0	£0	£0	£189,000	£189,000	£378,000	£1,604,610	£1,982,610
West Thorney	£0	£0	£0	£0	£0	£0	£0	£0
Westbourne	£0	£0	£0	£0	£0	£0	£47,250	£47,250
Westhampnett (part of SDL)	£0	£0	£0	£189,000	£189,000	£378,000	£189,000	£567,000
<b>Sub-total</b>	<b>£81,270</b>	<b>£173,880</b>	<b>£126,630</b>	<b>£644,490</b>	<b>£689,850</b>	<b>£1,716,120</b>	<b>£4,726,890</b>	<b>£6,443,010</b>
<b>Manhood Peninsula</b>								
Appledram	£0	£0	£0	£0	£0	£0	£0	£0
Birdham	£0	£0	£0	£0	£0	£0	£0	£0
Donnington	£30,240	£0	£0	£0	£0	£30,240	£0	£30,240
Earnley	£0	£0	£0	£0	£0	£0	£0	£0

East Wittering & Bracklesham	£0	£0	£0	£0	£0	£0	£245,700	£245,700
Hunston	£0	£0	£0	£0	£0	£0	£13,230	£13,230
North Mundham	£0	£0	£0	£0	£0	£0	£0	£0
Selsey	£0	£0	£0	£0	£0	£0	£0	£0
Sidlesham	£0	£0	£0	£0	£0	£0	£0	£0
West Itchenor	£0	£0	£0	£0	£0	£0	£0	£0
West Wittering	£0	£0	£0	£0	£0	£0	£0	£0
<b>Sub-total</b>	<b>£30,240</b>	<b>£0</b>	<b>£0</b>	<b>£0</b>	<b>£0</b>	<b>£30,240</b>	<b>£258,930</b>	<b>£289,170</b>
<b>Plan Area (North)</b>								
Lynchmere	£0	£0	£0	£0	£0	£0	£31,500	£31,500
Kirdford	£31,500	£31,500	£31,500	£31,500	£15,750	£141,750	£47,250	£189,000
Loxwood	£0	£34,650	£34,650	£34,650	£31,500	£135,450	£0	£135,450
Plaistow & Ifold	£0	£0	£0	£0	£0	£0	£31,500	£31,500
Wisborough Green	£0	£0	£34,650	£0	£0	£34,650	£69,300	£103,950
<b>Sub-total</b>	<b>£31,500</b>	<b>£66,150</b>	<b>£100,800</b>	<b>£66,150</b>	<b>£47,250</b>	<b>£311,850</b>	<b>£179,550</b>	<b>£491,400</b>
<b>TOTAL</b>	<b>£143,010</b>	<b>£240,030</b>	<b>£227,430</b>	<b>£710,640</b>	<b>£737,100</b>	<b>£2,058,210</b>	<b>£5,165,370</b>	<b>£7,223,580</b>

**Potential parish level CIL receipts assuming no neighbourhood plans (15% of CIL receipts)**

	Projected CIL receipts							
	2016-17	2017-18	2018-19	2019-20	2020-21	Total 2016-2021	Total 2021-2029	Total 2016-2029
<b>East-West Corridor</b>								
Bosham	£0	£0	£0	£0	£0	£0	£56,700	£56,700
Boxgrove	£0	£0	£0	£0	£0	£0	£28,350	£28,350
Chichester city								
- West of Chichester	£0	£0	£0	£141,750	£141,750	£283,500	£1,134,000	£1,417,500
- Westhampnett/NEC (part)	£0	£0	£0	£0	£0	£0	£226,800	£226,800
- Chichester City North	£34,020	£56,700	£56,700	£0	£0	£147,420	£0	£147,420
- Other identified sites	£14,742	£0	£0	£0	£0	£14,742	£23,814	£38,556
- Chichester parish housing	£0	£0	£0	£0	£0	£0	£227,934	£227,934
Chichester total	£48,762	£56,700	£56,700	£141,750	£141,750	£445,662	£1,612,548	£2,058,210
Chidham & Hambrook	£0	£0	£0	£0	£0	£0	£0	£0
Fishbourne	£0	£28,350	£0	£0	£0	£28,350	£17,010	£45,360

Funtington (part)	£0	£0	£0	£0	£0	£0	£0	£0
Lavant (part)	£0	£0	£0	£0	£0	£0	£0	£0
Oving (inc Shopwyke SDL)	£0	£0	£0	£0	£0	£0	£0	£0
Southbourne								
- Southbourne village	£0	£0	£0	£0	£45,360	£45,360	£17,010	£62,370
- Elsewhere in parish	£0	£19,278	£19,278	£18,144	£0	£56,700	£0	£56,700
Southbourne total	£0	£19,278	£19,278	£18,144	£45,360	£102,060	£17,010	£119,070
Tangmere (including SDL) <sup>1</sup>	£0	£0	£0	£113,400	£113,400	£226,800	£930,400	£1,189,566
West Thorney	£0	£0	£0	£0	£0	£0	£0	£0
Westbourne	£0	£0	£0	£0	£0	£0	£28,350	£28,350
Westhampnett (part of SDL) <sup>2</sup>	£0	£0	£0	£32,900	£32,900	£65,800	£32,900	£98,700
<b>Sub-total</b>	<b>£48,762</b>	<b>£104,328</b>	<b>£75,978</b>	<b>£306,194</b>	<b>£333,410</b>	<b>£868,672</b>	<b>£2,723,268</b>	<b>£3,624,306</b>
<b>Manhood Peninsula</b>								
Appledram	£0	£0	£0	£0	£0	£0	£0	£0
Birdham	£0	£0	£0	£0	£0	£0	£0	£0
Donnington	£18,144	£0	£0	£0	£0	£18,144	£0	£18,144
Earnley	£0	£0	£0	£0	£0	£0	£0	£0
East Wittering & Bracklesham	£0	£0	£0	£0	£0	£0	£147,420	£147,420
Hunston	£0	£0	£0	£0	£0	£0	£7,938	£7,938
North Mundham	£0	£0	£0	£0	£0	£0	£0	£0
Selsey	£0	£0	£0	£0	£0	£0	£0	£0
Sidlesham	£0	£0	£0	£0	£0	£0	£0	£0
West Itchenor	£0	£0	£0	£0	£0	£0	£0	£0
West Wittering	£0	£0	£0	£0	£0	£0	£0	£0
<b>Sub-total</b>	<b>£18,144</b>	<b>£0</b>	<b>£0</b>	<b>£0</b>	<b>£0</b>	<b>£18,144</b>	<b>£155,358</b>	<b>£173,502</b>
<b>Plan Area (North)</b>								
Lynchmere	£0	£0	£0	£0	£0	£0	£18,900	£18,900
Kirdford <sup>3</sup>	£31,500	£31,500	£31,500	£31,500	£15,750	£141,750	£47,250	£189,000
Loxwood	£0	£20,790	£20,790	£20,790	£18,900	£81,270	£0	£81,270
Plaistow & Ifold	£0	£0	£0	£0	£0	£0	£18,900	£18,900
Wisborough Green	£0	£0	£20,790	£0	£0	£20,790	£41,580	£62,370
<b>Sub-total</b>	<b>£31,500</b>	<b>£52,290</b>	<b>£73,080</b>	<b>£52,290</b>	<b>£34,650</b>	<b>£243,810</b>	<b>£126,630</b>	<b>£370,440</b>
<b>TOTAL</b>	<b>£98,406</b>	<b>£156,618</b>	<b>£149,058</b>	<b>£358,484</b>	<b>£368,060</b>	<b>£1,130,626</b>	<b>£3,005,256</b>	<b>£4,168,248</b>

Notes:

<sup>1</sup> Tangmere Parish annual CIL receipt would be capped at £116,300

<sup>2</sup> Westhampnett Parish annual CIL receipt would be capped at £32,900

<sup>3</sup> Neighbourhood plan already in place so 25% CIL receipts already guaranteed

The tables below show the potential CIL receipts by geographical sub area by phase, and identifies that **£8m** is available to contribute to the priorities identified during this period inclusive of parish proportion or **£6m** without parish proportion assuming that a neighbourhood plan is in place, or **£7m** if a neighbourhood plan is not in place (and before administrative costs of up to 5% are deducted).

### Potential total CIL receipts from planned housing by Local Plan sub-area

Assumed average dwelling size (internal floor area) = 90 sq.m

All development assumed to provide 30% affordable housing (which is CIL exempt)

CIL contribution per dwelling

- South of Plan area	£10,800
- North of Plan area	£18,000

	Projected CIL receipts							
	2016-17	2017-18	2018-19	2019-20	2020-21	Total 2016-2021	Total 2021-2029	Total 2016-2029
<b>East-West Corridor</b>								
Bosham	£0	£0	£0	£0	£0	£0	£378,000	£378,000
Boxgrove	£0	£0	£0	£0	£0	£0	£189,000	£189,000
Chichester city								
- West of Chichester	£0	£0	£0	£945,000	£945,000	£1,890,000	£7,560,000	£9,450,000
- Westhampnett/NEC (part)	£0	£0	£0	£0	£0	£0	£1,512,000	£1,512,000
- Chichester City North	£226,800	£378,000	£378,000	£0	£0	£982,800	£0	£982,800
- Other identified sites	£98,280	£0	£0	£0	£0	£98,280	£158,760	£257,040
- Chichester parish housing	£0	£0	£0	£0	£0	£0	£1,519,560	£1,519,560
Chichester total	£325,080	£378,000	£378,000	£945,000	£945,000	£2,971,080	£10,750,320	£13,721,400
Chidham & Hambrook	£0	£0	£0	£0	£0	£0	£0	£0
Fishbourne	£0	£189,000	£0	£0	£0	£189,000	£113,400	£302,400
Funtington (part)	£0	£0	£0	£0	£0	£0	£0	£0
Lavant (part)	£0	£0	£0	£0	£0	£0	£0	£0

Oving (inc Shopwyke SDL)	£0	£0	£0	£0	£0	£0	£0	£0
Southbourne								
- Southbourne village	£0	£0	£0	£0	£302,400	£302,400	£113,400	£415,800
- Elsewhere in parish	£0	£128,520	£128,520	£120,960	£0	£378,000	£0	£378,000
Southbourne total	£0	£128,520	£128,520	£120,960	£302,400	£680,400	£113,400	£793,800
Tangmere (including SDL)	£0	£0	£0	£756,000	£756,000	£1,512,000	£6,418,440	£7,930,440
West Thorney	£0	£0	£0	£0	£0	£0	£0	£0
Westbourne	£0	£0	£0	£0	£0	£0	£189,000	£189,000
Westhampnett (part of SDL)	£0	£0	£0	£756,000	£756,000	£1,512,000	£756,000	£2,268,000
<b>Sub-total</b>	<b>£325,080</b>	<b>£695,520</b>	<b>£506,520</b>	<b>£2,577,960</b>	<b>£2,759,400</b>	<b>£6,864,480</b>	<b>£18,907,560</b>	<b>£25,772,040</b>
<b>Manhood Peninsula</b>								
Appledram	£0	£0	£0	£0	£0	£0	£0	£0
Birdham	£0	£0	£0	£0	£0	£0	£0	£0
Donnington	£120,960	£0	£0	£0	£0	£120,960	£0	£120,960
Earnley	£0	£0	£0	£0	£0	£0	£0	£0
East Wittering & Bracklesham	£0	£0	£0	£0	£0	£0	£982,800	£982,800
Hunston	£0	£0	£0	£0	£0	£0	£52,920	£52,920
North Mundham	£0	£0	£0	£0	£0	£0	£0	£0
Selsey	£0	£0	£0	£0	£0	£0	£0	£0
Sidlesham	£0	£0	£0	£0	£0	£0	£0	£0
West Itchenor	£0	£0	£0	£0	£0	£0	£0	£0
West Wittering	£0	£0	£0	£0	£0	£0	£0	£0
<b>Sub-total</b>	<b>£120,960</b>	<b>£0</b>	<b>£0</b>	<b>£0</b>	<b>£0</b>	<b>£120,960</b>	<b>£1,035,720</b>	<b>£1,156,680</b>
<b>Plan Area (North)</b>								
Lynchmere	£0	£0	£0	£0	£0	£0	£126,000	£126,000
Kirdford	£126,000	£126,000	£126,000	£126,000	£63,000	£567,000	£189,000	£756,000
Loxwood	£0	£138,600	£138,600	£138,600	£126,000	£541,800	£0	£541,800
Plaistow & Ifold	£0	£0	£0	£0	£0	£0	£126,000	£126,000
Wisborough Green	£0	£0	£138,600	£0	£0	£138,600	£277,200	£415,800
<b>Sub-total</b>	<b>£126,000</b>	<b>£264,600</b>	<b>£403,200</b>	<b>£264,600</b>	<b>£189,000</b>	<b>£1,247,400</b>	<b>£718,200</b>	<b>£1,965,600</b>
<b>TOTAL</b>	<b>£572,040</b>	<b>£960,120</b>	<b>£909,720</b>	<b>£2,842,560</b>	<b>£2,948,400</b>	<b>£8,232,840</b>	<b>£20,661,480</b>	<b>£28,894,320</b>

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

	Projected CIL receipts							
	2016-17	2017-18	2018-19	2019-20	2020-21	Total 2016-2021	Total 2021-2029	Total 2016-2029
<b>East-West Corridor</b>								
Bosham	£0	£0	£0	£0	£0	£0	£94,500	£94,500
Boxgrove	£0	£0	£0	£0	£0	£0	£47,250	£47,250
Chichester city								
- West of Chichester	£0	£0	£0	£236,250	£236,250	£472,500	£1,890,000	£2,362,500
- Westhampnett/NEC (part)	£0	£0	£0	£0	£0	£0	£378,000	£378,000
- Chichester City North	£56,700	£94,500	£94,500	£0	£0	£245,700	£0	£245,700
- Other identified sites	£24,570	£0	£0	£0	£0	£24,570	£39,690	£64,260
- Chichester parish housing	£0	£0	£0	£0	£0	£0	£379,890	£379,890
Chichester total	£81,270	£94,500	£94,500	£236,250	£236,250	£742,770	£2,687,580	£3,430,350
Chidham & Hambrook	£0	£0	£0	£0	£0	£0	£0	£0
Fishbourne	£0	£47,250	£0	£0	£0	£47,250	£28,350	£75,600
Funtington (part)	£0	£0	£0	£0	£0	£0	£0	£0
Lavant (part)	£0	£0	£0	£0	£0	£0	£0	£0
Oving (inc Shopwyke SDL)	£0	£0	£0	£0	£0	£0	£0	£0
Southbourne								
- Southbourne village	£0	£0	£0	£0	£75,600	£75,600	£28,350	£103,950
- Elsewhere in parish	£0	£32,130	£32,130	£30,240	£0	£94,500	£0	£94,500
Southbourne total	£0	£32,130	£32,130	£30,240	£75,600	£170,100	£28,350	£198,450
Tangmere (including SDL)	£0	£0	£0	£189,000	£189,000	£378,000	£1,604,610	£1,982,610
West Thorney	£0	£0	£0	£0	£0	£0	£0	£0
Westbourne	£0	£0	£0	£0	£0	£0	£47,250	£47,250
Westhampnett (part of SDL)	£0	£0	£0	£189,000	£189,000	£378,000	£189,000	£567,000
<b>Sub-total</b>	<b>£81,270</b>	<b>£173,880</b>	<b>£126,630</b>	<b>£644,490</b>	<b>£689,850</b>	<b>£1,716,120</b>	<b>£4,726,890</b>	<b>£6,443,010</b>
<b>Manhood Peninsula</b>								
Appledram	£0	£0	£0	£0	£0	£0	£0	£0
Birdham	£0	£0	£0	£0	£0	£0	£0	£0
Donnington	£30,240	£0	£0	£0	£0	£30,240	£0	£30,240
Earnley	£0	£0	£0	£0	£0	£0	£0	£0
East Wittering & Bracklesham	£0	£0	£0	£0	£0	£0	£245,700	£245,700

Hunston	£0	£0	£0	£0	£0	£0	£13,230	£13,230
North Mundham	£0	£0	£0	£0	£0	£0	£0	£0
Selsey	£0	£0	£0	£0	£0	£0	£0	£0
Sidlesham	£0	£0	£0	£0	£0	£0	£0	£0
West Itchenor	£0	£0	£0	£0	£0	£0	£0	£0
West Wittering	£0	£0	£0	£0	£0	£0	£0	£0
<b>Sub-total</b>	<b>£30,240</b>	<b>£0</b>	<b>£0</b>	<b>£0</b>	<b>£0</b>	<b>£30,240</b>	<b>£258,930</b>	<b>£289,170</b>
<b>Plan Area (North)</b>								
Lynchmere	£0	£0	£0	£0	£0	£0	£31,500	£31,500
Kirdford	£31,500	£31,500	£31,500	£31,500	£15,750	£141,750	£47,250	£189,000
Loxwood	£0	£34,650	£34,650	£34,650	£31,500	£135,450	£0	£135,450
Plaistow & Ifold	£0	£0	£0	£0	£0	£0	£31,500	£31,500
Wisborough Green	£0	£0	£34,650	£0	£0	£34,650	£69,300	£103,950
<b>Sub-total</b>	<b>£31,500</b>	<b>£66,150</b>	<b>£100,800</b>	<b>£66,150</b>	<b>£47,250</b>	<b>£311,850</b>	<b>£179,550</b>	<b>£491,400</b>
<b>TOTAL</b>	<b>£143,010</b>	<b>£240,030</b>	<b>£227,430</b>	<b>£710,640</b>	<b>£737,100</b>	<b>£2,058,210</b>	<b>£5,165,370</b>	<b>£7,223,580</b>

Potential parish level CIL receipts assuming no neighbourhood plans (15% of CIL receipts)

	Projected CIL receipts							
	2016-17	2017-18	2018-19	2019-20	2020-21	Total 2016-2021	Total 2021-2029	Total 2016-2029
<b>East-West Corridor</b>								
Bosham	£0	£0	£0	£0	£0	£0	£56,700	£56,700
Boxgrove	£0	£0	£0	£0	£0	£0	£28,350	£28,350
Chichester city								
- West of Chichester	£0	£0	£0	£141,750	£141,750	£283,500	£1,134,000	£1,417,500
- Westhampnett/NEC (part)	£0	£0	£0	£0	£0	£0	£226,800	£226,800
- Chichester City North	£34,020	£56,700	£56,700	£0	£0	£147,420	£0	£147,420
- Other identified sites	£14,742	£0	£0	£0	£0	£14,742	£23,814	£38,556
- Chichester parish housing	£0	£0	£0	£0	£0	£0	£227,934	£227,934
Chichester total	£48,762	£56,700	£56,700	£141,750	£141,750	£445,662	£1,612,548	£2,058,210
Chidham & Hambrook	£0	£0	£0	£0	£0	£0	£0	£0
Fishbourne	£0	£28,350	£0	£0	£0	£28,350	£17,010	£45,360
Funtington (part)	£0	£0	£0	£0	£0	£0	£0	£0
Lavant (part)	£0	£0	£0	£0	£0	£0	£0	£0



Oving (inc Shopwyke SDL)	£0	£0	£0	£0	£0	£0	£0	£0
Southbourne								
- Southbourne village	£0	£0	£0	£0	£45,360	£45,360	£17,010	£62,370
- Elsewhere in parish	£0	£19,278	£19,278	£18,144	£0	£56,700	£0	£56,700
Southbourne total	£0	£19,278	£19,278	£18,144	£45,360	£102,060	£17,010	£119,070
Tangmere (including SDL) <sup>1</sup>	£0	£0	£0	£113,400	£113,400	£226,800	£930,400	£1,189,566
West Thorney	£0	£0	£0	£0	£0	£0	£0	£0
Westbourne	£0	£0	£0	£0	£0	£0	£28,350	£28,350
Westhampnett (part of SDL) <sup>2</sup>	£0	£0	£0	£32,900	£32,900	£65,800	£32,900	£98,700
<b>Sub-total</b>	<b>£48,762</b>	<b>£104,328</b>	<b>£75,978</b>	<b>£306,194</b>	<b>£333,410</b>	<b>£868,672</b>	<b>£2,723,268</b>	<b>£3,624,306</b>
<b>Manhood Peninsula</b>								
Appledram	£0	£0	£0	£0	£0	£0	£0	£0
Birdham	£0	£0	£0	£0	£0	£0	£0	£0
Donnington	£18,144	£0	£0	£0	£0	£18,144	£0	£18,144
Earnley	£0	£0	£0	£0	£0	£0	£0	£0
East Wittering & Bracklesham	£0	£0	£0	£0	£0	£0	£147,420	£147,420
Hunston	£0	£0	£0	£0	£0	£0	£7,938	£7,938
North Mundham	£0	£0	£0	£0	£0	£0	£0	£0
Selsey	£0	£0	£0	£0	£0	£0	£0	£0
Sidlesham	£0	£0	£0	£0	£0	£0	£0	£0
West Itchenor	£0	£0	£0	£0	£0	£0	£0	£0
West Wittering	£0	£0	£0	£0	£0	£0	£0	£0
<b>Sub-total</b>	<b>£18,144</b>	<b>£0</b>	<b>£0</b>	<b>£0</b>	<b>£0</b>	<b>£18,144</b>	<b>£155,358</b>	<b>£173,502</b>
<b>Plan Area (North)</b>								
Lynchmere	£0	£0	£0	£0	£0	£0	£18,900	£18,900
Kirdford <sup>3</sup>	£31,500	£31,500	£31,500	£31,500	£15,750	£141,750	£47,250	£189,000
Loxwood	£0	£20,790	£20,790	£20,790	£18,900	£81,270	£0	£81,270
Plaistow & Ifold	£0	£0	£0	£0	£0	£0	£18,900	£18,900
Wisborough Green	£0	£0	£20,790	£0	£0	£20,790	£41,580	£62,370
<b>Sub-total</b>	<b>£31,500</b>	<b>£52,290</b>	<b>£73,080</b>	<b>£52,290</b>	<b>£34,650</b>	<b>£243,810</b>	<b>£126,630</b>	<b>£370,440</b>
<b>TOTAL</b>	<b>£98,406</b>	<b>£156,618</b>	<b>£149,058</b>	<b>£358,484</b>	<b>£368,060</b>	<b>£1,130,626</b>	<b>£3,005,256</b>	<b>£4,168,248</b>

Notes:

<sup>1</sup> Tangmere Parish annual CIL receipt would be capped at £116,300<sup>2</sup> Westhampnett Parish annual CIL receipt would be capped at £32,900

<sup>3</sup> Neighbourhood plan already in place so 25% CIL receipts already guaranteed

6.4 The current Funding Gap identified in this IBP if all the above projects are to be selected for funding (even if they are recommended not to be funded) is set out as follows:

	Short Term (2016-2021)	Medium - Long Term (2021-2029)	Across Local Plan Period
Critical Project Costs	£0	£0	£0
Essential Project Costs	£9,643,000	£34,620,000	£40,263,000
Policy High Project Costs	£265,000	£8,648,000	£8,913,000
Desirable Project Costs	£1,920,000	£600,000	£2,520,000
Total Project Costs	£11,828,000	£43,868,000	£55,696,000
<b>Assuming CIL Income*</b>	<b>£8,232,840 less</b>	<b>£20,661,480 less</b>	<b>£28,894,320 less</b>
This includes the Parish proportion, and includes a 5% deduction for the administration of the CIL.	<b>£411,642 = £7,821,198</b>	<b>£1,033,074 = £19,628,406</b>	<b>£1,444,716 = £27,449,604</b>
Additional Funding Required	£4,006,802	£24,239,594	£28,246,396

The table below shows the projects selected to be funded from Chichester's proportion of the CIL in this first five year IBP period by year

Year 2016/17	Year 2017/18	Year 2018/19	Year 2019/20	Year 2020/21	Projects to be carried forward to next IBP period year 2021/22
Expected CIL income 572,040	Expected CIL income 960,120	Expected CIL income 909,720	Expected CIL income 2,842,560	Expected CIL income 2,948,400	
Less 25% = 429,030	Less 25% = 720,090	Less 25% = 682,290	Less 25% = 2,131,920	Less 25% = 2,211,300	
Less 5% = <b>400,428</b>	Less 5% = <b>672,084</b>	Less 5% = <b>636,804</b>	Less 5% = <b>1,989,792</b>	Less 5% = <b>2,063,880</b>	
<b>Amount available to CDC for CIL spend once 25% Neighbourhood proportion and 5% admin costs are deducted</b>					
<b>£400,428</b>	<b>£672,084+£297,428= £969,512</b>	<b>£636,804+£729,512= £1,366,316</b>	<b>£1,989,792+ £366,316= £2,356,108</b>	<b>£2,063,880+£356,108= £2,419,988</b>	
<b>Projects selected for funding</b>					
Ambulance project 533 £45,000	Smarter choices E-W corridor project 350 £240,000	School places E-W project 330 Chichester £1m	School places Bournes project 331 £1m	School places Manhood Peninsula project 332 £1m	Smarter choices RTPI screens project 355 £30,012
Ambulance project			School places north of	Medical Centre W of	Local land

532 £58,000			district project 536 £1m	Chichester Project 398 £1.3m	drainage East Beach Sea Outfall project 293 £100,000
				Less Smarter choices RTPi screens project 355 contribution of £119,988 to £150,000 project	Brandy Hole Copse project 196 £10,000
Balance to be banked and carried forward into year 2017/18 £297,428	Balance to be banked and carried forward into year 2018/19 £729,512	Balance to be banked and carried forward into year 2019/2020 £366,316	Balance to be banked and carried forward into year 2020/21 £356,108	All CIL monies spent	

6.5 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.

# 7 Implementation, Monitoring & Governance

## Introduction

7.1 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.

7.2 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.

7.3 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

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

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

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

7.7 The member liaison group will meet in September 2015 to consider and endorse the draft IBP for consultation with stakeholders, including developers, infrastructure providers and parish councils. It would then meet again in December 2015 to make any amendments resulting from the consultation.

7.8 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. 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.

7.9 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.

7.10 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.

7.11 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.

7.10 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**

7.12 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.

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

INFORMATION GATHERING

PLANNING & PRIORITISATION

STRATEGY

ENDORSEMENT

DECISIONS

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

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

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

**EAST/WEST CORRIDOR (outside SDLs) (1 group or 2?)**  
 Developers  
 IDCs  
 District & County Councillors  
 Parish Councils (Neighbourhood Plans)

**MANHOOD**  
 Developers  
 IDCs  
 District & County Councillors  
 Parish Councils (Neighbourhood Plans)

**NORTH OF PLAN AREA**  
 Developers  
 IDCs  
 District & County Councillors  
 Parish Councils (Neighbourhood Plans)

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

CMT

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

**CDC & WSCC JOINT MEMBER LIAISON GROUP**  
 Considers/ endorses Draft Infrastructure Business Plan for stakeholder consultation & after consultation recommends any changes for Cabinet approval

STAKEHOLDER CONSULTATION

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

AUTHORITY'S MONITORING REPORT

**SCRUTINY & ACCOUNTABILITY**  
 CDC Corporate Governance & Audit Committee monitors & scrutinises delivery of IBP & use of receipts

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

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

APRIL – JUNE 2015      JULY 2015      SEPT 2015      OCT/DEC 2015      FEB 2016      MARCH 2016

# 8 Conclusions

## Introduction

8.1 This IBP has set out the current understanding of infrastructure required to support the anticipated levels of growth during the first five years of the Local Plan 2016- 2021. 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 first five years, 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 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 is expected to come into force autumn 2015.

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 6 which presents the current cashflow and spending plan. Whilst the deficit is not unexpected, future iterations of the IBP need to scrutinise the cost breakdown of infrastructure projects, their ability to meet the legal tests set out for CIL funding. This will be facilitated by a more refined appreciation of the development trajectory as time progresses with further details of project delivery known. This greater level of detail will benefit future decision-making as it will show greater 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 first 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 trajectory**
- C Project categorisation**
- D Funding Source review**
- E project proforma**
- F Regulation 123 list**
- G IBP Glossary**



# Appendix A Full Project list

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
IBP/34	District Wide	District wide	WSCC	WSCC	Education	Primary, Secondary, sixth form and special educational needs	New 6Form Entry secondary school may be required within the Plan period or expansion of existing provision	To meet statutory duty to ensure sufficient supply of school places for pupils arising from new development (mitigation). Dependent upon occupancy of existing schools and timing of proposed future development; also dependent on development in Arun.	Subject to further assessment including existing school capacity and cross-boundary considerations			£26.7 - £28.5m	CIL & WSCC (including Basic Need Grant)	WSCC / academy provider	CIL	2 Essential	Reserved for next phasing period
IBP/94	District Wide	District wide	CDC	CDC	Green Infrastructure	Biodiversity measures	Biodiversity Opportunity Areas – creation, restoration and enhancements of BAP habitats and wildlife corridors within the Biodiversity Opportunity Areas (BOA) and buffers around BOAs, across the District	To comply with NPPF 109, 114 and 117 and Draft Local Plan Policy 49: Biodiversity	2015 – 2029	2015-2020	Short term (2016-2021)	The costs of the works will vary depending on the location and extent of the works to be undertaken	CIL, Grant funding, Local fundraising	CDC and Local Biodiversity Action Plan Partners (MWHG, WSCC, CHC, SWT, RSPB, NE)	CIL	3 Policy High	Not selected due to lack of details.

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
IBP/288	District Wide	District wide	CDC	CDC	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	2015-2020	Short term (2016-2021)	£250k	WSCC	PC, CDC & WSCC	Other	3 Policy High	Selected
IBP/373	District Wide	District wide	WSCC	WSCC	Transport	Public transport	Bus service enhancements – still investigating pump priming of bus services								CIL	3 Policy High	Details of project insufficient
IBP/72	District Wide	District wide	WSCC	WSCC	Transport	Local road network	Air Quality Action Plan measures – still investigating										Details of project insufficient
IBP/580	District Wide	District Wide	Infrastructure Commissioner	BT Openreach	Utility Services	Utility services	Broadband roll out to 13,452 premises (100% of premises) of these 9,429 (70%) connected to enable superfast fibre broadband connection . 2,372 (17.6%) connected to enable	Improve business and social communication.	2016	2016-2021	Short term (2016-2021)		Public and commercial funding	Openreach/WSCC	Other	3 Policy High	Committed

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP	
							basic (between 2 and 24Mbps) fibre broadband connection . 726 premises (5.4%) built by commercial roll out or other county (cross border)											
IBP/1 95	District Wide	District wide	CDC	CDC	Green Infrastructure	Biodiversity measures	Ecological connectivity – improve connectivity within the local ecological networks, in particular between important habitats/corridors and development sites to facilitate species migration	As NPPF policies above. Policy 52: Green Infrastructure Policy 49: Biodiversity (draft Local Plan)	2015 - 2029	2015-2020	Short term (2016-2021)	The costs of the works will vary depending on the location and extent of the works to be undertaken	CIL, Grant funding, Local fundraising	CDC and Local Biodiversity Action Plan Partners (MWHG, WSCC, CHC, SWT, RSPB, NE)	CIL	3 Policy High	Not selected due to lack of details.	
IBP/4 85	East West Corridor	Bosham	WSCC - Community Issues List	Bosham	Transport	Car parking	Parking and Access Improvements - Remove part of green in The Holdens to improve access and parking	Parking and Access Improvements								4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
IBP/198	East West Corridor	Bosham	CDC	CDC	Green Infrastructure	Flood and coastal erosion risk management	Bosham - Pumping station, shore road: phased programme of repairs and improvements.	Enhance the character and appearance of the conservation area						Southern Water		4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/483	East West Corridor	Bosham	WSCC - Community Issues List	Bosham	Transport	Cycle infrastructure	Cycle Improvements - A259 - Main Road - Improve cycling provision between Emsworth and Chichester	Improve cycling provision between Emsworth and Chichester								3 Policy High	Select if match funding is identified as this project supports the growth of the area.
IBP/396	East West Corridor	Bosham	Infrastructure Commissioner	Environment Agency	Green Infrastructure	Flood and coastal erosion risk management	BOSHAM FLUVIAL FLOOD RELIEF SCHEME	67 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 (£k) 2013/14 - 70; Indicative Funding (£k) 2015/16 - 170	2015-2020	Short term (2016-2021)	640,000	400,000	Environment Agency		3 Policy High	Selected
IBP/484	East West Corridor	Bosham	WSCC - Community Issues List	Bosham	Transport	Local road network	Traffic Management - Delling Lane - Traffic Calming Scheme									4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
IBP/503	East West Corridor	Bosham	WSCC - Community Issues List	Bosham	Transport	Pedestrian infrastructure	Pedestrian Improvements - Taylors Lane - Footpath Improvements									4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/487	East West Corridor	Bosham	WSCC - Community Issues List	Bosham	Transport	Pedestrian infrastructure	Pedestrian Improvements - Station Road - Create shared space to prevent speeding	Create shared space to prevent speeding								4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/04	East West Corridor	Bosham	WSCC - Community Issues List	Bosham	Transport	Pedestrian infrastructure	Pedestrian Improvements - Delling Lane - Improved pedestrian access to the Co-Op Farm Shop - controlled crossing									4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/302	East West Corridor	Bosham	CDC	CDC	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Resite football club (Bosham)	Shared use of recreation ground public/school/FC unsatisfactory & prohibitive to promotion/advancement	2020	2016-2021	Short term (2016-2021)	£500k	Parish		CIL	4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP	
IBP/303	East West Corridor	Bosham	CDC	CDC	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	2020-2025	Medium to long term (2021-2029)	£100k From WSCC	Parish/WSCC		CIL	4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	
IBP/481	East West Corridor	Bosham	WSCC - Community Issues List	Bosham	Transport	Cycle and pedestrian infrastructure	Footway and cycleway improvement - Walton Road - Provision of footways within village south of the A259 - Particularly Walton Road from A259 to the primary school										4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/16	East West Corridor	Bosham	Parish Council	Bosham	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	Not selected for IBP years 2016-2021 as little planned development in this cycle.	
IBP/8	East West Corridor	Bosham	Parish Council	Bosham	Education	Primary, Secondary, sixth form and special educational	Bosham County Primary School	Expand Primary School Land & building to meet Education Standards				£4.5m ??	WSCC/CDC, CiL/National Playing Fields	WSCC	CIL	4 Desirable	Not selected for IBP years 2016-2021 as little	

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP	
						needs											planned development in this cycle.	
IBP/13	East West Corridor	Bosham	Parish Council	Bosham	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Relocate Football Pitch	Football safety standards avoiding shared use with school and public				£100,000	CiL/Sport England/National playing fields Association	Bosham Parish Council, WSCC	CIL	4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	
IBP/482	East West Corridor	Bosham	WSCC - Community Issues List	Bosham	Transport	Pedestrian infrastructure	School Safety Zone - Walton Road										4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/486	East West Corridor	Bosham	WSCC - Community Issues List	Bosham	Transport	Local road network	Village centre - 20mph Scheme										4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/11	East West Corridor	Bosham	Parish Council	Bosham	Social Infrastructure	Car parking	Harbour Car Park	Tourism friendly				£100,000	CDC (revenue from Car Park)	Bosham Parish Council, CDC	Other	4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
																	cycle.
IBP/9	East West Corridor	Bosham	Parish Council	Bosham	Transport	Pedestrian infrastructure	Walton Lane Footpath	Safety/ Safe routes to school				£700,000	WSCC/CDC, CIL	WSCC	CIL	4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/10	East West Corridor	Bosham	Parish Council	Bosham	Transport	Pedestrian infrastructure	A259 Pelican Crossing	Safety/ Safe routes to school				£50,000	CDC/WSCC /SusTrans/CIL	WSCC	CIL	4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/12	East West Corridor	Bosham	Parish Council	Bosham	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	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/14	East West Corridor	Bosham	Parish Council	Bosham	Green Infrastructure	Flood and coastal erosion risk management	Wastewater & Harbour drains	Current system inadequate					Southern Water	Southern Water/EA	Other	3 Policy High	Not selected for IBP years 2016-2021 as little planned development in this cycle.



IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
																	cycle.
IBP/15	East West Corridor	Bosham	Parish Council	Bosham	Transport	Local road network	Pinch Points in Delling Lane, Taylors Lane & Walton Lane	Safety as expressed in T&P Strategy adopted in January 2015				£100,000	WSCC/CiL	Bosham Parish Council, WSCC	CIL	4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/17	East West Corridor	Bosham	Parish Council	Bosham	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	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/18	East West Corridor	Bosham	Parish Council	Bosham	Transport	Cycle and pedestrian infrastructure	Improve provision of cycle/footpaths to include Taylors Lane Extension of footpath	Sustainable modes of transport					SusTrans/W SCC/Big Society funds	WSCC, Adjacent Parishes	CIL	4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/20	East West Corridor	Bosham	Parish Council	Bosham	Social Infrastructure	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	Not selected for IBP years 2016-2021 as little planned development in this cycle.

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
IBP/21	East West Corridor	Bosham	Parish Council	Bosham	Social Infrastructure	Community facilities	Village Hall provision	Ongoing maintenance/improvements/refurbishment				£100,000	CDC/PC,CiL /New Homes	Bosham Parish Council	CIL	4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/331	East West Corridor	Bosham, Chidham and Hambrook, Southbourne and Westbourne	WSSC	WSSC	Education	Primary, Secondary, sixth form and special educational needs	Expansion of existing primary schools across the Bourne locality in excess of 1/2 Form Entry	To meet statutory duty to ensure sufficient supply of school places for pupils arising from new development (mitigation)	Based on combined parish allocations across locality – further info required	2016-2021	Short term (2016-2021)	£2 million for half form entry Subject to feasibility & site assessment	CIL & WSSC (including Basic Need Grant)	WSSC / academy provider	CIL	2 Essential	Select for CIL match funding as the WSSC has a statutory duty to provide school places, subject to match funding.
IBP/02	East West Corridor	Boxgrove	CDC	CDC	Social Infrastructure	Streetscene and built environment	Boxgrove - General Public Realm improvements to include adoption of a common palette of products and materials for a consistent design of street furniture including public seats, litter bins, street lights, and							District Council in collaboration with the relevant Parish Councils and West Sussex County Council.	CIL	4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
							street name plates										
IBP/200	East West Corridor	Boxgrove	CDC	CDC	Green Infrastructure	Landscaping, planting and woodland creation and public rights of way	Boxgrove - Implementation of a programme for tree care and maintenance for St Mary's Churchyard.							Parochial Church Council and CDC Tree Officer		4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/99	East West Corridor	Boxgrove	CDC	CDC	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.
IBP/324	East West Corridor	Boxgrove	CDC	CDC	Green Infrastructure	Playing fields, sports pitches, related build and children'	Improvements to sports pavilion (Boxgrove)	Existing cricket pavilion in need of improvements to meet the requirements for the teams using Boxgrove cricket pitch.							CIL	4 Desirable	Not selected for IBP years 2016-2021 as little planned

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
						s play areas											development in this cycle.
IBP/4 21	East West Corridor	Boxgrove	WSCC - Community Issues List	Boxgrove	Transport	Local road network	A285 - Halnaker Speed limit reduction and traffic calming measures	Safety improvements								4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/4 20	East West Corridor	Boxgrove	WSCC - Community Issues List	Boxgrove	Transport	Pedestrian infrastructure	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	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/4 19	East West Corridor	Boxgrove	WSCC - Community Issues List	Boxgrove	Transport	Car parking	Verge hardening - St Blaises Road and St Marys Road	Verge removal and parking bays installed in – to deal with high level of car parking on verges causing damage								4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
IBP/30	East West Corridor	Boxgrove, Chichester, Donnington, Fishbourne, Hunston and North Mundham	WSCC	WSCC	Education	Primary, Secondary, sixth form and special educational needs	Expansion of existing primary school(s) across the Chichester locality by up to 1/2 Form Entry	To meet statutory duty to ensure sufficient supply of school places for pupils arising from new development (mitigation)	2020+ (expansion of parklands and establishment of Graylingwell primary should free up space across the locality for this)	2016-2021	Short term (2016-2021)	£2 million for half form entry Subject to feasibility & site assessment	CIL & WSCC (including Basic Need Grant)	WSCC / academy provider	CIL	2 Essential	Select for CIL match funding as the WSCC has a statutory duty to provide school places, subject to match funding.
IBP/378	East West Corridor	Chichester	Infrastructure Commissioner	University of Chichester	Education	Further education and higher education	Music Teaching Building	To support enhancement of the academic accommodation and student expansion	2016-2017	2015-2020	Short term (2016-2021)	ca £3.5m	University funded	University	Other		University to fund
IBP/379	East West Corridor	Chichester	Infrastructure Commissioner	University of Chichester	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	2015-2020	Short term (2016-2021)	ca £15m	University/private funded	University	Other		University to fund
IBP/377	East West Corridor	Chichester	Infrastructure Commissioner	University of Chichester	Education	Further education and higher education	Academic Teaching Building	To support academic accommodation and student expansion	2017-2018	2015-2020	Short term (2016-2021)	ca £5.9m	University funded	University	Other		University to fund
IBP/371	East West Corridor	Chichester	WSCC	WSCC	Transport	Local road network	Cathedral Way / Via Ravenna junction improvem	Mitigation for West of Chichester SDL	2020+	2020-2025	Medium to long term (2021-	£170,000	S106	Developer	S106	2 Essential	Committed

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
							ent				2029)						
IBP/3 69	East West Corridor	Chichester	WSCC	WSCC	Transport	Local road network	Sherborne Road traffic calming	Mitigation for West of Chichester SDL	2020+	2020-2025	Medium to long term (2021-2029)	TBC	S106	Developer	S106	2 Essential	Committed
IBP/3 68	East West Corridor	Chichester	WSCC	WSCC	Transport	Cycle infrastructure	Parklands cycle route	Mitigation - to reduce car trips from SDLs to city centre	2020+	2020-2025	Medium to long term (2021-2029)	£440,000	S106	Developer	S106	2 Essential	Committed
IBP/3 67	East West Corridor	Chichester	WSCC	WSCC	Transport	Cycle infrastructure	St Paul's cycle route	Mitigation - to reduce car trips from SDLs to city centre	2020+	2020-2025	Medium to long term (2021-2029)	£140,000	S106	Developer	S106	2 Essential	Committed
IBP/3 66	East West Corridor	Chichester	WSCC	WSCC	Transport	Local road network	North / south link road and improvements to nearby roads connecting with southern access to West of Chichester SDL	Mitigation for West of Chichester SDL	2020+	2020-2025	Medium to long term (2021-2029)	TBC	S106	Developer	S106	2 Essential	Committed
IBP/3 60	East West Corridor	Chichester	WSCC	WSCC	Transport	Cycle infrastructure	Summersdale cycle route	Chichester City Transport Strategy – to reduce short car trips to and from the city centre	2020+	2020-2025	Medium to long term (2021-2029)	£230,000	CIL	WSCC	CIL	3 Policy High	Select if match funding is identified as this project supports the growth of the area.

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IBP/370	East West Corridor	Chichester	WSCC	WSCC	Transport	Local road network	Sherborne Road / St Paul's Road junction improvement	Mitigation for West of Chichester SDL	2020+	2020-2025	Medium to long term (2021-2029)	£540,000	S106	Developer	S106	2 Essential	Committed
IBP/391	East West Corridor	Chichester	Infrastructure Commissioner	University of Chichester	Utility Services	Utility services	Water, drainage and power to support the above developments	A range of utility service improvements are likely to be required as a part of the above covering water, drainage and power.	2017-2018 and beyond	2015-2020	Short term (2016-2021)	Not known as yet The cost and allocation of costs to the University, private partners and utility companies is still to be determined	University, utility companies and private	University	Other		University to fund
IBP/418	East West Corridor	Chichester	WSCC - Community Issues List	Chichester	Transport	Local road network	Quarry Road jw Whyke Road - realign kerbs	Safety improvements								4 Desirable	City Council may wish to consider funding from their CIL
IBP/417	East West Corridor	Chichester	WSCC - Community Issues List	Chichester	Transport	Car parking	Traffic Regulation Order - Stockbridge gardens and surrounding area - junction protection to mitigate overflow parking from city centre									4 Desirable	Select if match funding is identified as this project supports the growth of the area.

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP	
IBP/4 16	East West Corridor	Chichester	WSCC - Community Issues List	Chichester	Transport	Transport - A27	Footpath, Cycleway, Bridleway improvements - Whyke roundabout A27 - Pedestrian /cycle link from expected Highways Agency bridge (across A27 near the Whyke roundabout) and crossing point, which would better link Chichester City with the south of the A27.		A project plan from HA shows that the bridge is planned for construction in autumn	2015-2020	Short term (2016-2021)					Other	3 Policy High	Select if match funding is identified as this project supports the growth of the area.
IBP/4 15	East West Corridor	Chichester	WSCC - Community Issues List	Chichester	Transport	Local road network	Provision of traffic management to mitigate new development - Grosvenor Road jw A286 Birdham Road - Possible installation of traffic signals/ banned turns										4 Desirable	City Council and neighbouring parishes may wish to consider funding from their CIL



IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
IBP/4 14	East West Corridor	Chichester	WSCC - Community Issues List	Chichester	Transport	Local road network	Speed limit - Change to lower speed limit or explore cycle lanes either side of the main road - B2145 through Hunston									4 Desirable	City Council and neighbouring parishes may wish to consider funding from their CIL
IBP/4 13	East West Corridor	Chichester	WSCC - Community Issues List	Chichester	Transport	Pedestrian infrastructure	Kingsham Primary School Safer Routes to School - Hay Rd and surround streets	Safety improvements	No action planned in 2014/16							4 Desirable	City Council may wish to consider funding from their CIL
IBP/4 12	East West Corridor	Chichester	WSCC - Community Issues List	Chichester	Transport	Pedestrian infrastructure	St Richard's Catholic Primary School Safer Routes to School - Market Rd	Safety improvements	No action planned in 2014/15							4 Desirable	City Council may wish to consider funding from their CIL
IBP/4 11	East West Corridor	Chichester	WSCC - Community Issues List	Chichester	Transport	Cycle infrastructure	Cycle Improvement Scheme – Terminus Road to Canal Wharf	Allowing a safe route to be developed that links to the City centre and other cycle routes – Cycle Forum								3 Policy High	City Council may wish to consider funding from their CIL
IBP/3 88	East West Corridor	Chichester	Infrastructure Commissioner	University of Chichester	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

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
IBP/3 92	East West Corridor	Chichester	Infrastructure Commissioner	University of Chichester	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
IBP/3 80	East West Corridor	Chichester	Infrastructure Commissioner	University of Chichester	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	Select if match funding is identified as this project supports the growth of the area provided it is for genuine community use.
IBP/3 90	East West Corridor	Chichester	Infrastructure Commissioner	University of Chichester	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	Select if match funding is identified as this project supports the growth of the area provided it is for genuine community use.

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
IBP/3 89	East West Corridor	Chichester	Infrastructure Commissioner	University of Chichester	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Completion of running track/with internal all weather football pitch	To provide enhanced sports facilities to maintain the competitiveness of sport/PE as one of the University's core academic subject areas and to provide a unique community facility for the City and possibly for schools. The all weather pitch could be used	subject to funding package being secured			ca £1m University land and maintenance contribution at nil cost	University and gap funding with local authority/Lottery/other	University	CIL	4 Desirable	Select if match funding is identified as this project supports the growth of the area provided it is for genuine community use.
IBP/3 87	East West Corridor	Chichester	Infrastructure Commissioner	University of Chichester	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
IBP/3 86	East West Corridor	Chichester	Infrastructure Commissioner	University of Chichester	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	Select if match funding is identified as this project supports the growth of the area.

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IBP/3 85	East West Corridor	Chichester	Infrastructure Commissioner	University of Chichester	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
IBP/3 84	East West Corridor	Chichester	Infrastructure Commissioner	University of Chichester	Transport		New Internal Campus Road and Link to Eastern Access Road					ca £0.5m	University to fund but there is a significant funding gap	University	Other		University to fund
IBP/3 83	East West Corridor	Chichester	Infrastructure Commissioner	University of Chichester	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
IBP/3 82	East West Corridor	Chichester	Infrastructure Commissioner	University of Chichester	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			University to fund
IBP/3 81	East West Corridor	Chichester	Infrastructure Commissioner	University of Chichester	Education	Further education and higher education	On campus expansion of Fine Art building including possible artists' studios	Student growth/studio space. Could link with, substitute other existing or planned arts provision	Dependent on funding			Not known as yet	No detail as yet	University and possible local authority, private contribution			University to fund

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
												at nil cost					
IBP/4 10	East West Corridor	Chichester	WSCC - Community Issues List	Chichester	Transport	Cycle and pedestrian infrastructure	Quarry Lane (LINPAC site) - double yellow lines, re-surfacing and cycle/footpath improvements	Local business units have difficulty with customers and deliveries in and out the site. Safety to pedestrians and cyclists is also compromised (to footbridge)	Develop solutions that will improve parking and access along with improve foot and cycle access. Meeting to update local businesses in April.							4 Desirable	City Council may wish to consider funding from their CIL
IBP/2 08	East West Corridor	Chichester	CDC	CDC	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							CIL	4 Desirable	City Council may wish to consider funding from their CIL

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
IBP/346	East West Corridor	Chichester	WSCC	WSCC	Transport	Cycle and pedestrian infrastructure	Foot / cycle bridge across the A27 to Coach Road	Shopwyke mitigation	2015 - 2020	2015-2020	Short term (2016-2021)	Directly providing	S106	Developer	S106	1 Critical	Committed
IBP/298	East West Corridor	Chichester	CDC	CDC	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Completion of 400m running track at University of Chichester	Currently a sprint strip exists at the University of Chichester but the aspirations of the University and the Chichester Runners and Athletics Club is to complete the track to provide a 400m running track with associated jump and throw facilities.				£1.365m	University of Chichester, CR&AC, CIL, NHB, Sport England	University of Chichester /CR&AC	CIL	3 Policy High	Select if match funding is identified as this project supports the growth of the area.
IBP/97	East West Corridor	Chichester	CDC	CDC	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	3G football pitches at Chichester City United FC (Chichester)	Clubs single pitch currently cannot accommodate all of the training and match requirements for the club. Club are looking to develop 3G full size and/or small sided pitches to enable club to cater for all teams including senior, youth and ladies.					Football Foundation, CDC grant, Club funds	Chichester City United FC	CIL	3 Policy High	Select if match funding is identified as this project supports the growth of the area.

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IBP/2 95	East West Corridor	Chichester	CDC	CDC	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Development of water based Artificial Grass Pitch for hockey and associated pavilion/clubhouse	Chichester Priory Park Hockey Club have progressed well in league competition but they require improved facilities to meet league requirements. Current clubhouse facilities are shared with the Cricket Club in Priory Park and the pitches used are at Chichester				£1.3m	CPPHC Club Fundraising, England Hockey, Sport England, CIL	CPPHC	CIL	3 Policy High	Select if match funding is identified as this project supports the growth of the area.
IBP/2 58	East West Corridor	Chichester	WSCC - Community Issues List	Chichester	Transport	Local road network	Zig Zags lines outside of school - Whyke Road		New Controlled Parking Zone works now completed. Review to be carried out in 4-6 month							4 Desirable	City Council may wish to consider funding from their CIL
IBP/2 57	East West Corridor	Chichester	WSCC - Community Issues List	Chichester	Transport	Local road network	Harden surface - Whyke Road Scout Hut-Harden verge	Cars park on verge due to lack of facility at the Scout Hut								4 Desirable	City Council may wish to consider funding from their CIL
IBP/2 55	East West Corridor	Chichester	WSCC - Community Issues List	Chichester	Transport	Car parking	Parking - Juxon Close - Remove/re-site parking bays. Cycle signage	Issues with access to school/ alleyway connection								4 Desirable	City Council may wish to consider funding from their CIL

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP	
IBP/242	East West Corridor	Chichester	WSCC - Community Issues List	Chichester	Transport	Pedestrian infrastructure	A259 Bognor Road o/s Co-op store - Improvements signing and/or pedestrian crossing points	Traffic/Pedestrian Safety									4 Desirable	City Council may wish to consider funding from their CIL
IBP/300	East West Corridor	Chichester	CDC	CDC	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 for				£200k ?	S106, Football Foundation, ECB		CIL	3 Policy High	Select if match funding is identified as this project supports the growth of the area.	
IBP/339	East West Corridor	Chichester	WSCC - Community Issues List	Chichester	Transport	Local road network	Pound Farm Road - Resurfacing/ improvement to access to Florence Road Park	improvement to access				£9,000			CIL	4 Desirable	City Council may wish to consider funding from their CIL	
IBP/301	East West Corridor	Chichester	CDC	CDC	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Store and toilet facility at New Park Road (Chichester)	Provision of a small built facility to serve the mini and junior pitch provision at New Park Road				£100k ?	S106, CDC Capital		CIL	4 Desirable	City Council may wish to consider funding from their CIL	



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IBP/207	East West Corridor	Chichester	CDC	CDC	Social Infrastructure	Streetscene and built environment	Chichester - Preservation and maintenance of traditional stone flagged streets, which must be protected. To ensure that all of these surfaces are protected and repaired as necessary, using traditional techniques and materials.	Conservation and enhancement of historic environment								CIL	4 Desirable	City Council may wish to consider funding from their CIL
IBP/06	East West Corridor	Chichester	CDC	CDC	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	Improve the environment and enhance conservation area character – including settings of listed buildings. Improve access to City Centre. Would help the city accommodate impact of growth around the periphery.								CIL	4 Desirable	Reserved for next phasing period

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IBP/205	East West Corridor	Chichester	CDC	CDC	Social Infrastructure	Streetscene and built environment	Chichester - The Westgate roundabout and its surrounding area would benefit from better quality paving, more trees, and improvements to the car park off Orchard Street. An area of modern garages is another potential area for enhancement.	Reduce traffic speeds and 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.						WSCC, CDC	CIL	4 Desirable	City Council may wish to consider funding from their CIL
IBP/204	East West Corridor	Chichester	CDC	CDC	Social Infrastructure	Streetscene and built environment	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	Improve the environment and enhance conservation area character – including settings of listed buildings. May also improve capacity to meet growth. Improved visitor experience and economic benefits for City Centre.						CDC, WSCC?	CIL	4 Desirable	City Council may wish to consider funding from their CIL

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP	
							furniture, as well as a new retail unit.											
IBP/203	East West Corridor	Chichester	CDC	CDC	Social Infrastructure	Streetscene and built environment	Northgate, Chichester - A comprehensive scheme to improve this area is required. Traffic movement is too far fast and pedestrians feel isolated from the town centre despite the provision of a pedestrian underpass. Crossing Oaklands Way is dangerous and at t	Reduce traffic speeds and 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.						WSCC	CIL	2 Essential	City Council may wish to consider funding from their CIL	
IBP/441	East West Corridor	Chichester	WSCC - Community Issues List	Chichester	Transport	Pedestrian infrastructure	Broyle Road pedestrian refuge north of The Broadway									4 Desirable	City Council may wish to consider funding from their CIL	

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
IBP/196	East West Corridor	Chichester	CDC	CDC	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)	2015 - 2020	2015-2020	Short term (2016-2021)	£10,000	CIL	CDC, BHC Management Board	CIL	3 Policy High	Select if match funding is identified as this project supports the growth of the area.
IBP/190	East West Corridor	Chichester	CDC	CDC	Social Infrastructure	Community facilities	West of Chichester – Temporary community facilities	Experience of large developments with protracted build out demonstrates the need for early delivery of community space, temporary provision of same, or “meanwhile” use of other designated space, to facilitate early development of community	Before first 100 units	2015-2020	Short term (2016-2021)	Unknown	Provided by Developer under S106	Developer, will require a community lead either Chichester City Council, or other nominated or new group	S106	2 Essential	Committed
IBP/189	East West Corridor	Chichester	CDC	CDC	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	2015-2020	Short term (2016-2021)	Unknown	Provide by Developer under S106	Developer, will require a community lead either Oving PC, or other nominated or new group	S106	2 Essential	Committed

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
IBP/2 41	East West Corridor	Chichester	WSCC - Community Issues List	Chichester	Transport	Pedestrian infrastructure	New crossing facility - Florence Road near recreation ground (south) - Traffic Island/refuge with associated drop kerbs only						S106 TAD funds (after Pound Farm Rd) Design required for an estimate		S106	3 Policy High	City Council may wish to consider funding from their CIL
IBP/3 47	East West Corridor	Chichester	WSCC	WSCC	Transport	Cycle and pedestrian infrastructure	Shared footway / cycleway along south side of A27 to new access to Shopwyke site	Shopwyke mitigation	2015 - 2020	2015-2020	Short term (2016-2021)	Directly providing	S106	Developer	S106	2 Essential	Committed
IBP/3 58	East West Corridor	Chichester	WSCC	WSCC	Transport	Cycle infrastructure	Gap-filling to complete the Chichester Cycle Network: Whyke, Stockbridge, East of the City Centre.	Chichester City Transport Strategy – to reduce short car trips to and from the city centre	2020+	2020-2025	Medium to long term (2021-2029)	£500,000	CIL	WSCC	CIL	3 Policy High	Select if match funding is identified as this project supports the growth of the area.
IBP/3 57	East West Corridor	Chichester	WSCC	WSCC	Transport	Local road network	Southgate Gyratory junction improvement	Chichester City Transport Strategy – to reduce traffic congestion and improve safety at key junctions	2020+	2020-2025	Medium to long term (2021-2029)	£200,000	CIL	WSCC	CIL	2 Essential	Reserved for next phasing period
IBP/3 56	East West Corridor	Chichester	WSCC	WSCC	Transport	Local road network	Variable Message Signing (VMS)	Chichester City Transport Strategy – to reduce traffic congestion	2020+	2020-2025	Medium to long term (2021-2029)	£8,000	CIL	WSCC	CIL	3 Policy High	Reserved for next phasing period

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
IBP/3 55	East West Corridor	Chichester	WSCC	WSCC	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+	2016-2021	Short term (2016-2021)	£150,000 (20 screens)	CIL	WSCC	CIL	3 Policy High	Select if match funding is identified as this project supports the growth of the area.
IBP/3 54	East West Corridor	Chichester	WSCC	WSCC	Transport	Public transport	Bus lane along A259 approaching Bognor Road Roundabout	Chichester City Transport Strategy – to reduce short car trips to and from the city centre	2020+	2020-2025	Medium to long term (2021-2029)	£1.2m	CIL	WSCC / CDC/ bus operators	CIL	3 Policy High	Reserved for next phasing period
IBP/3 53	East West Corridor	Chichester	WSCC	WSCC	Transport	Local road network	Westhampnett Road/ St Pancras/ Spitalfield Lane/ St James Road double mini roundabouts junction improvement	Chichester City Transport Strategy – to reduce traffic congestion and improve safety at key junctions	2020+	2020-2025	Medium to long term (2021-2029)	£1.8m - £2.1m	CIL	WSCC / CDC	CIL	2 Essential	Reserved for next phasing period
IBP/3 52	East West Corridor	Chichester	WSCC	WSCC	Transport	Local road network	Northgate Gyratory junction improvement	Chichester City Transport Strategy – to reduce traffic congestion and improve safety at key junctions	2020+	2020-2025	Medium to long term (2021-2029)	£986,000 - £1.6m	CIL	WSCC / CDC	CIL	2 Essential	Reserved for next phasing period
IBP/3 51	East West Corridor	Chichester	WSCC	WSCC	Transport	Public transport	Chichester bus / rail interchange improvements	Chichester City Transport Strategy – to improve sustainable transport mode share	2020+ Dependent on nearby redevelopment opportunities	2020-2025	Medium to long term (2021-2029)	TBC	CIL	WSCC / CDC/ Stagecoach / Network Rail	CIL	2 Essential	Reserved for next phasing period

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
IBP/299	East West Corridor	Chichester	CDC	CDC	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	Select if match funding is identified as this project supports the growth of the area.
IBP/348	East West Corridor	Chichester	WSCC	WSCC	Transport	Local road network	Shopwyke Road diversion	Shopwyke mitigation	2015 - 2020	2015-2020	Short term (2016-2021)	Directly providing	S106	Developer	S106	2 Essential	Committed
IBP/359	East West Corridor	Chichester	WSCC	WSCC	Transport	Cycle infrastructure	Portfield cycle route	Chichester City Transport Strategy – to reduce short car trips to and from the city centre	2020+	2020-2025	Medium to long term (2021-2029)	£120,000	CIL	WSCC	CIL	2 Essential	Select if match funding is identified as this project supports the growth of the area.
IBP/345	East West Corridor	Chichester	WSCC	WSCC	Transport	Cycle and pedestrian infrastructure	Foot / cycle bridge across the A27 south of Portfield Roundabout	Shopwyke mitigation	2015 - 2020	2015-2020	Short term (2016-2021)	Directly providing	S106	Developer	S106	1 Critical	Committed
IBP/296	East West Corridor	Chichester	CDC	CDC	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Development of new clubhouse for Chichester Bowmen to incorporate an indoor shooting range (Chichester)	Existing facility is storage and clubhouse. Does not meet DDA requirement and club have a number of disabled participants. An indoor range would allow them to shoot				£150k	Sport England Grants/Loans, Club reserves, CDC grant	Chichester Bowmen	CIL	4 Desirable	City Council may wish to consider funding from their CIL

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
							r)	indoors during the winter without the need to hire other facilities which cost the club.									
IBP/344	East West Corridor	Chichester	WSCC	WSCC	Transport	Local road network	Kingsmead Avenue / Palmers Field Avenue traffic management	Graylingwell mitigation	2015 - 2020	2015-2020	Short term (2016-2021)	Directly providing	S106	Developer	S106	2 Essential	Committed
IBP/343	East West Corridor	Chichester	WSCC	WSCC	Transport	Local road network	Westhampnett Road / Portfield Way (nr Sainsbury's) junction improvement	Graylingwell mitigation	2015 - 2020	2015-2020	Short term (2016-2021)	Directly providing	S106	Developer	S106	2 Essential	Committed
IBP/342	East West Corridor	Chichester	WSCC	WSCC	Transport	Pedestrian infrastructure	Toucan crossing on Oaklands Way	Graylingwell mitigation	2015 - 2020	2015-2020	Short term (2016-2021)	Directly providing	S106	Developer	S106	2 Essential	Committed
IBP/341	East West Corridor	Chichester	WSCC	WSCC	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	2015-2020	Short term (2016-2021)	Directly providing	S106	Developer	S106	2 Essential	Committed



IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
IBP/340	East West Corridor	Chichester	WSCC	WSCC	Transport	Cycle infrastructure	Graylingwell cycle route 1 Wellington Road – Oaklands Way	Graylingwell mitigation	2015 - 2020	2015-2020	Short term (2016-2021)	Directly providing	S106	Developer	S106	2 Essential	Committed
IBP/329	East West Corridor	Chichester	WSCC	WSCC	Education	Primary, Secondary, sixth form and special educational needs	Site for a 1 Form Entry primary school expandable to 2Form Entry with contributions towards a new 1Form Entry primary school from Graylingwell site	To meet statutory duty to ensure sufficient supply of school places for pupils arising from new development (mitigation)	2018	2018-2023	Short term (2016-2021)	£4.8 - £5.4m (1Form Entry)	S106 & Basic Need Grant	WSCC / academy provider	S106	2 Essential	Committed
IBP/27	East West Corridor	Chichester	WSCC	WSCC	Education	Primary, Secondary, sixth form and special educational needs	School site and provision of a new primary school for the West of Chichester SDL; 1 Form Entry initially but the site should be expandable to 2Form Entry to accommodate the latter phases of development	To meet statutory duty to ensure sufficient supply of school places for pupils arising from new development (mitigation)	Temporary accommodation to be provided for 2021. Access to clear & unencumbered site for 2024/25 opening.	2016-2021	Short term (2016-2021)	£4.8 - £5.4m (1Form Entry) £8.3 - £9.5m (2Form Entry)	S106 & WSCC (including Basic Need Grant)	WSCC / academy provider	S106	2 Essential	Committed

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
IBP/350	East West Corridor	Chichester	WSCC	WSCC	Transport	Smarter Choices and promote sustainable modes of transport	High intensity behaviour change programme (new commercial & residential development, existing employers & schools, personalised travel planning) for Chichester City	Chichester City Transport Strategy – to reduce short car trips to and from the city centre	2020+	2020-2025	Short term (2016-2021)	£120,000 per annum	CIL	Developers / WSCC / CDC	CIL	2 Essential	Select if match funding is identified as this project supports the growth of the area.
IBP/534	East West Corridor	Chichester	Infrastructure Commissioner	Sussex Police	Public and Community Services	Police and emergency services	Part refurbishment of Chichester Police Station	The existing building is poorly designed for modern working practices and has low levels of space utilisation. Better use of space will allow more staff to be located at the site in order to meet the needs of the community	April 2016 to March 2017	2016-2021	Short term (2016-2021)	£1m	£700k self fund via Sussex Police capital budget.	Existing Estates and Future Workplace team based at Lewes HQ using existing capital programme consultants, contractors, staff and processes	CIL	4 Desirable	Not selected as Police are directly funded from Council Tax. The refurbishment should fit the Police funded budget identified.
IBP/542	East West Corridor	Chichester	WSCC	WSCC	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

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
IBP/5 40	East West Corridor	Chichester	WSCC	WSCC	Transport	Cycle infrastructure	Oving cycle route	Shopwyke mitigation					S106	Developer	S106	2 Essential	Committed
IBP/5 39	East West Corridor	Chichester	WSCC	WSCC	Transport	Public transport	Extension/diversion of number 55 bus route	Shopwyke mitigation					S106	Developer	S106	2 Essential	Committed
IBP/5 38	East West Corridor	Chichester	WSCC	WSCC	Transport	Local road network	Oving Road crossroads closure	Shopwyke mitigation					S106	Developer	S106	2 Essential	Committed
IBP/2 94	East West Corridor	Chichester	CDC	CDC	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Development of a new cricket pavilion for Chichester Priory Park Cricket Club	Existing facility does not meet requirements of ECB				£350k	Sport England Grants, Club fundraising	CDC	CIL	3 Policy High	Select if match funding is identified as this project supports the growth of the area.
IBP/5 35	East West Corridor	Chichester	WSCC	WSCC	Education	Primary, Secondary, sixth form and special educational needs	New 6 form entry secondary school may be required within the Plan period	To meet statutory duty to ensure sufficient supply of school places for pupils arising from new development (mitigation)	Subject to further assessment including existing school capacity and cross-boundary considerations		Medium to long term (2021-2029)	£27.3 - £29m		CIL & Basic Need Grant	CIL	2 Essential	Reserved for next phasing period

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
IBP/5 33	East West Corridor	Chichester	Infrastructure Commissioner	South East Coast Ambulance Service NHS Foundation Trust	Public and Community Services	Police and emergency services	South East Coast Ambulance Service NHS Foundation Trust	Changes to the Service infrastructure to meet demand. (Ambulance Community Response Posts) in Chichester City. These operating units will be supported by/from the Chichester Make Ready Centre (MRC), located in Tangmere	Now	2016-2021	Short term (2016-2021)	£45,000		Russell Kempton, South east Coast Ambulance Service NHS Foundation Trust	CIL	2 Essential	Select if match funding is identified as this project supports the growth of the area.
IBP/5 32	East West Corridor	Chichester	Infrastructure Commissioner	South East Coast Ambulance Service NHS Foundation Trust	Public and Community Services	Police and emergency services	Chichester North Ambulance Community Response Post	Changes to the Service infrastructure to meet demand. (Ambulance Community Response Posts) in Chichester City. These operating units will be supported by/from the Chichester Make Ready Centre (MRC), located in Tangmere	Now	2016-2021	Short term (2016-2021)	£58,000		Russell Kempton, South east Coast Ambulance Service NHS Foundation Trust	CIL	2 Essential	Select if match funding is identified as this project supports the growth of the area.
IBP/4 80	East West Corridor	Chichester	WSSC - Community Issues List	Chichester	Transport	Car parking	Parking - Hawthorn Close - Parking TRO									4 Desirable	City Council may wish to consider funding from their CIL
IBP/4 40	East West Corridor	Chichester	WSSC - Community Issues List	Chichester	Transport	Pedestrian infrastructure	Footway improvements - Tower Close to The Providence	Pedestrian enhancements								4 Desirable	City Council may wish to consider funding from their CIL

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
IBP/4 39	East West Corridor	Chichester	WSCC - Community Issues List	Chichester	Transport	Pedestrian infrastructure	New crossing facility - Brandy Hole lane - In addition, provision of new footway									4 Desirable	City Council may wish to consider funding from their CIL
IBP/4 38	East West Corridor	Chichester	WSCC - Community Issues List	Chichester	Transport	Pedestrian infrastructure	New crossing facility - Oaklands Way - Controlled crossing									4 Desirable	City Council may wish to consider funding from their CIL
IBP/4 37	East West Corridor	Chichester	WSCC - Community Issues List	Chichester	Transport	Pedestrian infrastructure	Footway improvements - Broyle Road to Norwich Road									4 Desirable	City Council may wish to consider funding from their CIL
IBP/4 31	East West Corridor	Chichester	WSCC - Community Issues List	Chichester	Transport	Cycle infrastructure	Cycle Lane - Wellington Road/Oaklands Park									4 Desirable	City Council may wish to consider funding from their CIL
IBP/4 35	East West Corridor	Chichester	WSCC - Community Issues List	Chichester	Transport	Pedestrian infrastructure	Safer Routes to School -St Anthony's School, Woodlands Ln/ Little Breach	Safety improvements								4 Desirable	City Council may wish to consider funding from their CIL
IBP/4 33	East West Corridor	Chichester	WSCC - Community Issues List	Chichester	Transport	Cycle infrastructure	Chichester to Midhurst and interlinking villages	allowing a sustainable route to be developed to link communities								4 Desirable	City Council and neighbouring parishes may wish to consider funding

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP		
																	from their CIL		
IBP/4 36	East West Corridor	Chichester	WSCC - Community Issues List	Chichester	Transport	Pedestrian infrastructure	Safer Routes to School - Fordwater School, Bloomfield Rd	Safety improvements									4 Desirable	City Council may wish to consider funding from their CIL	
IBP/4 34	East West Corridor	Chichester	WSCC - Community Issues List	Chichester	Transport	Pedestrian infrastructure	Safer Routes to School - Jessie Younghus band, Norwich Road	Safety improvements										4 Desirable	City Council may wish to consider funding from their CIL
IBP/4 30	East West Corridor	Chichester	WSCC - Community Issues List	Chichester	Transport	Public transport	Lavant Road - Possible railings on bus stops	Improvements										4 Desirable	City Council may wish to consider funding from their CIL
IBP/4 32	East West Corridor	Chichester	WSCC - Community Issues List	Chichester	Transport	Cycle infrastructure	Cycle Route - Summerdale estate to the City centre and Centurion Way	NW Chichester allowing a sustainable route to be developed to link communities										4 Desirable	City Council may wish to consider funding from their CIL
IBP/3 64	East West Corridor	Chichester - Tangmere	WSCC	WSCC	Transport	Cycle infrastructure	Chichester - Tangmere cycle route	Mitigation - to reduce car trips from SDLs to city centre	2020+	2020-2025	Medium to long term (2021-2029)	£630,000	S106	Developer	S106		2 Essential	Committed	
IBP/2 4	East West Corridor	Chichester City	Parish Council	Chichester City	Transport	Pedestrian infrastructure	Provision for slow moving electric vehicles for the elderly.	Improve access for elderly people in City Centre.	2019	2015-2020	Short term (2016-2021)		CIL	WSCC & CDC/Commercial provider.	CIL		4 Desirable	City Council may wish to consider funding from	

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
																	their CIL
IBP/26	East West Corridor	Chichester City	Parish Council	Chichester City	Social Infrastructure	Streetscene and built environment	The formation of a piazza in front of the Cathedral ( The Dean and Chapter are already thinking along these lines and it was an aspiration in the Town Plan)	Create new community space by reshaping a key area of the City to accommodate increased visitor numbers.	2019	2015-2020	Short term (2016-2021)		CIL	Chichester City Council (CCC), WSCC, CDC and Dean & Chapter.	CIL	4 Desirable	City Council may wish to consider funding from their CIL
IBP/22	East West Corridor	Chichester City	Parish Council	Chichester City	Transport	Pedestrian infrastructure	A complete resurfacing of the existing pedestrian precinct	Over 40 years old and very uneven, better HGV/pavement definition.	2019	2015-2020	Short term (2016-2021)		CIL & S106	WSCC	CIL	4 Desirable	City Council may wish to consider funding from their CIL
IBP/28	East West Corridor	Chichester City	Parish Council	Chichester City	Social Infrastructure	Streetscene and built environment	A general improvement in the signage, streetscape, street furniture and green open spaces to improve the visitor experience to the City	New community space for increased visitor numbers.	2019	2015-2020	Short term (2016-2021)		CIL	CDC, WSCC & City Centre BID.	CIL	4 Desirable	City Council may wish to consider funding from their CIL

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
IBP/23	East West Corridor	Chichester City	Parish Council	Chichester City	Transport	Pedestrian infrastructure	Widening of the footpaths in key streets approaching the pedestrian area (e.g. North Street and South Street) to achieve improved public safety.	Increased pedestrian flows anticipated from increased population.	2019	2015-2020	Short term (2016-2021)		CIL & S106	WSCC	CIL	4 Desirable	City Council may wish to consider funding from their CIL
IBP/29	East West Corridor	Chichester City	Parish Council	Chichester City	Green Infrastructure	Allotments	Increased provision for allotments.	Statutory Duty to provide allotments to meet the demand of an additional population (e.g. Graylingwell & White House Farm).	2019 -	2015-2020	Short term (2016-2021)		CIL and S106 Costs of establishing and maintaining.	CCC	CIL	3 Policy High	City Council may wish to consider funding from their CIL
IBP/30	East West Corridor	Chichester City	Parish Council	Chichester City	Social Infrastructure	Community facilities	St Michaels Hall In Summersdale Road.	Private hall used for community facility. Could be purchased/ improved to meet additional population needs.	2019	2015-2020	Short term (2016-2021)		CIL/New Homes Bonus	CCC	CIL	4 Desirable	City Council may wish to consider funding from their CIL
IBP/31	East West Corridor	Chichester City	Parish Council	Chichester City	Social Infrastructure	Community facilities	Sea Cadet HQ Pound Farm – in need of refurbishment.	Hall used for community facility. Could be improved to meet additional population needs	2019	2015-2020	Short term (2016-2021)	£50,000 approx.	CIL/New Homes Bonus	CCC	CIL	4 Desirable	City Council may wish to consider funding from their CIL
IBP/32	East West Corridor	Chichester City	Parish Council	Chichester City	Education	Early years and childcare	Indoor Soft Play area for children	Important social provision for new and existing families.	2019	2015-2020	Short term (2016-2021)		CIL/New Homes Bonus	CDC/Commercial Operator	CIL	4 Desirable	City Council may wish to consider funding from their CIL



IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
IBP/27	East West Corridor	Chichester City	Parish Council	Chichester City	Social Infrastructure	Car parking	Improvements to Little London/St Martin's area at the rear of the Buttermarket. Potential for redevelopment of car park for mixed uses including street market.	Improved community space to meet increased visitor numbers. Remove traffic congestion in Little London.	2019	2015-2020	Short term (2016-2021)		CIL	CCC, CDC & WSCC.	CIL	4 Desirable	City Council may wish to consider funding from their CIL
IBP/25	East West Corridor	Chichester City	Parish Council	Chichester City	Transport	Cycle infrastructure	Improved Cycle Ways around City	To improve safe access for cyclists.	2019	2015-2020	Short term (2016-2021)		CIL/S106	WSCC & CDC	CIL	3 Policy High	City Council may wish to consider funding from their CIL
IBP/06	East West Corridor	Chidham and Hambrook	WSCC - Community Issues List	Chidham and Hambrook	Transport	Car parking	Parking - A259 - Improvements to on street parking									4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/505	East West Corridor	Chidham and Hambrook	WSCC - Community Issues List	Chidham and Hambrook	Transport	Cycle infrastructure	Cycle Improvements - A259 - Main Road - Improve cycling provision between Emsworth and Chichester									3 Policy High	Select if match funding is identified as this project supports the growth of the area.

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
IBP/511	East West Corridor	Chidham and Hambrook	WSCC - Community Issues List	Chidham and Hambrook	Transport	Local road network	Carriageway Improvements - Cot Lane - Road widening and drainage improvements near Greenfields									4 Desirable	Parish may wish to consider funding from their CIL
IBP/508	East West Corridor	Chidham and Hambrook	WSCC - Community Issues List	Chidham and Hambrook	Transport	Pedestrian infrastructure	School Safety Zone and Safer Routes to School Scheme - Chidham Parochial Primary School, Chidham Lane	Pedestrian Safety								4 Desirable	Parish may wish to consider funding from their CIL
IBP/509	East West Corridor	Chidham and Hambrook	WSCC - Community Issues List	Chidham and Hambrook	Transport	Cycle and pedestrian infrastructure	Footway and Cycleway Improvements - Steel Lane - Review and improvements to carriageway									4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/510	East West Corridor	Chidham and Hambrook	WSCC - Community Issues List	Chidham and Hambrook	Transport	Local road network	Speed Reduction - Drift Lane - Reduction of speed limit to 30mph									4 Desirable	Parish may wish to consider funding from their CIL

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
IBP/507	East West Corridor	Chidham and Hambrook	WSSC - Community Issues List	Chidham and Hambrook	Transport	Pedestrian infrastructure	Pedestrian Improvements - Broad Road / Drift Lane - Improvements to footpaths in Broad Road / Drift Lane									4 Desirable	Parish may wish to consider funding from their CIL
IBP/398	East West Corridor	East West Corridor	Infrastructure Commissioner	Coastal West Sussex Clinical Commissioning Group	Health	Community healthcare, primary care facilities & improvements	NHS Medical Centre West of Chichester SDL	To amalgamate Chichester practices to cover 20 years ahead and to accommodate new residents/patients from planned developments	In line with phase 1 of site development	2015-2020	Short term (2016-2021)	3,300,000		Coastal West Sussex Clinical Commissioning Group	CIL	2 Essential	Select for CIL funding if the majority of money is match funded. This project can demonstrate it can assist the growth of the area.

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
IBP/339	East West Corridor	East West Corridor	WSCC	WSCC	Transport	Transport - A27	A27 improvements to six junctions: Fishbourne (£2.5m), Stockbridge (£3.8m), Whyke (£3.2m), Bognor Road (£1.8m), Portfield (£891,360) and Oving Road (£660,960)	To mitigate the area-wide impacts of Local Plan housing and employment growth	2015 – 2020 Dependent on preparation of major scheme, which may replace these improvements; currently undertaking work to establish contributions methodology.	2015-2020	Short term (2016-2021)	£12.8m	S106	Highways Agency	S106	1 Critical	Committed
IBP/337	East West Corridor	East West Corridor (east)	WSCC	WSCC	Social Infrastructure	Libraries	Library provision as part of a new community facility for development to the East of the city; 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 (2021-2029)	£75,000 - £100,000	CIL	WSCC & developer	CIL	3 Policy High	Reserved for next phasing period
IBP/335	East West Corridor	East West Corridor (west)	WSCC	WSCC	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-	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 (2021-2029)	£75,000 - £100,000	CIL	WSCC & developer	CIL	3 Policy High	Reserved for next phasing period

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
							service terminal										
IBP/4 94	East West Corridor	Fishbourne	WSSC - Community Issues List	Fishbourne	Transport	Local road network	Village Centre - 20 mph throughout village									4 Desirable	Parish may wish to consider funding from their CIL
IBP/4 93	East West Corridor	Fishbourne	WSSC - Community Issues List	Fishbourne	Transport	Local road network	Speed Reduction - Main Road - Speed Indicator Device on A259									4 Desirable	Parish may wish to consider funding from their CIL
IBP/4 92	East West Corridor	Fishbourne	WSSC - Community Issues List	Fishbourne	Transport	Local road network	Traffic Management - Salthill Road/Main Road - 30mph gateway treatment on A259 eastern approach to village and Salthill Road									4 Desirable	Parish may wish to consider funding from their CIL
IBP/4 96	East West Corridor	Fishbourne	WSSC - Community Issues List	Fishbourne	Transport	Car parking	Parking - Mill Lane - Double yellow lines at turning point in Mill Lane	Concerns with people parking at turning point and prevent safe access to road. On TRO list for consideration by CLC								4 Desirable	Parish may wish to consider funding from their CIL

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
IBP/490	East West Corridor	Fishbourne	WSCC - Community Issues List	Fishbourne	Transport	Pedestrian infrastructure	Pedestrian Improvements - Blackboy Lane - removal of verges to install footways – Fishbourne Club	Pedestrian Improvements								4 Desirable	Parish may wish to consider funding from their CIL
IBP/489	East West Corridor	Fishbourne	WSCC - Community Issues List	Fishbourne	Transport	Car parking	Parking and safer route to school - Roman Way/Bourne Close - parking Review	Commuters park in Bourne Close and Roman Way to use the train and this impacts on parking availability for local residents.								4 Desirable	Parish may wish to consider funding from their CIL
IBP/488	East West Corridor	Fishbourne	WSCC - Community Issues List	Fishbourne	Transport	Car parking	Parking restrictions - Caspian Way									4 Desirable	Parish may wish to consider funding from their CIL
IBP/491	East West Corridor	Fishbourne	WSCC - Community Issues List	Fishbourne	Transport	Smarter Choices and promote sustainable modes of transport	Real Time Passenger Information at bus stops within the Village									4 Desirable	Parish may wish to consider funding from their CIL
IBP/497	East West Corridor	Fishbourne	WSCC - Community Issues List	Fishbourne	Transport	Pedestrian infrastructure	Lighting - Emperor Way - Installation of low level lights along Emperor Way to enhance safety	Safety improvements								4 Desirable	Parish may wish to consider funding from their CIL

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP	
IBP/498	East West Corridor	Fishbourne	WSCC - Community Issues List	Fishbourne	Transport	Pedestrian infrastructure	Lighting in Blackboy Lane from A259 to the level crossing because of increased use at night by users of the Fishbourne Centre	Safety improvements									4 Desirable	Parish may wish to consider funding from their CIL
IBP/56	East West Corridor	Fishbourne	Parish Council	Fishbourne	Transport	Local road network	Road colouring and 30 mph roundels at village entrances	To impact on driver behaviour. High priority in FNP	By December 2015	2015-2020	Short term (2016-2021)	£6,000 estimate	As above	WSCC Highways	CIL	4 Desirable	Parish may wish to consider funding from their CIL	
IBP/59	East West Corridor	Fishbourne	Parish Council	Fishbourne	Transport	Pedestrian infrastructure	Additional pedestrian crossing or island near Blackboy Lane/Old Park Lane	To make it safer to cross A259 and to slow down traffic at entry to the village	?				?	Fishbourne Parish Council, Highways	CIL	4 Desirable	Parish may wish to consider funding from their CIL	
IBP/58	East West Corridor	Fishbourne	Parish Council	Fishbourne	Transport	Local road network	Vehicle-activated speed sign Salthill road northern parish boundary	Safety issue: traffic volume greatly increased by new building in the area and by vehicles avoiding Fishbourne Roundabout. High priority in FNP	2016-17 programme	2015-2020	Short term (2016-2021)	£11,000 (?)	CIL	Fishbourne Parish Council, Highways	CIL	4 Desirable	Parish may wish to consider funding from their CIL	
IBP/499	East West Corridor	Fishbourne	WSCC - Community Issues List	Fishbourne	Transport	Local road network	Speed Reduction - Salthill Road - possible extension northwards of 30 mph limit from the										4 Desirable	Parish may wish to consider funding from their CIL

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP	
							Fishbourne/Funtington on village boundaries or the establishment of a 40 mph limit											
IBP/500	East West Corridor	Fishbourne	WSCC - Community Issues List	Fishbourne	Transport	Pedestrian infrastructure	Clay Lane - Footpath Improvements										4 Desirable	Parish may wish to consider funding from their CIL
IBP/501	East West Corridor	Fishbourne	WSCC - Community Issues List	Fishbourne	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Seating Provision - near Fishbourne Centre, Blackboy Lane - Seating for parents on a properly grassed mound by the Children's Play Area	Fishbourne NHP priority. Identified as important for adults to be able to observe whilst giving children increasing independence.				£1,000 for purchase of land clearance and installation	Group application to South Chichester, CLC - Community Initiative Funding and Members Big Society Fund				4 Desirable	Parish may wish to consider funding from their CIL
IBP/502	East West Corridor	Fishbourne	WSCC - Community Issues List	Fishbourne	Social Infrastructure	Community facilities	Village Hall Improvements - Blackboy Lane - Developments to the Fishbourne Centre and the St Peter's Place to enable greater community usage										4 Desirable	Parish may wish to consider funding from their CIL



IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
IBP/57	East West Corridor	Fishbourne	Parish Council	Fishbourne	Transport	Public transport	Bus shelter in Salthill Road	Fishbourne Neighbourhood Plan Priority	By end 2015	2015-2020	Short term (2016-2021)	£5,000	Possible % grant from WSCC + sec.106?	Fishbourne Parish Council		4 Desirable	Parish may wish to consider funding from their CIL
IBP/60	East West Corridor	Fishbourne	Parish Council	Fishbourne	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	Parish may wish to consider funding from their CIL
IBP/210	East West Corridor	Fishbourne	CDC	CDC	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
IBP/66	East West Corridor	Fishbourne	Parish Council	Fishbourne	Social Infrastructure	Community facilities	Seating around village and for parents at the Children's Play area	Fishbourne Neighbourhood Plan Priority. Important for adults to be able to observe while giving children increasing independence	By December 2015	2015-2020	Short term (2016-2021)	£1,000 for purchase, land clearance & installation	Group application to LAC	FPFA	CIL	4 Desirable	Parish may wish to consider funding from their CIL
IBP/211	East West Corridor	Fishbourne	CDC	CDC	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
IBP/67	East West Corridor	Fishbourne	Parish Council	Fishbourne	Social Infrastructure	Community facilities	Sound-proofing of Small Hall at	To enable halls to be used independently	By December 2015	2015-2020	Short term (2016-2021)	£1,000	Sec 106 /CIL(?)	FPFA	CIL	4 Desirable	Parish may wish to consider

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
							Fishbourne Centre										funding from their CIL
IBP/68	East West Corridor	Fishbourne	Parish Council	Fishbourne	Transport	Pedestrian infrastructure	Footpath southwards from Fishbourne Centre parallel with Blackboy Lane.	To provide safer access to Pre-school, Children's Play Area and Fishbourne Centre	By December 2015	2015-2020	Short term (2016-2021)	£3,000 (approx)	NHB (?)	FPFA via FPC	CIL	4 Desirable	Parish may wish to consider funding from their CIL
IBP/69	East West Corridor	Fishbourne	Parish Council	Fishbourne	Transport	Pedestrian infrastructure	Safety issue: Lighting in above section of Blackboy Lane	Importance of protecting the young	2016	2015-2020	Short term (2016-2021)		WSSC (?)	Fishbourne Parish Council	CIL	4 Desirable	Parish may wish to consider funding from their CIL
IBP/70	East West Corridor	Fishbourne	Parish Council	Fishbourne	Transport	Cycle and pedestrian infrastructure	Safety issue: Lighting along Emperor Way	Used a lot in the dark so low level lighting would decrease risk of attack	Delay until decision is reached by SAS on building site to raise essential income.			Depends on extent left unlit	CIL	SAS	CIL	4 Desirable	Parish may wish to consider funding from their CIL
IBP/212	East West Corridor	Fishbourne	CDC	CDC	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		4 Desirable	Parish may wish to consider funding from their CIL

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
IBP/65	East West Corridor	Fishbourne	Parish Council	Fishbourne	Green Infrastructure	Allotments	Allotments	Very low ranking. No suitable site available	No action at least in short term. Possibility of some land for Community use owned by WSCC but with no access as yet)			Certainly nil in the short term	-		CIL	4 Desirable	Parish may wish to consider funding from their CIL
IBP/214	East West Corridor	Halnaker	CDC	CDC	Social Infrastructure	Streetscene and built environment	Halnaker - Improvements to area of green space to the south west of Rose Cottage	Conservation and enhancement of historic environment						Boxgrove Parish Council, WSCC	CIL	4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/13	East West Corridor	Halnaker	CDC	CDC	Transport	Local road network	Halnaker - Improvements to pedestrian safety and reducing traffic speeds in Halnaker, particularly along the A286, whilst protecting the special character of the conservation area	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.

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
IBP/259	East West Corridor	Halnaker	CDC	CDC	Social Infrastructure	Streetscene and built environment	Halnaker - General Public Realm improvements to include adoption of a common palette of products and materials for a consistent design of street furniture including public seats, litter bins, street lights, and street name plates	Conservation and enhancement of historic environment						District Council in collaboration with the relevant Parish Councils and West Sussex County Council.	CIL	4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/291	East West Corridor	Hambrook	CDC	CDC	Green Infrastructure	Flood and coastal erosion risk management	Local Drainage - The Avenue, Hambrook Watercourse reconstruction	West Sussex Local Flood Risk Management Strategy 2015	2015-2020	2020-2025	Medium to long term (2021-2029)	£10k	None	CDC, WSCC	CIL	3 Policy High	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/422	East West Corridor	Lavant	WSCC - Community Issues List	Lavant	Transport	Cycle infrastructure	Signed directions - Centurion Way bike route through Lavant									4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
IBP/4 24	East West Corridor	Lavant	WSCC - Community Issues List	Lavant	Transport	Cycle infrastructure	Provision of a link from Centurion Way to the village									4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/4 23	East West Corridor	Lavant	WSCC - Community Issues List	Lavant	Transport	Car parking	Parking bay increase - Meadow Close									4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/9	East West Corridor	Lavant	Parish Council	Lavant	Transport	Local road network	Important traffic calming measures within the village	Continuing problems with fast traffic and complaints from residents	As soon as possible	2015-2020	Short term (2016-2021)	As yet unknown	As yet unknown	Lavant Parish Council	CIL	4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/8 8	East West Corridor	Lavant	Parish Council	Lavant	Education	Primary, Secondary, sixth form and special educational needs	Expansion of local primary school with associated parking	More school places are required				As yet unknown	As yet unknown	Primary school/parish council	CIL		Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/9 6	East West Corridor	Oving	Parish Council	Oving	Utility Services	Transport - A27	Chichester Bypass Improvements	Critical to all CDC developments	2018 - 2019	2015-2020	Short term (2016-2021)	£90 million	Government	Highways Agency	S106	1 Critical	Committed

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
IBP/375	East West Corridor	Oving	WSCC	WSCC	Transport	Cycle infrastructure	Oving cycle route - still investigating								CIL	2 Essential	Details of project insufficient
IBP/246	East West Corridor	Oving	WSCC - Community Issues List	Oving	Transport	Pedestrian infrastructure	Bridleway/footpath creation - Old Oving Road - Designation of PROW between two areas of existing public highway									4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/100	East West Corridor	Oving	Parish Council	Oving	Green Infrastructure	Flood and coastal erosion risk management	Flood control	Essential	ASAP	2015-2020	Short term (2016-2021)	Unknown	County, Govt, Utility Companies	Environment Agency	CIL	3 Policy High	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/99	East West Corridor	Oving	Parish Council	Oving	Education	Primary, Secondary, sixth form and special educational needs	Schools/colleges	Essential	ASAP	2015-2020	Short term (2016-2021)	Unknown	County & Government	Government	CIL	4 Desirable	Details of project insufficient
IBP/98	East West Corridor	Oving	Parish Council	Oving	Health	Community healthcare, primary care facilities & improvements	Hospital & doctors surgeries	Essential	Now	2015-2020	Short term (2016-2021)	Unknown	County funds	NHS	CIL	4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
IBP/97	East West Corridor	Oving	Parish Council	Oving	Utility Services	Utility services	Sewerage Treatment	Essential to cope with planned developments	ASAP	2015-2020	Short term (2016-2021)	Unknown	Southern Water	Southern Water	Other	1 Critical	Committed
IBP/101	East West Corridor	Oving	Parish Council	Oving	Social Infrastructure	Community facilities	Community Facilities	Essential	Ongoing	2015-2020	Short term (2016-2021)	Unknown	Parish & City Councils (CIL)	Many	CIL	4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/235	East West Corridor	Oving	WSSC - Community Issues List	Oving	Transport	Cycle and pedestrian infrastructure	Chichester to Tangmere - New cycle path and pedestrian access	CDC Local Plan S106 linked to Tangmere Strategic Housing/Employment and Green Infrastructure Policies					S106 linked to Tangmere Strategic Development location		S106	3 Policy High	Committed
IBP/07	East West Corridor	Southbourne	CDC	CDC	Green Infrastructure	Public open space	Establishment and maintenance of an accessible Green Ring around the village of Southbourne, providing a variety of green infrastructure assets, including informal open space, allotments, a playing field, a footpath/cycleway network, children's	National Planning policy Framework Section 8 Promoting Healthy Communities, CDC Open Space, Sport & Recreation Facilities Study 2013-2029. SPNP Pre-Sub Plan Policies 2,3,7,8 and 9 and proposal 2. Provision of alternative informal recreation/leisure facilities	2014 - 2029	2015-2020	Short term (2016-2021)	£? From Developer contributions, Sport England, Sustrans, WSSC	Parish Council		CIL	3 Policy High	Select if match funding is identified as this project supports the growth of the area.

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
							play areas										
IBP/306	East West Corridor	Southbourne	CDC	CDC	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Youth skate park (Southbourne)	SPNP Pre-Sub Plan Proposal 2	2014 - 2029	2015-2020	Short term (2016-2021)	£80k - £120k From WSCC	Parish Council		CIL	4 Desirable	Select if match funding is identified as this project supports the growth of the area.
IBP/305	East West Corridor	Southbourne	CDC	CDC	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Provision of Artificial Grass Pitch/MUG A (Southbourne)	CDC Open Space, Sport & Recreation Facilities Study 2013-2029. SPNP Pre-Sub Plan Policy 8 and Proposal 2	2014 - 2029	2015-2020	Short term (2016-2021)	£700k - £1m From WSCC	Bourne Community College, WSCC		CIL	4 Desirable	Select if match funding is identified as this project supports the growth of the area.
IBP/304	East West Corridor	Southbourne	CDC	CDC	Green Infrastructure	Playing fields, sports pitches, related build and children's play	Provision of Youth facilities (Southbourne)	CDC Open Space, Sport & Recreation Facilities Study 2013-2029. SPNP Pre-Sub Plan Proposal 2	2014 - 2029	2015-2020	Short term (2016-2021)	£? From WSCC	WSCC		CIL	4 Desirable	Select if match funding is identified as this project supports the



IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
						areas											growth of the area.
IBP/5 17	East West Corridor	Southbourne	WSCC - Community Issues List	Southbourne	Transport	Pedestrian infrastructure	Safer Routes to School - Bourne Community College, Park Road									4 Desirable	Parish may wish to consider funding from their CIL
IBP/5 19	East West Corridor	Southbourne	WSCC - Community Issues List	Southbourne	Transport	Pedestrian infrastructure	Pedestrian Improvements - Controlled Crossing on Main Road - Lumley Road									4 Desirable	Parish may wish to consider funding from their CIL
IBP/5 20	East West Corridor	Southbourne	WSCC - Community Issues List	Southbourne	Transport	Local road network	Traffic Management - Traffic calming on Main Road									4 Desirable	Parish may wish to consider funding from their CIL
IBP/5 21	East West Corridor	Southbourne	WSCC - Community Issues List	Southbourne	Transport	Car parking	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									4 Desirable	Parish may wish to consider funding from their CIL

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
IBP/308	East West Corridor	Southbourne	CDC	CDC	Green Infrastructure	Landscape, 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	2015-2020	Short term (2016-2021)	£? From Developer contributions, WSCC, CDC	Parish Council		S106	2 Essential	Committed
IBP/192	East West Corridor	Southbourne	CDC	CDC	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 (2021-2029)	£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	4 Desirable	Select if match funding is identified as this project supports the growth of the area.
IBP/516	East West Corridor	Southbourne	WSCC - Community Issues List	Southbourne	Transport	Cycle infrastructure	Cycle Improvements - A259 - Main Road - Improve cycling provision between Emsworth and Chichester									3 Policy High	Select if match funding is identified as this project supports the growth of the area.

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
IBP/5 22	East West Corridor	Southbourne	WSCC - Community Issues List	Southbourne	Transport	Local road network	Traffic Management - One way system on New Road - TRO									4 Desirable	Parish may wish to consider funding from their CIL
IBP/3 38	East West Corridor	Southbourne	WSCC	WSCC	Social Infrastructure	Libraries	Expansion of the services provided by Southbourne Library	Development is likely to create additional demand on the service (50% of population of West Sussex are members of library service)	2020+	2020-2025	Medium to long term (2021-2029)	TBC	CIL	WSCC	CIL	3 Policy High	Reserved for next phasing period
IBP/5 13	East West Corridor	Southbourne	WSCC - Community Issues List	Southbourne	Transport	Pedestrian infrastructure	Safer Routes to School - New Road, Southbourne Infants and Junior School									4 Desirable	Parish may wish to consider funding from their CIL
IBP/5 12	East West Corridor	Southbourne	WSCC - Community Issues List	Southbourne	Transport	Pedestrian infrastructure	Pedestrian Improvements - Main Road near Thorney Road A259 - convert pelican crossing to puffin									4 Desirable	Parish may wish to consider funding from their CIL
IBP/5 15	East West Corridor	Southbourne	WSCC - Community Issues List	Southbourne	Transport	Local road network	South Lane - Speed reduction request - TRO									4 Desirable	Parish may wish to consider funding from their CIL
IBP/5 18	East West Corridor	Southbourne	WSCC - Community Issues List	Southbourne	Transport	Pedestrian infrastructure	Pedestrian Improvements - Controlled Crossing near Southbourne Primary									4 Desirable	Parish may wish to consider funding from their CIL

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
							School, Stein Road										
IBP/514	East West Corridor	Southbourne	WSCC - Community Issues List	Southbourne	Transport	Pedestrian infrastructure	School Safety Zone - New Road, Southbourne Infants and Junior School									4 Desirable	Parish may wish to consider funding from their CIL
IBP/149	East West Corridor	Tangmere	Parish Council	Tangmere	Social Infrastructure	Community facilities	Museum/Heritage Centre	Relocate museum locally (Current museum is a voluntary organisation and the buildings are becoming old). The Museum Directors are reviewing the feasibility of a relocation. Would require significant parking area to cater for large events. Renovation of ol								4 Desirable	Parish may wish to consider funding from their CIL
IBP/148	East West Corridor	Tangmere	Parish Council	Tangmere	Transport	Cycle infrastructure	Cycle routes	Cycle routes and pathways - improve cycle routes through village to encourage use of sustainable transport and physical activity. A PROW Cycle route around Tangmere Airfield Perimeter included in WSCC				£7,000.00			CIL	2 Essential	Select if match funding is identified as this project supports the growth of the area.

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
								Infrastructure delivery plan (Jan 2012)									
IBP/1 47	East West Corridor	Tangmere	Parish Council	Tangmere	Green Infrastructure	Allotments	Allotments	Additional equipment required to upgrade facilities - water troughs, composting bins, in need of some new sturdy fencing (this is a large scale project) access to toilets.				£5,000.00			S106	4 Desirable	Parish may wish to consider funding from their CIL
IBP/1 46	East West Corridor	Tangmere	Parish Council	Tangmere	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Skate Park	More pieces of equipment are required to improve variety and challenge. Young people have been consulted. Space exists on present facility for one additional piece.							CIL	4 Desirable	Parish may wish to consider funding from their CIL
IBP/2 45	East West Corridor	Tangmere	WSCC - Community Issues List	Tangmere	Transport	Pedestrian infrastructure	Provision of new footway and dropped kerbs - Malcolm Road junction with Tangmere Road									4 Desirable	Parish may wish to consider funding from their CIL
IBP/1 44	East West Corridor	Tangmere	Parish Council	Tangmere	Social Infrastructure	Community facilities	Extension to St Andrew's									4 Desirable	Parish may wish to

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
					e		Churchyard for burial space										consider funding from their CIL
IBP/1 43	East West Corridor	Tangmere	Parish Council	Tangmere	Social Infrastructure	Community facilities	Improvements to existing and new Community Facilities									4 Desirable	Parish may wish to consider funding from their CIL
IBP/2 36	East West Corridor	Tangmere	WSCC - Community Issues List	Tangmere	Transport	Cycle and pedestrian infrastructure	Tangmere orbital village cycle/bridleway/pedestrian route and links to Chichester and Barnham. Perimeter of old Airfield - Utilise/upgrade existing PROW and desire lines plus WSCC owned old airfield perimeter track.	Parish Council/CDC Community Facilities Audit/CDC Local Plan CIL/S106 linked to Tangmere Strategic Housing/Employment and Green Infrastructure Policies								4 Desirable	Parish may wish to consider funding from their CIL
IBP/2 37	East West Corridor	Tangmere	WSCC - Community Issues List	Tangmere	Transport	Pedestrian infrastructure	Safer Routes to School Scheme Tangmere Primary School, Middleton gardens and Malcolm Road	Safety	Nothing in current programme No action in 2015/16	2015-2020	Short term (2016-2021)					4 Desirable	Parish may wish to consider funding from their CIL

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
IBP/2 40	East West Corridor	Tangmere	WSCC - Community Issues List	Tangmere	Transport	Local road network	Traffic calming and footways - Tangmere Road and Meadow Way - Carriageway narrowing and colouring etc plus improved pedestrian access.			2016-2021	Short term (2016-2021)		TAD S106 arising from Hanger & H Block sites when developed		S106	2 Essential	Committed
IBP/2 43	East West Corridor	Tangmere	WSCC - Community Issues List	Tangmere	Transport	Pedestrian infrastructure	New section of footway - Additional section of footway on north side of Church Lane os Tangmere Hse									4 Desirable	Parish may wish to consider funding from their CIL
IBP/2 44	East West Corridor	Tangmere	WSCC - Community Issues List	Tangmere	Transport	Pedestrian infrastructure	Provision of dropped kerb - Churchwood Drive									4 Desirable	Parish may wish to consider funding from their CIL
IBP/1 45	East West Corridor	Tangmere	Parish Council	Tangmere	Transport	Car parking	Improve safety and increase car parking around the One Stop Shop.	A detailed study needs to be commissioned and action taken. Proposal supported by a large number of residents. In addition, since the completion of the Perrymead development a further parking							CIL	4 Desirable	Parish may wish to consider funding from their CIL

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP	
IBP/1 57	East West Corridor	Tangmere	Parish Council	Tangmere	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Outdoor recreation area	Malcolm Rd Recreation Field - Current poor land drainage (no renewal of land drainage known of since RAF ceased maintenance in late 1960's) leads to greater frequency of match cancellations, due to ground conditions, than would normally be expected on slo								CIL	4 Desirable	Parish may wish to consider funding from their CIL
IBP/1 40	East West Corridor	Tangmere	Parish Council	Tangmere	Transport	Local road network	Traffic Calming on Tangmere Road, Meadow Way and Malcolm Road								S106	2 Essential	Committed	
IBP/1 41	East West Corridor	Tangmere	Parish Council	Tangmere	Social Infrastructure	Car parking	New Car parking for St. Andrew's Church								CIL	4 Desirable	Parish may wish to consider funding from their CIL	
IBP/5 41	East West Corridor	Tangmere	WSCC	WSCC	Transport	Public transport	Direct and frequent bus services between Tangmere and Chichester City.	Mitigation for Tangmere SDL					S106	Developer	S106	2 Essential	Committed	



IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
IBP/1 62	East West Corridor	Tangmere	Parish Council	Tangmere	Social Infrastructure	Community facilities	Scout Hut/Church Hall	To provide a scout hut for the 2nd Tangmere Scout group that has grown in numbers since it was established seven years ago. The group currently uses the local school's hall to hold its Beavers, Cub and Scouts session. The scout hut requires land to enable							CIL	4 Desirable	Parish may wish to consider funding from their CIL
IBP/1 61	East West Corridor	Tangmere	Parish Council	Tangmere	Social Infrastructure	Built sport and leisure facilities	Sports Hall(s)	Sports Centre - To provide a multiple sports facility for the enlarged village to be located in the centre of any new large development within the parish.				£500,000.00			CIL	3 Policy High	Select if match funding is identified as this project supports the growth of the area.
IBP/1 60	East West Corridor	Tangmere	Parish Council	Tangmere	Transport	Local road network	Traffic calming on Tangmere Road	This road is subject to "rat running" and high vehicle speeds which require inhibiting measures. Would also make road more attractive for walking and cycling.							S106	2 Essential	Committed

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
IBP/1 50	East West Corridor	Tangmere	Parish Council	Tangmere	Social Infrastructure	Car parking	Car park(s)	Tarmac. Current surface is worn and floods when heavy rain appears. The area requires drainage and a tarmac surface installed with marked out parking spaces to make best use of area available and facilitate mobility impaired access.				£70,000.00			CIL	4 Desirable	Parish may wish to consider funding from their CIL
IBP/1 58	East West Corridor	Tangmere	Parish Council	Tangmere	Utility Services	Utility services	Broadband coverage	Requires provision of infrastructure to support superfast standards.									Details of project insufficient
IBP/1 51	East West Corridor	Tangmere	Parish Council	Tangmere	Green Infrastructure	Landscaping, planting and woodland creation and public rights of way	Outdoor recreation area	Improvement to land behind Museum and alongside allotments, works completed but requires ongoing maintenance and a review of current plaques.							CIL	4 Desirable	Parish may wish to consider funding from their CIL
IBP/1 56	East West Corridor	Tangmere	Parish Council	Tangmere	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Outdoor recreation area	Extend toddlers play area on Recreation Field to include swings and other equipment.							CIL	3 Policy High	Parish may wish to consider funding from their CIL

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP	
IBP/155	East West Corridor	Tangmere	Parish Council	Tangmere	Transport	Public transport	Bus shelter(s)	To serve City Fields business park and Blenheim park housing development. Site at Hawker Close bus stop, possibly to be provided as part of Blenheim Park S106 Agreement. Cover and seating improvements required at other shelters				£4,500.00				CIL	4 Desirable	Parish may wish to consider funding from their CIL
IBP/397	East West Corridor	Tangmere	Infrastructure Commissioner	Southern Water	Utility Services	Utility services	Upgrade to Tangmere Wastewater treatment Works	Essential for enabling level of growth in new Local Plan	Expected to be operational by 2019	2015-2020	Short term (2016-2021)	3,000,000	Investment by Southern Water	Southern Water		1 Critical	Committed	
IBP/54	East West Corridor	Tangmere	Parish Council	Tangmere	Transport	Pedestrian infrastructure	Pedestrian crossing(s)	Parish Council hopes to install a crossing at the junction of Malcolm Road with Tangmere Road.							S106	3 Policy High	Parish may wish to consider funding from their CIL	
IBP/153	East West Corridor	Tangmere	Parish Council	Tangmere	Social Infrastructure	Community facilities	Community Centre	A new large community centre is now required to cater for the various groups and clubs within the village, which the existing Village Centre cannot accommodate any more due to it being so well used. The Village Centre is limited in size for the populatio				£500,000.00			S106	2 Essential	Committed	

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP	
IBP/152	East West Corridor	Tangmere	Parish Council	Tangmere	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Changing/Sports Pavilion	Changing rooms are currently very tired and need modernisation. This is to meet current day requirements and standards and multi use availability. New showers and tiled areas required plus replacement of wash basins and installation of hot water supply pl				£20,000.00				CIL	4 Desirable	Parish may wish to consider funding from their CIL
IBP/142	East West Corridor	Tangmere	Parish Council	Tangmere	Green Infrastructure	Public open space	Land to be made available for community groups to develop for suitable purposes										4 Desirable	Details of project insufficient
IBP/159	East West Corridor	Tangmere	Parish Council	Tangmere	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Outdoor recreation area	Overall provision of equipped and unequipped play space within village well below Fields in Trust and CDC Infrastructure SPG standards. No provision East of Meadow Way and Play equipment in Cheshire Crescent (in SW corner site) removed by RP needs replace								CIL	3 Policy High	Parish may wish to consider funding from their CIL

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
IBP/3 28	East West Corridor	Tangmere	WSCC	WSCC	Education	Primary, Secondary, sixth form and special educational needs	School site and provision of a new 1Form Entry primary school for the Tangmere SDL; the site should be expandable to 2Form Entry	To meet statutory duty to ensure sufficient supply of school places for pupils arising from new development (mitigation)	Temporary accommodation to be provided for 2023. Access to clear & unencumbered site for 2026/27 opening.	2018-2023	Short term (2016-2021)	£4.8 - £5.4m (1Form Entry) £8.3 - £9.5m (2Form Entry)	S106 &WSCC (including Basic Need Grant)	WSCC / academy provider	S106	2 Essential	Committed
IBP/3 36	East West Corridor	Tangmere	WSCC	WSCC	Social Infrastructure	Libraries	Library provision as part of a new community centre or school 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 or school		Medium to long term (2021-2029)	£75,000 - £100,000	CIL	WSCC & developer	CIL	3 Policy High	Reserved for next phasing period
IBP/3 65	East West Corridor	Tangmere	WSCC	WSCC	Transport	Local road network	Road link between A27 / A285 junction and Tangmere Road	Mitigation for Tangmere SDL	2020+	2020-2025	Medium to long term (2021-2029)		S106	Developer	S106	2 Essential	Committed
IBP/5 26	East West Corridor	Westbourne	WSCC - Community Issues List	Westbourne	Transport	Pedestrian infrastructure	School Safety Zone - Westbourne Primary School, River Street									4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
IBP/5 23	East West Corridor	Westbourne	WSCC - Community Issues List	Westbourne	Transport	Pedestrian infrastructure	Pedestrian Improvements - The Square - Pedestrian crossing facility in The Square									4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/5 31	East West Corridor	Westbourne	WSCC - Community Issues List	Westbourne	Transport	Local road network	20mph scheme throughout village TRO currently being advertised (2012)	Speed reduction								4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/5 59	East West Corridor	Westbourne	Parish Council	Westbourne	Social Infrastructure	Community facilities	The Meeting Place - The hall would benefit from refurbishment to make it a better more sophisticated community facility.									4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/5 58	East West Corridor	Westbourne	Parish Council	Westbourne	Transport	Local road network	Street lighting, some need replacing									4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
IBP/5 57	East West Corridor	Westbourne	Parish Council	Westbourne	Social Infrastructure	Community facilities	Public seats around the parish could do with replacing. On the corner of East Street, the Parish Council is having to get rid of two.									4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/5 24	East West Corridor	Westbourne	WSCC - Community Issues List	Westbourne	Social Infrastructure	Streetscene and built environment	Traffic Management - Village Gateways - To ensure visitors are well aware that they are entering a village									4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/5 25	East West Corridor	Westbourne	WSCC - Community Issues List	Westbourne	Social Infrastructure	Car parking	Parking - Improved parking in The Square - installation of bays outside the Dr's surgery									4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/5 30	East West Corridor	Westbourne	WSCC - Community Issues List	Westbourne	Transport	Local road network	Speed reduction along Common Road - TRO	Speed reduction								4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP cycle.		
																		cycle.	
IBP/555	East West Corridor	Westbourne	Parish Council	Westbourne	Social Infrastructure	Community facilities	The Cub Scout Hall needs a good face-lift. The asbestos in the roof also needs removing.	It is a WW2 army building with agricultural asbestos in the roof. The hut is used by the scouts and by other community groups/events.									4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	
IBP/563	East West Corridor	Westbourne	Parish Council	Westbourne	Social Infrastructure	Community facilities	Development of a parish hall.	Westbourne doesn't have a parish hall and is very reliant on the facilities provided by the Baptist Church and St Johns Church.							CIL		4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	
IBP/565	East West Corridor	Westbourne	Parish Council	Westbourne	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	The play equipment at Monks Hill needs replacing.	The play equipment is approaching the end of its sell-by-date										4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/556	East West Corridor	Westbourne	Parish Council	Westbourne	Social Infrastructure	Community facilities	Two more picnic benches required at Monks Hill due to success of those already					£700						4 Desirable	Not selected for IBP years 2016-2021 as little planned develop



IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP		
							installed.										ment in this cycle.		
IBP/579	East West Corridor	Westbourne	Parish Council	Westbourne	Social Infrastructure	Community facilities	The hall needs a good face-lift. The asbestos in the roof also needs removing	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	Reserved for next phasing period	
IBP/554	East West Corridor	Westbourne	Parish Council	Westbourne	Public and Community Services	Cemetery	Development of the cemetery's new 2 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	Needs to be used in 2-5 years.	2016-2021	Short term (2016-2021)				CIL	2 Essential	Not selected for IBP years 2016-2021 as little planned development in this cycle.		
IBP/527	East West Corridor	Westbourne	WSCC - Community Issues List	Westbourne	Transport	Pedestrian infrastructure	Pedestrian / Rider Improvements - Pegasus crossing on Common Road near Woodside Farm										4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	
IBP/528	East West Corridor	Westbourne	WSCC - Community Issues List	Westbourne	Transport	Local road network	Speed Reduction - Speed limit extension - Monks Hill - TRO											4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
IBP/529	East West Corridor	Westbourne	WSCC - Community Issues List	Westbourne	Transport	Car parking	Parking - Crockford Court - Double yellow lines - TRO									4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/164	East West Corridor	Westhampnett	Parish Council	Westhampnett	Green Infrastructure	Flood and coastal erosion risk management	Ditch clearance	No current provision Other than volunteers	As soon as possible	2015-2020	Short term (2016-2021)		CDC			4 Desirable	Parish may wish to consider funding from their CIL
IBP/163	East West Corridor	Westhampnett	Parish Council	Westhampnett	Education	Preschool and Primary school	New Primary School and PreSchool	Double existing population	In readiness for proposed housing developments	2015-2020	Short term (2016-2021)		Education		CIL	4 Desirable	Parish may wish to consider funding from their CIL
IBP/171	East West Corridor	Westhampnett	Parish Council	Westhampnett	Social Infrastructure	Community facilities	Parish Hall	No current provision	ASAP	2015-2020	Short term (2016-2021)	£1,500,000	Developer, Sport England, Lottery.		S106	2 Essential	Committed
IBP/426	East West Corridor	Westhampnett	WSCC - Community Issues List	Westhampnett	Transport	Local road network	Traffic calming on Madgwick Lane						Can S106 be used to fund this approach? Could be a SAS?			4 Desirable	Parish may wish to consider funding from their CIL
IBP/167	East West Corridor	Westhampnett	Parish Council	Westhampnett	Transport	Pedestrian infrastructure	Street lighting to Madgwick Lane	Lack of provision	As soon as possible	2015-2020	Short term (2016-2021)		Highways		CIL	4 Desirable	Parish may wish to consider funding from their CIL
IBP/177	East West Corridor	Westhampnett	Parish Council	Westhampnett	Transport	Transport - A27	Acoustic fencing to the A27	Sound pollution from traffic	As soon as possible	2015-2020	Short term (2016-2021)		Highways		CIL	4 Desirable	Parish may wish to consider funding from their CIL

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
IBP/4 25	East West Corridor	Westhampton	WSSC - Community Issues List	Westhampton	Transport	Cycle infrastructure	Cycle facility improvements – shared use cycleway. Along Stane Street from end of current cycleway until Old Arundel Road									4 Desirable	Parish may wish to consider funding from their CIL
IBP/4 29	East West Corridor	Westhampton	WSSC - Community Issues List	Westhampton	Transport	Car parking	Parking - Stane Street - TRO to extend yellow lines									4 Desirable	Parish may wish to consider funding from their CIL
IBP/66	East West Corridor	Westhampton	Parish Council	Westhampton	Health	Community healthcare, primary care facilities & improvements	New GP surgery and dispensary	Doubling population	As soon as possible	2015-2020	Short term (2016-2021)		National Health		CIL	4 Desirable	Parish may wish to consider funding from their CIL
IBP/1 75	East West Corridor	Westhampton	Parish Council	Westhampton	Transport	Local road network	Madgwick Lane Traffic calming	Excessive speeding between RaB and Barns	As soon as possible	2015-2020	Short term (2016-2021)		Highways			4 Desirable	Parish may wish to consider funding from their CIL
IBP/1 69	East West Corridor	Westhampton	Parish Council	Westhampton	Transport	Pedestrian infrastructure	Pavement to Madgwick Lane	Pedestrian hazards road crossing	As soon as possible	2015-2020	Short term (2016-2021)		Highways		CIL	4 Desirable	Parish may wish to consider funding from their CIL

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
IBP/428	East West Corridor	Westhampnett	WSCC - Community Issues List	Westhampnett	Transport	Pedestrian infrastructure	Controlled crossing - Stane Street near Claypit Lane – School children crossing - Double Yellows opposite Claypit Lane									4 Desirable	Parish may wish to consider funding from their CIL
IBP/170	East West Corridor	Westhampnett	Parish Council	Westhampnett	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	2015-2020	Short term (2016-2021)		Sport England CDC		S106	2 Essential	Committed
IBP/72	East West Corridor	Westhampnett	Parish Council	Westhampnett	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	MUGA outside play area	Mitigation for Westhampnett SDL	ASAP	2015-2020	Short term (2016-2021)		Sport England		S106	2 Essential	Committed
IBP/174	East West Corridor	Westhampnett	Parish Council	Westhampnett	Transport	Cycle infrastructure	Cycle Paths into Chichester	Lack of provision	As soon as possible	2015-2020	Short term (2016-2021)		Highways			2 Essential	Select if match funding is identified as this project supports the growth of the area.
IBP/543	East West Corridor	Westhampnett	WSCC	WSCC	Transport	Public transport	Regular bus services between Westhamp	Mitigation for Westhampnett SDL					S106	Developer	S106	2 Essential	Committed

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
							nett SDL and the City centre.										
IBP/1 68	East West Corridor	Westhamnett	Parish Council	Westhamnett	Transport	Local road network	Speed cameras to Madgwick Lane	Excessive speed between RaB and Barns	As soon as possible	2015-2020	Short term (2016-2021)		Highways		CIL	4 Desirable	Parish may wish to consider funding from their CIL
IBP/1 78	East West Corridor	Westhamnett	Parish Council	Westhamnett	Green Infrastructure	Flood and coastal erosion risk management	New sewage system	Lack of current provision	As soon as possible	2015-2020	Short term (2016-2021)		Southern Water		Other	1 Critical	Parish may wish to consider funding from their CIL
IBP/1 79	East West Corridor	Westhamnett	Parish Council	Westhamnett	Green Infrastructure	Flood and coastal erosion risk management	New Surface water system	Lack of current provision	As soon as possible	2015-2020	Short term (2016-2021)		Southern Water			3 Policy High	Parish may wish to consider funding from their CIL
IBP/1 76	East West Corridor	Westhamnett	Parish Council	Westhamnett	Transport	Car parking	Stane Street parking	Parking restricts traffic flow and ped' road crossing	As soon as possible	2015-2020	Short term (2016-2021)		Highways			4 Desirable	Parish may wish to consider funding from their CIL
IBP/1 91	East West Corridor	Westhamnett	CDC	CDC	Social Infrastructure	Community facilities	Westhamnett – new Community Building	Westhamnett currently has no community buildings and has long aspired to develop one at a number of locations.	Timeline is dependant on the phasing of two different development sites – Madgewick Lane strategic site, and Maudlin Nurseries	2015-2020	Short term (2016-2021)	Scale of building still to be determined based on complexity of bringing together two sites	S106 (historic receipt). S106 to be secured. New Homes Bonus	To be delivered by developer in partnership with Westhamnett PC	S106	2 Essential	Parish may wish to consider funding from their CIL

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
IBP/467	Manhood Peninsula	Apuldram	WSSC - Community Issues List	Apuldram	Green Infrastructure	Landscaping, planting and woodland creation and public rights of way	PROW - Provision of bridleways and cycle routes in and around the Manhood Peninsula									4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/188	Manhood Peninsula	Birdham	Parish Council	Birdham	Green Infrastructure	Landscaping, planting and woodland creation and public rights of way	Repairs to Canal Locks									4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/3	Manhood Peninsula	Birdham	Parish Council	Birdham	Green Infrastructure	Allotments	Turn land bequest into allotments	Parish Duty to provide if requested	Unknown			Unknown	S106 & CIL	Birdham Parish Council	CIL	4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/289	Manhood Peninsula	Birdham	CDC	CDC	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	2020-2025	Short term (2016-2021)	£100k	FDGIA/WSCC	WSSC	CIL	3 Policy High	Not selected for CIL funding because this project does not support the growth of the area.

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IBP/1	Manhood Peninsula	Birdham	Parish Council	Birdham	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	2 Essential	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/2	Manhood Peninsula	Birdham	Parish Council	Birdham	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	3 Policy High	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/5	Manhood Peninsula	Birdham	Parish Council	Birdham	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Refurbish the Children's play area and provide a wider range of activities for a growing population	Major developments in the Bell Lane area requiring more social facilities for a growing village population.	Unknown			Unknown	S106 & CIL	Birdham Parish Council	CIL	4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/6	Manhood Peninsula	Birdham	Parish Council	Birdham	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	4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP cycle.		
IBP/7	Manhood Peninsula	Birdham	Parish Council	Birdham	Green Infrastructure	Landscape, planting and woodland creation and public rights of way	Providing hedging & trees along the western edge of the playing field to improve safety and provide wild life corridor	Increase in village population which would demand greater use of the playing field with a resultant impact on wild life	Unknown			Unknown	S106 & CIL	Birdham Parish Council	CIL	4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.		
IBP/4 79	Manhood Peninsula	Birdham	WSCC - Community Issues List	Birdham	Transport	Local road network	The introduction of 20s plenty, subject to public consultation within various settlements across the South CLC area (Birdham phase 2 - 20mph scheme)										4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	
IBP/4 78	Manhood Peninsula	Birdham	WSCC - Community Issues List	Birdham	Transport	Local road network	Speed limit - A286 through Birdham - 30mph limit adjacent to main part of settlement											4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.



IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
IBP/4 60	Manhood Peninsula	Birdham	WSCC - Community Issues List	Birdham	Transport	Car parking	Parking - Walwyn Close - TRO - Double yellow lines	Historic parking problems - near junction of main road								4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/4 66	Manhood Peninsula	Birdham	WSCC - Community Issues List	Birdham	Green Infrastructure	Landscaping, planting and woodland creation and public rights of way	PROW - Provision of bridleways and cycle routes in and around Medmerry (as part of the coastal realignment scheme) and the Manhood Peninsula		Funding allocation potentially for 2015/16	2015-2020	Short term (2016-2021)					4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/4 74	Manhood Peninsula	Birdham	Parish Council	Birdham	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	4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/3 32	Manhood Peninsula	Birdham, Earnley, East Wittering and Bracklesham, Selsey and West	WSCC	WSCC	Education	Primary, Secondary, sixth form and special educational needs	Expansion of existing primary schools across the Manhood locality in excess of 1/2 Form Entry	To meet statutory duty to ensure sufficient supply of school places for pupils arising from new development (mitigation)	Based on combined parish allocations across locality – further info required	2016-2021	Short term (2016-2021)	£2 million for half form entry Subject to feasibility & site asses	CIL & WSCC (including Basic Need Grant)	WSCC / academy provider	CIL	2 Essential	Select for CIL match funding as the WSCC has a statutory duty to provide school

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
		Wittering										sment					places, subject to match funding.
IBP/3 26	Manhood Peninsula	Bracklesham Bay	CDC	CDC	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.
IBP/3 25	Manhood Peninsula	Bracklesham Bay	CDC	CDC	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.
IBP/4 3	Manhood Peninsula	Donnington	Parish Council	Donnington	Social Infrastructure	Community facilities	Village Hall extension	Improved community use	On approval of planning permission	2015-2020	Short term (2016-2021)				S106	4 Desirable	Parish may wish to consider funding from their CIL
IBP/4 2	Manhood Peninsula	Donnington	Parish Council	Donnington	Transport	Cycle infrastructure	Cycle network	Extend through Parish	On-going	2015-2020	Short term (2016-2021)				CIL	3 Policy High	Parish may wish to consider funding from their CIL

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
IBP/256	Manhood Peninsula	Donnington	WSCC - Community Issues List	Donnington	Transport	Local road network	TRO - Double yellow lines - Selsey Tram development						Being Progressed as part of Section 106 agreement			4 Desirable	Committed
IBP/193	Manhood Peninsula	Donnington	CDC	CDC	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	2015-2020	Short term (2016-2021)	£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	4 Desirable	Committed
IBP/49	Manhood Peninsula	Donnington	WSCC	WSCC	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	2015-2020	Short term (2016-2021)	£150,000	S106	WSCC / Developer	S106	2 Essential	Committed
IBP/34	Manhood Peninsula	Donnington	Parish Council	Donnington	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Additional signage for playing field	Encourage more visitors to existing facilities							Other	4 Desirable	Parish may wish to consider funding from their CIL

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
IBP/474	Manhood Peninsula	Donnington	WSSC - Community Issues List	Donnington	Green Infrastructure	Landscape, planting and woodland creation and public rights of way	PROW - Provision of bridleways and cycle routes in and around Medmerry (as part of the coastal realignment scheme) and the Manhood Peninsula		Funding allocation potentially for 2015/16	2015-2020	Short term (2016-2021)					4 Desirable	Parish may wish to consider funding from their CIL
IBP/33	Manhood Peninsula	Donnington	Parish Council	Donnington	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Additional equipment for playing fields	New housing has brought families to the area. Older children are not as well catered for by existing facilities							CIL	4 Desirable	Parish may wish to consider funding from their CIL
IBP/55	Manhood Peninsula	Donnington	Parish Council	Donnington	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	Parish may wish to consider funding from their CIL
IBP/41	Manhood Peninsula	Donnington	Parish Council	Donnington	Transport	Public transport	Contribution to Community Transport	Vehicle maintenance	On-going	2015-2020	Short term (2016-2021)				CIL	4 Desirable	Parish may wish to consider funding from their CIL
IBP/40	Manhood Peninsula	Donnington	Parish Council	Donnington	Green Infrastructure	Playing fields, sports pitches, related build	Playing Field Equipment	Safety updating	On-going	2015-2020	Short term (2016-2021)	£5000 +	Parish precept		Other	4 Desirable	Parish may wish to consider funding from

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
						and children's play areas											their CIL
IBP/38	Manhood Peninsula	Donnington	Parish Council	Donnington	Health	Community healthcare, primary care facilities & improvements	Medical Centre including pharmacy	There is no surgery or pharmacy in Donnington and residents must travel into the City for these services. A surgery in Donnington could also service the increasing population on the Manhood Peninsula and free up spaces in City surgeries where increased p							CIL	4 Desirable	Parish may wish to consider funding from their CIL
IBP/39	Manhood Peninsula	Donnington	Parish Council	Donnington	Transport	Local road network	Underpass /Flyover for the A286 at A27	The severe traffic congestion at this junction would be eased.							CIL	4 Desirable	Parish may wish to consider funding from their CIL
IBP/36	Manhood Peninsula	Donnington	Parish Council	Donnington	Transport	Local road network	Air quality monitor in Donnington	To record levels of air pollution in the Parish to better understand the potential impact of additional vehicles on the health of residents.							CIL	4 Desirable	Parish may wish to consider funding from their CIL
IBP/468	Manhood Peninsula	Earnley	WSCC - Community Issues List	Earnley	Green Infrastructure	Landscape, planting and woodland creation and public rights of	PROW - Provision of bridleways and cycle routes in and around Medmerry (as part of		Funding allocation potentially for 2015/16	2015-2020	Short term (2016-2021)					4 Desirable	Not selected for IBP years 2016-2021 as little planned development in

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP		
						way	the coastal realignment scheme) and the Manhood Peninsula										this cycle.		
IBP/4 77	Manhood Peninsula	Earnley	WSCC - Community Issues List	Earnley	Transport	Local road network	Traffic Management - Almodingt on Road - Volume and type of traffic coming through the village conservation area	Volume and type of traffic coming through the village conservation area									4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	
IBP/4 76	Manhood Peninsula	Earnley	WSCC - Community Issues List	Earnley	Transport	Local road network	Speed limit - Bookers Lane - Traffic calming measures	Traffic calming measures										4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/4 7	Manhood Peninsula	East Wittering and Bracklesham	Parish Council	East Wittering and Bracklesham	Education	Youth provision	Improve Youth Club facilities.	WSCC no longer support the Youth Club. The Parish Council wish to lease the Youth Club building which will be run by volunteers.										4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/5 4	Manhood Peninsula	East Wittering and Bracklesham	Parish Council	East Wittering and Bracklesham	Social Infrastructure	Streetscene and built environment	The seafront at both E. Wittering and Bracklesham need enhancing	To improve visitor experience.										4 Desirable	Not selected for IBP years 2016-2021 as little planned

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
																	develop ment in this cycle.
IBP/5 3	Manhood Peninsula	East Wittering and Bracklesham	Parish Council	East Wittering and Bracklesham	Social Infrastructure	Streetscene and built environment	In E. Wittering the steps and handrails, retaining wall and pathways need refurbishing.									4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/5 2	Manhood Peninsula	East Wittering and Bracklesham	Parish Council	East Wittering and Bracklesham	Social Infrastructure	Streetscene and built environment	The street scene and layout of both East Wittering and Bracklesham needs improvement									4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/5 4	Manhood Peninsula	East Wittering and Bracklesham	Parish Council	East Wittering and Bracklesham	Transport	Public transport	Extend bus service to include later evenings.	Residents without cars (including young people) cannot access the services - in particular shift workers, entertainment and leisure facilities - which are in Chichester during the evening as the bus stops its service fairly early.								4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/5 0	Manhood Peninsula	East Wittering and Bracklesham	Parish Council	East Wittering and Bracklesham	Utility Services	Utility services	Sewage system improvements.	The system is totally inadequate and increasingly under pressure								4 Desirable	Not selected for IBP years 2016-

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
								from more housing.									2021 as little planned development in this cycle.
IBP/4 6	Manhood Peninsula	East Wittering and Bracklesham	Parish Council	East Wittering and Bracklesham	Health	Community healthcare, primary care facilities & improvements	Satellite doctors surgery in Bracklesham.	More housing is being built in Bracklesham than East Wittering and the elderly and infirm would have easier access to medical facilities if there was provision in Bracklesham. East Wittering is a bus or car ride away for this sector of the community								4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/4 56	Manhood Peninsula	East Wittering and Bracklesham	WSCC - Community Issues List	East Wittering and Bracklesham	Transport	Pedestrian infrastructure	School Safety Zone - East Wittering School									4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/4 4	Manhood Peninsula	East Wittering and Bracklesham	Parish Council	East Wittering and Bracklesham	Transport	Car parking	Increase parking in East Wittering & Bracklesham	Insufficient provision and pressure from number of houses in Bracklesham means parking is a major issue for the smaller shopping centre in Bracklesham and the larger centre in East Wittering. Plus it is a significant								4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.



IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
								tourist destination.									
IBP/51	Manhood Peninsula	East Wittering and Bracklesham	Parish Council	East Wittering and Bracklesham	Utility Services	Utility services	Mobile phone coverage improvement	The villages are poorly served by most service providers.								4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/80	Manhood Peninsula	East Wittering and Bracklesham	Parish Council	East Wittering and Bracklesham	Social Infrastructure	Car parking	Increase parking in East Wittering & Bracklesham.	There is currently not enough provision and pressure from the increased number of houses in Bracklesham means that parking is now a major issue both for the smaller shopping centre in Bracklesham and for the larger centre in East Wittering. Plus it is a s								4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/463	Manhood Peninsula	East Wittering and Bracklesham	WSCC - Community Issues List	East Wittering and Bracklesham	Transport	Local road network	Speed limit - Speed management B2179 - East Wittering	Speed reduction								4 Desirable	Not selected for IBP years 2016-2021 as little planned development in

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
																	this cycle.
IBP/4 65	Manhood Peninsula	East Wittering and Bracklesham	WSSC - Community Issues List	East Wittering and Bracklesham	Green Infrastructure	Landscape, planting and woodland creation and public rights of way	PROW - Provision of bridleways and cycle routes in and around Medmerry (as part of the coastal realignment scheme) and the Manhood Peninsula		Funding allocation potentially for 2015/16	2015-2020	Short term (2016-2021)					4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/4 62	Manhood Peninsula	East Wittering and Bracklesham	WSSC - Community Issues List	East Wittering and Bracklesham	Transport	Local road network	Speed limit - Piggery Hall Lane	Speed reduction					Engineering solutions dealing? S106 delivery condition			4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/4 57	Manhood Peninsula	East Wittering and Bracklesham	WSSC - Community Issues List	East Wittering and Bracklesham	Transport	Car parking	Parking restrictions on bends in Longlands Road									4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
IBP/4 55	Manhood Peninsula	East Wittering and Bracklesham	WSCC - Community Issues List	East Wittering and Bracklesham	Transport	Pedestrian infrastructure	Footways improvements - Shore Road	Footways improvements								4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/4 54	Manhood Peninsula	East Wittering and Bracklesham	WSCC - Community Issues List	East Wittering and Bracklesham	Transport	Pedestrian infrastructure	Pedestrian crossing point - Bracklesham Lane near the Lively Lady public house						S106 to support (further development forthcoming in BB		S106	2 Essential	Committed
IBP/4 47	Manhood Peninsula	Hunston	WSCC - Community Issues List	Hunston	Transport	Cycle and pedestrian infrastructure	Improvements - Canal towpath/cycle route and access points									4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/4 72	Manhood Peninsula	Hunston	WSCC - Community Issues List	Hunston	Green Infrastructure	Landscaping, planting and woodland creation and public rights of way	PROW - Provision of bridleways and cycle routes in and around Medmerry (as part of the coastal realignment scheme) and the Manhood Peninsula		Funding allocation potentially for 2015/16	2015-2020	Short term (2016-2021)					4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
IBP/3 63	Manhood Peninsula	Hunston	WSCC	WSCC	Transport	Local road network	B2145 / B1266 junction improvement	Chichester City Transport Strategy – to reduce traffic congestion and improve safety at key junctions	2020+	2020-2025	Medium to long term (2021-2029)	£100,000	CIL	WSCC / Developer	CIL	2 Essential	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/2 48	Manhood Peninsula	Hunston	WSCC - Community Issues List	Hunston	Transport	Pedestrian infrastructure	Improvements to footway - Outside Hunston Village shop on Selsey Road		To be carried out in 2014/15 To be done by end of March	2015-2020	Short term (2016-2021)					4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/2 49	Manhood Peninsula	Hunston	WSCC - Community Issues List	Hunston	Transport	Pedestrian infrastructure	New crossing facility - Main Road at Community centre B2145					Initial Cost indicated at £50k				4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/2 51	Manhood Peninsula	Hunston	WSCC - Community Issues List	Hunston	Transport	Pedestrian infrastructure	Widen footway on East side of Selsey Road opposite Westlands Road to Orchardside									4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
IBP/292	Manhood Peninsula	Hunston	CDC	CDC	Green Infrastructure	Flood and coastal erosion risk management	Hunston - Local Drainage - Pelleys Farm Culvert Construction	West Sussex Local Flood Risk Management Strategy 2015	2015-2020	2020-2025	Short term (2016-2021)	£20k	WSCC est. £10k possible CDC £5k contribution	WSCC	CIL	3 Policy High	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/544	Manhood Peninsula	Hunston and North Mundham	WSCC	WSCC	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	Improvement						WSCC		3 Policy High	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/395	Manhood Peninsula	Itchenor	Infrastructure Commissioner	Environment Agency	Green Infrastructure	Flood and coastal erosion risk management	Itchenor Ditch Outfall Flapvalve, Itchenor									3 Policy High	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/376	Manhood Peninsula	Manhood	WSCC	WSCC	Transport	Cycle and pedestrian infrastructure	Green links across the Manhood. (GLaM project). Pagham to Medmerry Trail - provision	The creation of such a route will enhance the visitor attraction of the local area by making the area more accessible, contributing to tourism and	Phase 1 - 2015 - 2020	2020-2025	Medium to long term (2021-2029)	£200,000	CIL	WSCC, Southern Water and Sussex Wildlife Trust	CIL	3 Policy High	Not selected for IBP years 2016-2021 as little planned development in

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP	
							of public footpath and permissive cycle route to B2145 to access track that circles the new Environmental Agency tidal bund.	visitor numbers, enhancing the local economy.										this cycle.
IBP/374	Manhood Peninsula	Manhood	WSCC	WSCC	Transport	Cycle infrastructure	Hunston Road cycle scheme – still investigating								CIL	4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	
IBP/61	Manhood Peninsula	Manhood Peninsula	WSCC	WSCC	Transport	Cycle infrastructure	Chichester – Selsey cycle route	Chichester City Transport Strategy – to reduce short car trips to and from the city centre	2020+	2020-2025	Medium to long term (2021-2029)	TBC	CIL	WSCC	CIL	2 Essential	Selected	
IBP/97	Manhood Peninsula	Manhood Peninsula	CDC	CDC	Green Infrastructure	Biodiversity measures	FLOW Project (Fixing and Linking Our Wetlands) – improving and enhancing the wetlands habitat on the Manhood Peninsula	Lawton Report and Natural Environment White Paper (2011) We must: • improve the quality of current wildlife sites by better habitat management; • increase the size of existing wildlife sites; • enhance connections between sites, either through physical c	2016 – 2020	2015-2020	Short term (2016-2021)	£216,000	Heritage Lottery Funding (granted for £36,000 in development funding to work up an application which would be the £216,000 habitat improvements indicated).	MWHG	Other	3 Policy High	Select if match funding is identified as this project supports the growth of the area.	

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
IBP/362	Manhood Peninsula	Manhood Peninsula	WSCC	WSCC	Transport	Cycle infrastructure	Selsey – Witterings cycle route	To reduce short car trips on Manhood	2020+	2020-2025	Medium to long term (2021-2029)	£200,000	CIL	WSCC	CIL	3 Policy High	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/232	Manhood Peninsula	North Mundham	WSCC - Community Issues List	North Mundham	Transport	Cycle and pedestrian infrastructure	Through Langmead development - Pedestrian/cycle improvement improve surface to bridleway and new PROW route	Access to industrial units/campus. High pedestrian traffic with seasonal/migrant workers (Travel survey highlight)								4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/91	Manhood Peninsula	North Mundham	Parish Council	North Mundham	Transport	Cycle and pedestrian infrastructure	Footpath/cycleway along B2166 from Runcton to farm shop – and perhaps onwards to parish boundary to link with footpaths/cycleways from Bognor and Pagham	Would enable local residents to avoid using a car for short journeys, and would facilitate sustainable transport links (cycleways) between Bognor, Pagham and Chichester	Needed now, but should integrate with development of other transport links	2015-2020	Short term (2016-2021)	£110,000 for portion between Runcton and farm shop	S106, CIL and other sources supporting sustainable transport	WSCC Highways	CIL	2 Essential	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/473	Manhood Peninsula	North Mundham	WSCC - Community Issues List	North Mundham	Green Infrastructure	Landscape, planting and woodland creation	PROW - Provision of bridleways and cycle routes in and		Funding allocation potentially for 2015/16	2015-2020	Short term (2016-2021)					4 Desirable	Not selected for IBP years 2016-2021 as little

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
						and public rights of way	around Medmerry (as part of the coastal realignment scheme) and the Manhood Peninsula										planned development in this cycle.
IBP/93	Manhood Peninsula	North Mundham	Parish Council	North Mundham	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	2015-2020	Short term (2016-2021)	£20,000 - £30,000 (estimate)	New Homes Bonus	North Mundham Parish Council or Playing Fields Trust	CIL	4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/94	Manhood Peninsula	North Mundham	Parish Council	North Mundham	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	2015-2020	Short term (2016-2021)	£10,000	CIL or New Homes Bonus	Playing Fields Trust	CIL	4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.



IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
IBP/92	Manhood Peninsula	North Mundham	Parish Council	North Mundham	Transport	Pedestrian infrastructure	Footpath from affordable housing (Canal Mead) to junction of Church Road and B2166.	Provides safe access for local residents and will encourage use of public transport and integration with the rest of the local community. Footpath route exists, but surfacing will make it accessible to elderly and disabled	Initial clearance of route starting now. Affordable housing will be occupied May 2015	2015-2020	Short term (2016-2021)	£30,000 (estimate) to provide hard weatherproof surface and access steps at western end	Initial contribution from affordable housing developer to clear the route is already committed. Needs CIL0, S106 funding to complete. Or New Homes Bonus?	WSCC footpaths, or Parish Council	CIL	2 Essential	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/233	Manhood Peninsula	North Mundham	WSCC - Community Issues List	North Mundham	Transport	Cycle and pedestrian infrastructure	Walnut Tree Roundabout, Lagness Road/Vinnetrow Road - Roundabout crossing improvements for pedestrians and cyclists									4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/234	Manhood Peninsula	North Mundham	WSCC - Community Issues List	North Mundham	Transport	Pedestrian infrastructure	B2166/Marsh Lane junction to Runcton Farm Shop, North Mundham - Footpath from the bus stop south side of B2166. community aspiration list	PC could carry out work under licence. PC not willing to project manage scheme				Also future S106 TAD from Horticultural developments				4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
IBP/231	Manhood Peninsula	North Mundham	WSSC - Community Issues List	North Mundham	Transport	Cycle and pedestrian infrastructure	B2145 Chichester by pass to Hunston - Pedestrian /cycle improvement, Whyke Road 30m of footway added to IP April 2015	IP funded for 2016/17		2015-2020	Short term (2016-2021)	120,000.00	To to investigate alternative funding sources 34K available from section 106 in Hunston			3 Policy High	Select if match funding is identified as this project supports the growth of the area.
IBP/95	Manhood Peninsula	North Mundham	Parish Council	North Mundham	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	2015-2020	Short term (2016-2021)	Variable – can be funded on progressive basis as work proceeds	CIL, New Homes Bonus, local self-help	North Mundam Parish Council	CIL	3 Policy High	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/64	Manhood Peninsula	Selsey	WSSC - Community Issues List	Selsey	Green Infrastructure	Landscape, planting and woodland creation and public rights of way	PROW - Provision of bridleways and cycle routes in and around Medmerry (as part of the coastal realignment scheme) and the Manhood Peninsula		Funding allocation potentially for 2015/16	2015-2020	Short term (2016-2021)					4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/103	Manhood Peninsula	Selsey	Parish Council	Selsey	Transport	Local road network	B2145 Improvements – Ferry Bend improvements	Only transport link to Town (to improve traffic flow)	2015	2015-2020	Short term (2016-2021)			STC/WSCC (WSSC & Developer)	CIL	3 Policy High	Not selected for IBP years 2016-2021 as little planned development

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
																	ment in this cycle.
IBP/3 15	Manhood Peninsula	Selsey	CDC	CDC	Green Infrastructure	Flood and coastal erosion risk management	Access improvements to and establishment of coastal path with way finding (Manhood Peninsular)	Development of a good path round the whole peninsula with facilities at various locations around it.							CIL	3 Policy High	Select if matching funding is identified as this project supports the growth of the area.
IBP/3 13	Manhood Peninsula	Selsey	CDC	CDC	Social Infrastructure	Community facilities	Extension to Selsey Centre	Required for storage and additional, regularly requested facilities							S106	4 Desirable	Committed
IBP/3 90	Manhood Peninsula	Selsey	CDC	CDC	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	2020-2025	Short term (2016-2021)	£1,000,000	FDGIA est. £750k CDC est. £250k	CDC	CIL	3 Policy High	Select for CIL funding if the majority of money is match funded. This project can demonstrate it can assist the growth of the area.
IBP/3 12	Manhood Peninsula	Selsey	CDC	CDC	Green Infrastructure	Playing fields, sports pitches, related build and children'	Football and Cricket clubhouse (Selsey)					£400k match funding available			CIL	4 Desirable	Not selected for IBP years 2016-2021 as little planned

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
						s play areas											development in this cycle.
IBP/105	Manhood Peninsula	Selsey	Parish Council	Selsey	Social Infrastructure	Streetscene and built environment	Layout changes to Selsey High Street to provide on street parking and more pedestrian space (round town one-way scheme or pedestrianisation)	Enhance public realm to support High Street shops and encourage use of local amenities.						Selsey Town Council, WSCC	CIL	4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/311	Manhood Peninsula	Selsey	CDC	CDC	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) (Selsey)	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.							CIL	4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/104	Manhood Peninsula	Selsey	Parish Council	Selsey	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	2015-2020	Short term (2016-2021)	300,000 (£200,000 per kilometre)	(Grants as and when available)	STC/WSCC (WSCC & Sustrans)	CIL	3 Policy High	Select if match funding is identified as this project supports the growth of the area.

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP	
IBP/310	Manhood Peninsula	Selsey	CDC	CDC	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Concrete Skate Park (Selsey)	Relocation of existing park to North East edge of BMX track at East Beach				£150k				CIL	4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/309	Manhood Peninsula	Selsey	CDC	CDC	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.
IBP/32	Manhood Peninsula	Selsey	Parish Council	Selsey	Green Infrastructure	Landscaping, planting and woodland creation and public rights of way	Access improvements to and establishment of coastal path with way finding	National policy to create a coastal path. To enhance visitor attraction and tourism product and foster better links with the sea.						Selsey Town Council, CDC, WSCC	CIL	3 Policy High	Not selected for IBP years 2016-2021 as little planned development in this cycle.	
IBP/293	Manhood Peninsula	Selsey	CDC	CDC	Green Infrastructure	Flood and coastal erosion risk management	Local land Drainage - East Beach Sea Outfall	Policy 10 of Draft Local Plan "Mitigating and adapting to climate change" West Sussex Local Flood Risk Management Strategy 2015	2015-2025	2020-2025	Short term (2016-2021)	£250k	FDGIA / LA contributions shortfall est. £100k	CDC	CIL	3 Policy High	Select for CIL funding if the majority of money is match funded. This project can	

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP	
																	demonstrate it can assist the growth of the area.	
IBP/3 14	Manhood Peninsula	Selsey	CDC	CDC	Social Infrastructure	Community facilities	Soft play area/indoor play area for children (Selsey)	Nearest facility is 20 miles away and is not accessible by public transport							CIL	4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	
IBP/4 43	Manhood Peninsula	Selsey	WSCC - Community Issues List	Selsey	Transport	Pedestrian infrastructure	Chichester Road near Police Station - Pedestrian crossing facility	Pedestrian improvement									4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/4 53	Manhood Peninsula	Selsey	WSCC - Community Issues List	Selsey	Transport	Car parking	Parking - Kingsway	Parking and safety fears with bus, pedestrian and parked car interface									4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/4 51	Manhood Peninsula	Selsey	WSCC - Community Issues List	Selsey	Transport	Cycle infrastructure	Cycle route linking Selsey, Bracklesham and West Wittering										3 Policy High	Select if match funding is identified as this project supports

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP	
							communities to Chichester										the growth of the area.	
IBP/4 50	Manhood Peninsula	Selsey	WSCC - Community Issues List	Selsey	Transport	Pedestrian infrastructure	New footway - B2145 - Chichester Road (East side), south of the roundabout junction with Manor Road, Selsey										4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/1 02	Manhood Peninsula	Selsey	Parish Council	Selsey	Transport	Local road network	B2145 Improvements – Bus and Tractor Pull off points	Only transport link to Town (to improve traffic flow)	2015	2015-2020	Short term (2016-2021)			Selsey Town Council, WSCC	CIL	4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	
IBP/4 49	Manhood Peninsula	Selsey	WSCC - Community Issues List	Selsey	Transport	Local road network	Improvements to B2145 - Selsey Road (B2145)	Engineering measures to tackle safety related features eg bends and corners. Scope, feasibility and investigation in the 1st instance									4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/1 06	Manhood Peninsula	Selsey	Parish Council	Selsey	Transport	Smarter Choices and promote sustainable	Community car club	To assist with access to Chichester based services.				£100,000		Selsey Town Council	CIL	3 Policy High	Not selected for IBP years 2016-2021 as	

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP	
						modes of transport											little planned development in this cycle.	
IBP/4 48	Manhood Peninsula	Selsey	WSCC - Community Issues List	Selsey	Transport	Cycle and pedestrian infrastructure	Cycle/footway improvements from Sidlesham and Pagham harbour visitor centre down to Selsey - Provision of Manhood Greenways Project - Access improvements including new footways, shared use (cycleway/footway)	Improvements to enable better access between key locations i.e. - shared use footway/cycleway									4 Desirable	Select if match funding is identified as this project supports the growth of the area.
IBP/5 70	Manhood Peninsula	Selsey	CDC	CDC	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	2020-2025	Medium to long term (2021-2029)	£1,000,000	FDGIA est. £750k CDC est. £250k	CDC	CIL	3 Policy High	Reserved for next phasing period	
IBP/4 47	Manhood Peninsula	Selsey	WSCC - Community Issues List	Selsey	Transport	Pedestrian infrastructure	Pedestrian improvement - Hillfield Road - Traffic calming measures and pedestrian crossing	Pedestrian improvement									4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this



IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
							points										cycle.
IBP/4 46	Manhood Peninsula	Selsey	WSCC - Community Issues List	Selsey	Transport	Pedestrian infrastructure	Pedestrian improvement - High Street near Malthouse Road - Crossing facility	Pedestrian improvement								4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/4 52	Manhood Peninsula	Selsey	WSCC - Community Issues List	Selsey	Transport	Cycle and pedestrian infrastructure	Provision of bridleways and cycle routes in and around the Manhood Peninsula									4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/4 44	Manhood Peninsula	Selsey	WSCC - Community Issues List	Selsey	Transport	Pedestrian infrastructure	Pedestrian crossing facility - Chichester Road/Church Road	Pedestrian improvement								4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/4 42	Manhood Peninsula	Selsey	WSCC - Community Issues List	Selsey	Social Infrastructure	Streetscene and built environment	Review and improvements - High street	Review and improvements								4 Desirable	Not selected for IBP years 2016-2021 as little planned development

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
																	ment in this cycle.
IBP/111	Manhood Peninsula	Selsey	Parish Council	Selsey	Social Infrastructure	Streetscene and built environment	Public space enhancements at East Beach shops	Identified in CDC's study of 2007 as a need of regeneration						Selsey Town Council	CIL	4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/107	Manhood Peninsula	Selsey	Parish Council	Selsey	Social Infrastructure	Community facilities	Cinema/Theatre refurbishment	Lack of current facility and distance to nearest option				£300,000 match funding available	Private Operator (Grants as and when available)	Sports Dream (Private Operator and Community)		4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/08	Manhood Peninsula	Selsey	Parish Council	Selsey	Social Infrastructure	Streetscene and built environment	Development of a Town Square	Creation of a central community space as nothing currently in place. Enhance public realm to support High Street shops and to encourage use of local amenities.						Selsey Town Council, WSCC	CIL	4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/287	Manhood Peninsula	Selsey	CDC	CDC	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	2020-2025	Medium to long term (2021-2029)	£5m	FDGIA, a contribution likely to be required (shortfall)	CDC	CIL	3 Policy High	Select if match funding is identified as this project supports

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
																	the growth of the area.
IBP/4 45	Manhood Peninsula	Selsey	WSSC - Community Issues List	Selsey	Transport	Pedestrian infrastructure	Pedestrian improvement - Beach Road to Orchard Parade shops - Crossing facility	Pedestrian improvement								4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/1 10	Manhood Peninsula	Selsey	Parish Council	Selsey	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Public space enhancements at East Beach green (in addition to skate park, better play facilities, all weather sports courts)	To enhance visitor attraction and tourism product and foster better links with the sea.						Selsey Town Council, CDC	CIL	4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/1 21	Manhood Peninsula	Selsey	Parish Council	Selsey	Education	Primary, Secondary, sixth form and special educational needs	Provision of post-16 education	Lack of current facility and distance to nearest option.						STC, WSSC, Chichester College, Academy		4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
IBP/1 12	Manhood Peninsula	Selsey	Parish Council	Selsey	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Concrete Skate Park	Relocation of existing park to North East edge of BMX track at East Beach. Current park is aged/likely to be condemned				£150,000		Youth Dream, Selsey Town Council	CIL	4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/1 13	Manhood Peninsula	Selsey	Parish Council	Selsey	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 with the						Selsey Town Council, CDC	CIL	4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/1 14	Manhood Peninsula	Selsey	Parish Council	Selsey	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.
IBP/1 15	Manhood Peninsula	Selsey	Parish Council	Selsey	Social Infrastructure	Community facilities	Extension to Selsey Centre	Space required to support additional user groups.						Selsey Town Council	CIL	4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
																	cycle.
IBP/16	Manhood Peninsula	Selsey	Parish Council	Selsey	Social Infrastructure	Community facilities	Soft play area/indoor play area for children	Local demand and nearest facility is 20 miles away and is not accessible by public transport						Selsey Town Council	CIL	4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/17	Manhood Peninsula	Selsey	Parish Council	Selsey	Social Infrastructure	Streetscene and built environment	Public Realm Enhancements – East Beach Shops	In alignment with the East Beach Masterplan by CDC				£100,000			CIL	4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/09	Manhood Peninsula	Selsey	Parish Council	Selsey	Social Infrastructure	Community facilities	Development of Community Arts Centre	Helps define Selsey as an art/craft location. To be linked to the potential development of an out of town supermarket or with the museum.						Arts Dream	CIL	4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
IBP/393	Manhood Peninsula	Selsey, Bracklesham and East Wittering	Infrastructure Commissioner	Environment Agency	Green Infrastructure	Flood and coastal erosion risk management	Development and implementation of the Selsey, Bracklesham and East Wittering Beach Management	593 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. 57 households with reduced risk of coastal erosion and protected against loss i	Confirmed Funding (£k) 2011/12 - 150; Indicative Funding (£k) 2012/13 - 150; Indicative Funding (£k) 2013/14 - 150; Indicative Funding (£k) 2014/15 - 150; Indicative Funding (£k) 2015/16	2015-2020	Short term (2016-2021)	750,000		CDC	Other	3 Policy High	Committed
IBP/38	Manhood Peninsula	Sidlesham	Parish Council	Sidlesham	Green Infrastructure	Landscape, 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	2015-2020	Short term (2016-2021)	£20 - 30K for tree planting and fencing assuming no land cost	LEADER and others	Possible lead MWHG		4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/133	Manhood Peninsula	Sidlesham	Parish Council	Sidlesham	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	2015-2020	Short term (2016-2021)	Phase 1 £100k Phase 2 £ 50 k	Football Foundation, Football Association, Sport England, CDC& WSCC	Sidlesham FC		4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
IBP/2 54	Manhood Peninsula	Sidlesham	WSCC - Community Issues List	Sidlesham	Transport	Pedestrian infrastructure	Pedestrian crossing facility - B2145 near Keynor Lane	Route to school facility/vulnerable road users								4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/2 53	Manhood Peninsula	Sidlesham	WSCC - Community Issues List	Sidlesham	Transport	Pedestrian infrastructure	At Pagham Harbour NR - Continuation of footway from Sidlesham (Ferry Corner) and Pagham Harbour visitor centre down to Selsey – Manhood Peninsula partnership, RSPB and Environment Agency	Part of Glam project								4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/2 52	Manhood Peninsula	Sidlesham	WSCC - Community Issues List	Sidlesham	Transport	Cycle and pedestrian infrastructure	B2145 Ferry Corner and Pagham Harbour Visitor Centre down to Selsey – Provide a crossing for cyclists and pedestrian	Part of Glam project								3 Policy High	Not selected for IBP years 2016-2021 as little planned development in this cycle.

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP	
							s as part of cycle route which travels from Chichester Cycle Forum and Manhood Peninsula partnership, RSPB and Environment Agency											
IBP/469	Manhood Peninsula	Sidlesham	WSCC - Community Issues List	Sidlesham	Green Infrastructure	Landscaping, planting and woodland creation and public rights of way	PROW - Provision of bridleways and cycle routes in and around Medmerry (as part of the coastal realignment scheme) and the Manhood Peninsula		Funding allocation potentially for 2015/16	2015-2020	Short term (2016-2021)					4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	
IBP/134	Manhood Peninsula	Sidlesham	Parish Council	Sidlesham	Transport	Cycle and pedestrian infrastructure	Provision of green corridor habitat and walking/cycling routes extending from Pagham Hb as part of GLAM	Need to spread visitor pressure away from over concentration on Pagham Hb and provide non car borne access routes into area. Provision of wildlife corridors to link habitat areas	Initial implementation mid 2015 and ongoing	2015-2020	Short term (2016-2021)	Linked to drainage and other infrastructure work Est. £30k	Through MPP and possible MWHG. Natural England	Possibly MWHG and MPP and PC		3 Policy High	Not selected for IBP years 2016-2021 as little planned development in this cycle.	



IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
IBP/135	Manhood Peninsula	Sidlesham	Parish Council	Sidlesham	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	2015-2020	Short term (2016-2021)	Initial phase £20-30k	Possible National funding via WSCC	SFLDG and WSCC as Lead Flood and Land Drainage Auth.National Flood forum		3 Policy High	Select if match funding is identified as this project supports the growth of the area.
IBP/136	Manhood Peninsula	Sidlesham	Parish Council	Sidlesham	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	2015-2020	Short term (2016-2021)	Est. £20k	WSCC other grants and possible use of S106 and business contribution	Sidlesham Parish Council		4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/137	Manhood Peninsula	Sidlesham	Parish Council	Sidlesham	Social Infrastructure	Community facilities	Contingency plan for public building (hall)	Possible loss of existing church hall at end of lease. Possible failure of proposals to refurbish fully community sports building .Need for contingency approach in order that parish is not left without a usable building	Contingency scoping and initial analysis study mid 2016	2015-2020	Short term (2016-2021)	Study In house minimal cost. Adapted structure cost range £200-300k New building assuming no land cost in range £500k-£800k	Big Lottery Community Buildings CDC /WSCC Numerous other funding sources	Sidlesham Parish Council and others		4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
IBP/139	Manhood Peninsula	Sidlesham	Parish Council	Sidlesham	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	2015-2020	Short term (2016-2021)	£500k	Possible Sport England /Big Lottery WSCC /CDC and others	Joint project group		3 Policy High	Select if match funding is identified as this project supports the growth of the area.
IBP/250	Manhood Peninsula	Sidlesham	WSCC - Community Issues List	Sidlesham	Green Infrastructure	Flood and coastal erosion risk management	Drainage improvements - Junction of the B2145 and Street End Lane									3 Policy High	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/537	Manhood Peninsula	Sidlesham and Selsey	WSCC - Community Issues List	WSCC	Transport	Cycle and pedestrian infrastructure	Pagham to Medmerry Trail - provision of public footpath and permissive cycle route from B2145 to access track that circles the new Environmental Agency tidal bund.	Improvement				£200,000	CIL	WSCC	CIL	3 Policy High	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/458	Manhood Peninsula	West Itchenor	WSCC - Community Issues List	West Itchenor	Transport	Local road network	20 is plenty scheme for village									4 Desirable	Not selected for IBP years 2016-2021 as little planned development

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
																	ment in this cycle.
IBP/4 75	Manhood Peninsula	West Itchenor	WSCC - Community Issues List	West Itchenor	Transport	Local road network	Speed limit - Itchenor Rd to the harbour - 20mph									4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/4 70	Manhood Peninsula	West Itchenor	WSCC - Community Issues List	West Itchenor	Green Infrastructure	Landscape, planting and woodland creation and public rights of way	PROW - Provision of bridleways and cycle routes in and around Medmerry (as part of the coastal realignment scheme) and the Manhood Peninsula		Funding allocation potentially for 2015/16	2015-2020	Short term (2016-2021)					4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/4 59	Manhood Peninsula	West Wittering	WSCC - Community Issues List	West Wittering	Transport	Cycle and pedestrian infrastructure	Footway and cycleway improvement - Cakeham Manor									4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
IBP/461	Manhood Peninsula	West Wittering	WSCC - Community Issues List	West Wittering	Transport	Pedestrian infrastructure	Improvements on footways - Rookwood Road and Southcote Avenue	Improvements on footways								4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/471	Manhood Peninsula	West Wittering	WSCC - Community Issues List	West Wittering	Green Infrastructure	Landscaping, planting and woodland creation and public rights of way	PROW - Provision of bridleways and cycle routes in and around Medmerry (as part of the coastal realignment scheme) and the Manhood Peninsula		Funding allocation potentially for 2015/16	2015-2020	Short term (2016-2021)					4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/20	North of the District	Kirdford	CDC	CDC	Green Infrastructure	Public open space	New Road, Parking area and SUDS pond and play area (Kirdford)	Butts Common	2015-2020	2015-2020	Short term (2016-2021)				CIL	4 Desirable	Parish may wish to consider funding from their CIL
IBP/77	North of the District	Kirdford	Parish Council	Kirdford	Transport	Local road network	Highway alterations, parking provision and landscaping	Townfield/Cornwood	2015-2020	2015-2020	Short term (2016-2021)				CIL	4 Desirable	Parish may wish to consider funding from their CIL
IBP/321	North of the District	Kirdford	CDC	CDC	Social Infrastructure	Community facilities	Village Social & Recreational Hub (Kirdford)	On land south east of Townfield	2015-2025	2015-2020	Short term (2016-2021)				CIL	4 Desirable	Parish may wish to consider funding from their CIL

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
IBP/80	North of the District	Kirdford	Parish Council	Kirdford	Transport	Cycle and pedestrian infrastructure	Improve local footpaths, cycle tracks and equestrian ways	Parish-wide	2015-2029	2015-2020	Short term (2016-2021)				CIL	4 Desirable	Parish may wish to consider funding from their CIL
IBP/319	North of the District	Kirdford	CDC	CDC	Transport	Cycle and pedestrian infrastructure	Improve local footpaths, cycle tracks & equestrian ways (Kirdford)	Parish-wide	2015-2029	2015-2020	Short term (2016-2021)				CIL	4 Desirable	Parish may wish to consider funding from their CIL
IBP/75	North of the District	Kirdford	Parish Council	Kirdford	Transport	Public transport	Bus on demand		2015	2015-2020	Short term (2016-2021)				CIL	4 Desirable	Parish may wish to consider funding from their CIL
IBP/76	North of the District	Kirdford	Parish Council	Kirdford	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Play area off School Court		2016-2017 2-4 years	2015-2020	Short term (2016-2021)			Parish/HAS	CIL	4 Desirable	Parish may wish to consider funding from their CIL
IBP/85	North of the District	Kirdford	Parish Council	Kirdford	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	2015-2020	Short term (2016-2021)				CIL	4 Desirable	Parish may wish to consider funding from their CIL
IBP/83	North of the District	Kirdford	Parish Council	Kirdford	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	2015-2020	Short term (2016-2021)				CIL	4 Desirable	Parish may wish to consider funding from their CIL

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
IBP/8 1	North of the District	Kirdford	Parish Council	Kirdford	Green Infrastructure	Public open space	New Road, Parking area and SUDS pond and play area	Butts Common	2015-2020	2015-2020	Short term (2016-2021)				CIL	4 Desirable	Parish may wish to consider funding from their CIL
IBP/8 7	North of the District	Kirdford	Parish Council	Kirdford	Green Infrastructure	Public open space	Village Green - Butts Common		2016-2017 2-5 years	2015-2020	Short term (2016-2021)			Parish	CIL	4 Desirable	Parish may wish to consider funding from their CIL
IBP/7 9	North of the District	Kirdford	Parish Council	Kirdford	Transport	Pedestrian infrastructure	New footpaths & Community Amenity Space	Development Site North of Village	2015-2029	2015-2020	Short term (2016-2021)				CIL	4 Desirable	Parish may wish to consider funding from their CIL
IBP/7 8	North of the District	Kirdford	Parish Council	Kirdford	Education	Primary, Secondary, sixth form and special educational needs	Provision of additional Primary School Places	Cross Plan area (north parishes)	2015	2015-2020	Short term (2016-2021)				CIL	2 Essential	Select if match funding is identified as this project supports the growth of the area.
IBP/7 6	North of the District	Kirdford	Parish Council	Kirdford	Transport	Local road network	Highway alterations	Cornwood to enable development for young/elderly housing	2015-2021, sequential with GI projects	2015-2020	Short term (2016-2021)				CIL	4 Desirable	Parish may wish to consider funding from their CIL
IBP/3 18	North of the District	Kirdford	CDC	CDC	Green Infrastructure	Landscape, planting and woodland creation and public rights of way	New footpaths & Community Amenity Space (Kirdford)	Development Site North of Village	2015-2029	2015-2020	Short term (2016-2021)				CIL	4 Desirable	Parish may wish to consider funding from their CIL

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
IBP/82	North of the District	Kirdford	Parish Council	Kirdford	Social Infrastructure	Community facilities	Village Social & Recreational Hub	On land south east of Townfield	2015-2025	2015-2020	Short term (2016-2021)				CIL	4 Desirable	Parish may wish to consider funding from their CIL
IBP/333	North of the District	Kirdford, Lynchmere, Loxwood, Plaistow, Ifold and Wisborough Green	WSCC	WSCC	Education	Primary, Secondary, sixth form and special educational needs	Expansion of existing primary schools across the Billingshurst 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)	Remainder of half form entry expansion.		Medium to long term (2021-2029)	£2 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
IBP/536	North of the District	Kirdford, Lynchmere, Loxwood, Plaistow, Ifold and Wisborough Green	WSCC	WSCC	Education	Primary, Secondary, sixth form and special educational needs	Expansion of existing primary schools across the Billingshurst 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)	Expansion of primary education provision by 32 places in the Billingshurst locality	2016-2021	Short term (2016-2021)	£2 million (split) for half form entry Subject to feasibility & site assessment	CIL & Basic Need Grant	WSCC / academy provider	CIL	2 Essential	Select for CIL match funding as the WSCC has a statutory duty to provide school places, subject to match funding.
IBP/223	North of the District	Loxwood	WSCC - Community Issues List	Loxwood	Transport	Pedestrian infrastructure	School Safety Zone - Loxwood Primary School									4 Desirable	Parish may wish to consider funding from their CIL
IBP/572	North of the District	Loxwood	Parish Council	Loxwood	Social Infrastructure	Community facilities	Enlargement of men's toilet in North Hall	Increased numbers using North Hall puts the men's toilet under pressure. Removal of redundant water heater and addition of two more urinals would solve the	2015	2016-2021	Short term (2016-2021)	£4,000			S106	2 Essential	Committed

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
								problem.									
IBP/573	North of the District	Loxwood	Parish Council	Loxwood	Social Infrastructure	Community facilities	Extension to storage facility.	An increasing number of North Hall regular (weekly) users have used all of the available storage space. Various options to increase space are being considered.	2015/2016	2016-2021	Short term (2016-2021)	£40,000			S106	2 Essential	Committed
IBP/571	North of the District	Loxwood	Parish Council	Loxwood	Social Infrastructure	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.	2014/2016	2016-2021	Short term (2016-2021)	£8,000			S106	2 Essential	Committed
IBP/21	North of the District	Loxwood	WSCC - Community Issues List	Loxwood	Transport	Local road network	Effective traffic calming between the village boundary and Alford	Loxwood have worked with their own Traffic Consultants and WSCC Traffic Engineers to plan improvements, these are being installed through S106 monies later 2022	2022	2017-2022	Medium to long term (2021-2029)				S106	3 Policy High	Committed
IBP/409	North of the District	Loxwood	WSCC - Community Issues List	Loxwood	Transport	Cycle infrastructure	Permissive cycle path on the footpath between Ifold and Loxwood via Devil's hole	Loxwood have worked with their own Traffic Consultants and WSCC Traffic Engineers to plan improvements, these are being installed through S106 monies later 2015	2015	2015-2020	Short term (2016-2021)				S106	2 Essential	Committed



IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
IBP/2 19	North of the District	Loxwood	WSCC - Community Issues List	Loxwood	Transport	Local road network	Request for traffic calming on Vicarage Hill	Loxwood have worked with their own Traffic Consultants and WSCC Traffic Engineers to plan improvements, these are being installed through S106 monies later 2020	2020	2015-2020	Short term (2016-2021)				S106	3 Policy High	Committed
IBP/2 18	North of the District	Loxwood	WSCC - Community Issues List	Loxwood	Transport	Local road network	Request for traffic calming on Plaistow Road	Loxwood have worked with their own Traffic Consultants and WSCC Traffic Engineers to plan improvements, these are being installed through S106 monies later 2019	2019	2015-2020	Short term (2016-2021)				S106	3 Policy High	Committed
IBP/2 20	North of the District	Loxwood	WSCC - Community Issues List	Loxwood	Transport	Local road network	Request for effective traffic calming at Spy Lane / North Hall crossing	Loxwood have worked with their own Traffic Consultants and WSCC Traffic Engineers to plan improvements, these are being installed through S106 monies later 2021	2021	2016-2021	Short term (2016-2021)				S106	3 Policy High	Committed
IBP/2 16	North of the District	Loxwood	WSCC - Community Issues List	Loxwood	Transport	Pedestrian infrastructure	Pedestrian enhancements near Station Road	Loxwood have worked with their own Traffic Consultants and WSCC Traffic Engineers to plan improvements, these are being installed through S106 monies later 2017	2017	2015-2020	Short term (2016-2021)				S106	3 Policy High	Committed

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
IBP/2 22	North of the District	Loxwood	WSCC - Community Issues List	Loxwood	Social Infrastructure	Streetscene and built environment	Village gateway signs for Alford Bars	Loxwood have worked with their own Traffic Consultants and WSCC Traffic Engineers to plan improvements, these are being installed through S106 monies later 2023	2023	2018-2023	Medium to long term (2021-2029)				S106	3 Policy High	Committed
IBP/3 17	North of the District	Loxwood	Parish Council	Loxwood	Social Infrastructure	Car parking	To increase car park capacity (Loxwood)	Increased numbers using North Hall put pressure on parking. This could be alleviated by introducing car park to south of entrance drive.	2014/5	2016-2021	Short term (2016-2021)	£15,000			S106	2 Essential	Committed
IBP/2 15	North of the District	Loxwood	WSCC - Community Issues List	Loxwood	Transport	Local road network	Introduction of calming islands at the Sir Roger Tichborne (pub), St John the Baptist and the North Hall	Loxwood have worked with their own Traffic Consultants and WSCC Traffic Engineers to plan improvements, these are being installed through S106 monies later 2016	2016	2015-2020	Short term (2016-2021)				S106	3 Policy High	Committed
IBP/2 17	North of the District	Loxwood	WSCC - Community Issues List	Loxwood	Transport	Local road network	Request for effective traffic calming on Station Road; at the Jubilee Gardens	Loxwood have worked with their own Traffic Consultants and WSCC Traffic Engineers to plan improvements, these are being installed through S106 monies later 2018	2018	2015-2020	Short term (2016-2021)				S106	3 Policy High	Committed

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
IBP/4 03	North of the District	Lynchmere	WSCC - Community Issues List	Lynchmere	Transport	Local road network	Road safety concerns along the B2131	Road safety concerns along the B2131								4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/4 02	North of the District	Lynchmere	WSCC - Community Issues List	Lynchmere	Transport	Pedestrian infrastructure	New or improved footway - Springfarm Road	New or improved footway - Springfarm Road								4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/4 01	North of the District	Lynchmere	WSCC - Community Issues List	Lynchmere	Transport	Local road network	Hammer: - Pinch point at the dropped kerb outside Three Counties Church - Painting 30mph on the road at red tarmac path - Borrowing automatic flashing 30/smiley face sign on temporary basis - White village entry posts	Parish request								4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP	
							Camelsdale: (PC support for School Travel Plan) - sight line check for crossing patrol safety - Look again at Safer Routes to School 20mph zone around New Road/School Road - White village entry posts											
IBP 00	North of the District	Lynchmere	WSCC - Community Issues List	Lynchmere	Green Infrastructure	Flood and coastal erosion risk management	General condition of Marley Lane, continual water damage, surface damage and parking issues	It was included on 2014/15 Operation Watershed better Roads work and condition has been improved.		2015-2020	Short term (2016-2021)					3 Policy High	Not selected for IBP years 2016-2021 as little planned development in this cycle.	

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
IBP/567	North of the District	Lynchmere	Parish Council	Lynchmere	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	2016-2021	Short term (2016-2021)	£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	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/569	North of the District	Lynchmere	Parish Council	Lynchmere	Social Infrastructure	Community facilities	Renovations to St. Michael's Hall & Hardman Hoyle Memorial Hall Linchmere Road	Increase in community activity groups more community space for local use required.	When funds available (within next 12-18 months)	2016-2021	Short term (2016-2021)	£60,000	Community fundraising & grants.	Parish Council	Other	4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/568	North of the District	Lynchmere	Parish Council	Lynchmere	Social Infrastructure	Community facilities	Purchase of St. Michael's Hall, Linchmere Road	Hall being sold and is needed to supplement lack of community facilities for numerous local groups/activities	Within the next 6 months	2016-2021	Short term (2016-2021)	£50,000	£50,000 from Parish Council, or from community fundraising.	Parish Council	Other	4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/408	North of the District	Plaistow & Ifold	WSCC - Community Issues List	Plaistow & Ifold	Transport	Local road network	Foxbridge Lane is currently on the IWP for 15/16	Use of increase in HGV's down Foxbridge Lane, due to commercial biomass production at Crouchlands Farm		2015-2020	Short term (2016-2021)					4 Desirable	Not selected for IBP years 2016-2021 as little planned development in

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
																	this cycle.
IBP/4 05	North of the District	Plaistow & Ifold	WSSC - Community Issues List	Plaistow & Ifold	Transport	Public transport	Improve bus links to Billingshurst	Old scheme possible to remove								3 Policy High	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/4 06	North of the District	Plaistow & Ifold	WSSC - Community Issues List	Plaistow & Ifold	Transport	Local road network	Grass verge outside 9-11 Nell Ball, this has been assessed by AGMT, would cost 11k	Old scheme possible to remove								4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/4 07	North of the District	Plaistow & Ifold	WSSC - Community Issues List	Plaistow & Ifold	Transport	Pedestrian infrastructure	School Safety Zone - Plaistow and Kirdford primary school									4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/2 85	North of the District	Wisborough Green	CDC	CDC	Green Infrastructure	Playing fields, sports pitches, related build and children's play	Wisborough Green - Improvements to Cricket Pavilion and area around it, with	To improve character of the area and enhance the environment						Cricket Club		4 Desirable	Parish may wish to consider funding from their CIL

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP	
						areas	rationalise d storage and general paraphernalia associated with the building such as beer barrels and waste bins.											
IBP/3 22	North of the District	Wisborough Green	CDC	CDC	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Community Sports Facility (Wisborough Green)	Community social and health improvements Current sports pavilion inadequate – needs updating							CIL	4 Desirable	Parish may wish to consider funding from their CIL	
IBP/3 23	North of the District	Wisborough Green	CDC	CDC	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Reserve Football Pitch (Wisborough Green)	Reduce pressure on the only current pitch – release the amenity of the Green for others				£100k			CIL	4 Desirable	Parish may wish to consider funding from their CIL	
IBP/2 30	North of the District	Wisborough Green	WSCC - Community Issues List	Wisborough Green	Transport	Local road network	Potential adoption of Highway Maintenance									4 Desirable	Parish may wish to consider funding from their CIL	
IBP/2 29	North of the District	Wisborough Green	WSCC - Community Issues List	Wisborough Green	Transport	Local road network	Lengthening double yellow lines outside the Cricketers Arms									4 Desirable	Parish may wish to consider funding from their CIL	

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
IBP/2 28	North of the District	Wisborough Green	WSSC - Community Issues List	Wisborough Green	Transport	Local road network	Creating a buffer zone before the 30mph									4 Desirable	Parish may wish to consider funding from their CIL
IBP/2 26	North of the District	Wisborough Green	WSSC - Community Issues List	Wisborough Green	Transport	Local road network	Provision of laybys in Durban's Road									4 Desirable	Parish may wish to consider funding from their CIL
IBP/2 25	North of the District	Wisborough Green	WSSC - Community Issues List	Wisborough Green	Transport	Pedestrian infrastructure	PROW - upgrade footpaths 785 and 787 to bridleway status									4 Desirable	Parish may wish to consider funding from their CIL
IBP/2 24	North of the District	Wisborough Green	WSSC - Community Issues List	Wisborough Green	Transport	Local road network	Traffic calming throughout the village particularly by Garmans	Wisborough Green are currently developing the Neighbourhood Plan new issues may come through as a result and older issues may be removed in place								4 Desirable	Parish may wish to consider funding from their CIL
IBP/2 27	North of the District	Wisborough Green	WSSC - Community Issues List	Wisborough Green	Transport	Pedestrian infrastructure	School Safety Zone - Wisborough Green Primary School									4 Desirable	Parish may wish to consider funding from their CIL



## Appendix B CIL Applicable Housing trajectory

### Projected phasing of planned housing (excluding existing planning permissions)

	Projected housing development (dwellings per year)							
	2016-17	2017-18	2018-19	2019-20	2020-21	Total 2016-2021	Total 2021-2029	Total 2016-2029
<b>East-West Corridor</b>								
Bosham	0	0	0	0	0	0	50	50
Boxgrove	0	0	0	0	0	0	25	25
Chichester city								
- <i>West of Chichester</i>	0	0	0	125	125	250	1,000	1,250
- <i>Westhampnett/NEC (part)</i>	0	0	0	0	0	0	200	200
- <i>Chichester City North</i>	30	50	50	0	0	130	0	130
- <i>Other identified sites</i>	13	0	0	0	0	13	21	34
- <i>Chichester parish housing</i>	0	0	0	0	0	0	201	201
Chichester total	43	50	50	125	125	393	1,422	1,815
Chidham & Hambrook	0	0	0	0	0	0	0	0
Fishbourne	0	25	0	0	0	25	15	40
Funtington (part)	0	0	0	0	0	0	0	0
Lavant (part)	0	0	0	0	0	0	0	0
Oving (inc Shopwyke SDL)	0	0	0	0	0	0	0	0
Southbourne								
- <i>Southbourne village</i>	0	0	0	0	40	40	15	55
- <i>Elsewhere in parish</i>	0	17	17	16	0	50	0	50
Southbourne total	0	17	17	16	40	90	15	105
Tangmere (including SDL)	0	0	0	100	100	200	849	1,049
West Thorney	0	0	0	0	0	0	0	0
Westbourne	0	0	0	0	0	0	25	25
Westhampnett (part of SDL) <sup>4</sup>	0	0	0	100	100	200	100	300
<b>Sub-total</b>	<b>43</b>	<b>92</b>	<b>67</b>	<b>341</b>	<b>365</b>	<b>908</b>	<b>2,501</b>	<b>3,409</b>
<b>Manhood Peninsula</b>								
Appledram	0	0	0	0	0	0	0	0

Birdham	0	0	0	0	0	0	0	0
Donnington	16	0	0	0	0	16	0	16
Earnley	0	0	0	0	0	0	0	0
East Wittering & Bracklesham	0	0	0	0	0	0	130	130
Hunston	0	0	0	0	0	0	7	7
North Mundham	0	0	0	0	0	0	0	0
Selsey	0	0	0	0	0	0	0	0
Sidlesham	0	0	0	0	0	0	0	0
West Itchenor	0	0	0	0	0	0	0	0
West Wittering	0	0	0	0	0	0	0	0
<b>Sub-total</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>137</b>	<b>153</b>
<b>Plan Area (North)</b>								
Lynchmere	0	0	0	0	0	0	10	10
Kirdford	10	10	10	10	5	45	15	60
Loxwood	0	11	11	11	10	43	0	43
Plaistow & Ifold	0	0	0	0	0	0	10	10
Wisborough Green	0	0	11	0	0	11	22	33
<b>Sub-total</b>	<b>10</b>	<b>21</b>	<b>32</b>	<b>21</b>	<b>15</b>	<b>99</b>	<b>57</b>	<b>156</b>
<b>TOTAL</b>	<b>69</b>	<b>113</b>	<b>99</b>	<b>362</b>	<b>380</b>	<b>1,023</b>	<b>2,695</b>	<b>3,718</b>

# Appendix C Project categorisation

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 Essential 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 essential and 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.

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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:

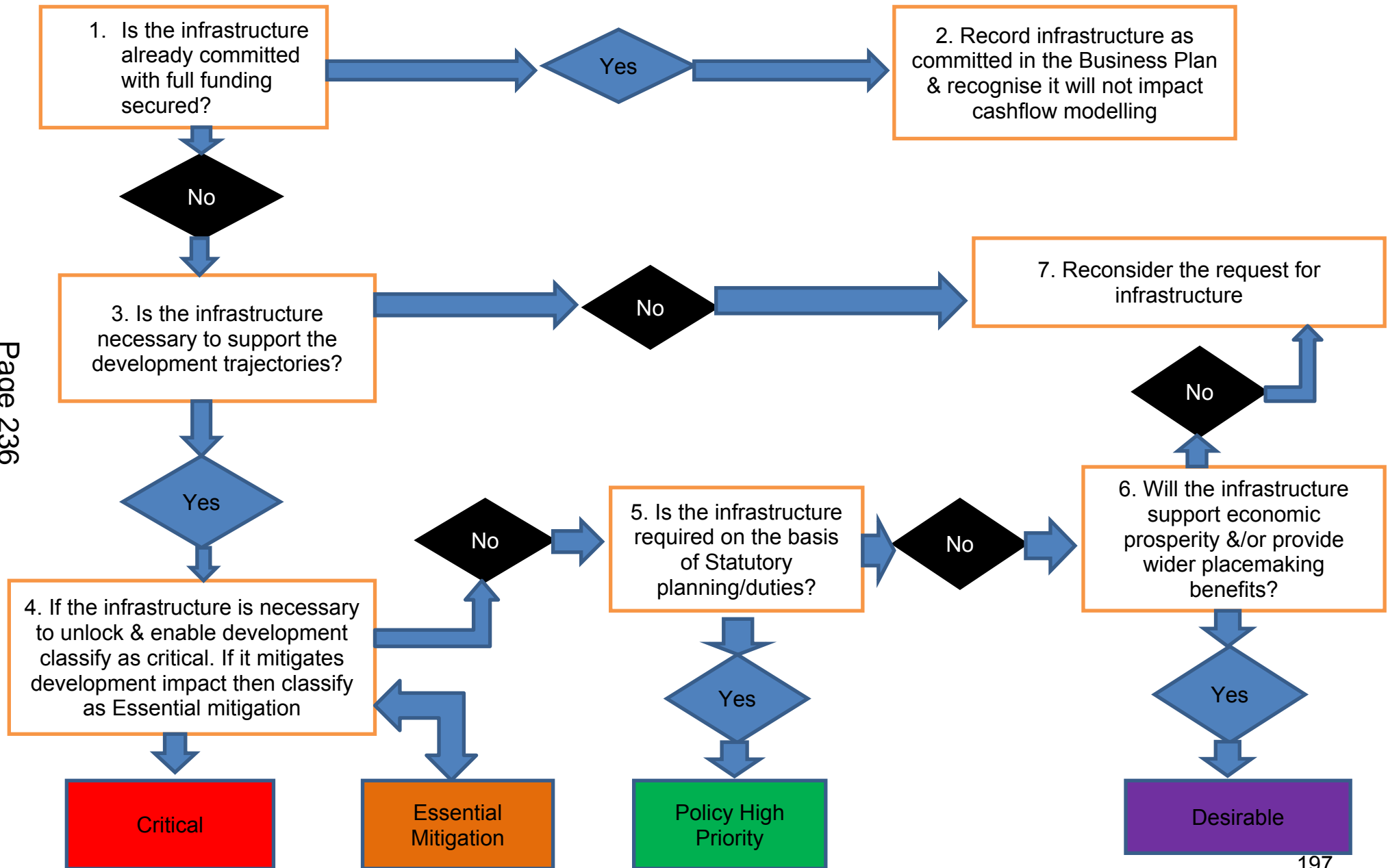
- Whether neighbouring parishes are prepared to act as a cluster and pool their CIL monies to fund infrastructure projects of mutual benefit to them
- Value for money
- Number of jobs created
- Number of homes provided

- 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
- 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.

# Infrastructure Prioritisation Process

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

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## Appendix D Funding Source Review

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

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

### Main organisations with access to funding

#### ***Chichester District Council***

The main services provided by the District Council include:

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

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

The themes are as follows:

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

## **West Sussex County Council**

West Sussex County Council (WSSC) 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.

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

### ***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. It's strategic approach is to:

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

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### **Funding accessed through the LEP**

#### ***Growth Deal***

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

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

- **Wood Fuel initiative with the Forestry Commission** – Sustainable use of primary natural resource to produce wood fuel as a renewable energy source and local building materials. Up to £0.8m, with £0.4 in 2015/16.
- **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 with £0.7m in 2015/16.

- **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 with £4.5m in 2015/16.
- **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 with £0.7m in 2015/16 and £9.5m in Shoreham with £2m in 2015/16.
- **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 with £0.7m in 2015/16.
- **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 with £1.5m in 2015/16.
- **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 with £1m in 2015/16
- **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 with £3.7m in 2015/16.
- **Crawley Area Transport Package** - Includes junction improvements, bus priority schemes, modal interchange and improvements to walking and cycling. £18m with £2.6m in 2015/16
- **Resilience Schemes** - Intelligent Transport System traffic management, strategic road maintenance and flood and critical incident alleviation, mainly in East Surrey. £30.9m with £5.5m in 2015.

### ***Growing Places Fund***

Coast to Capital is seeking projects that have been stalled, due to the lack of investment, to come forward. The Board is calling both public and private sectors to take this opportunity to consider the schemes they may have on their books.

The Coast to Capital Board is looking for projects that will be ready to implement in the short term and 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 our 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

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### Other sources of funding *Transport*

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

Highways England intends to start public consultation at the end 2015/beginning 2016, and will issue the preferred route announcement around April 2016, with a view to starting construction in February 2018, with completion in December 2019.

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

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

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

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

The package of improvements aim to:

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

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

At a minimum, this means:

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

This means an Expressway will be able to provide a high-quality journey to its users. Most Expressways should be able to offer 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.

## **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.

Page 244 This section focuses on the Academy and Free school routes to capital finance to support expansion of facilities or new build facilities to support the population growth implications of the Local Plan.

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

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

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

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

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

Key data required in an ACMF submission includes:

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

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

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

Free Schools are all-ability state-funded schools set up in response to what local people say they want and need in order to improve education for children in their community. Funding agreements will be set up directly with the Secretary of State. Free school proposals will have to go through stages to ensure suitability, including a full business plan with the setting out of the school’s financial viability.

Organisations seeking to set up a free school are required to submit business plans to the 'New Schools Network' who work with the DfE to screen new proposals. There is a current lack of information on the process for capital funding to support the expansion of Free School premises as a result of increased popularity or demographic requirements. FAQs published on the ACMF indicate that Free Schools, Studio Schools and UTCs have received capital allocations from DfE/EFA based on an understanding of their building requirements and are therefore unlikely to be awarded additional funds through the ACMF. A review of Free School model funding agreements seems to suggest that Earmarked Annual Grant ("EAG") could be paid by the Secretary of State to the Academy Trust in respect of either Recurrent or Capital Expenditure for such specific purposes as may from time to time be agreed with the Secretary of State.

### **Targeted Basic Need Programme**

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

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

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

The first additional places from the scheme must be available from September 2014 and the remainder will be from September 2015. In order to meet this timetable, building work will have needed to be commenced in autumn 2013.

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

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

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

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

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

### **Potential future funding sources**

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

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

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

Our analysis has focused on three categories:

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



## **Cash and Funds**

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

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

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

### ***JESSICA/ Urban Development Funds (UDF)***

JESSICA funds are initially set up using European Regional Development Fund (ERDF) money. The JESSICA structure is focused around an Urban Development Fund (UDF), which holds the ERDF money, and makes either loans, equity or guarantee investments into projects. Importantly these investments must demonstrate a reasonable possibility of being repaid as it is not permitted for a JESSICA UDF to provide a grant to a project, as this would happen through the normal ERDF grant process.

ERDF funding allocations are divided by the nine English regions in accordance with the former Regional Development Agency regions. The last round of funding was to last until 2013 and it is unclear now with the loss of the RDAs how much of their previous operational programme funding remains available or has been reallocated to alternative or legacy bodies for new projects before 2013. The 2014/21 programme is still being designed by the EU Commission so it is not possible at this stage to determine how much might be available to English councils and what investment objectives it might have, or whether any particular scheme might qualify.

### ***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.

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### **Fiscal**

#### ***Business rate retention and Tax Increment Financing***

#### ***The Local Government Finance Bill***

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

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

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

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

Key elements of the scheme include:

- **An incentive so all councils can grow:** Tariffs and top up grants would remain fixed during future years meaning councils would retain any business rate growth it generates.
- **The levy to recoup disproportionate gain:** Government will create a levy to recoup a share of any disproportionate financial gain. This will vary according to each individual council's own circumstances and would be used to manage significant unforeseen falls in a council's business rates income.
- **The reset button to ensure stability:** This will allow the Government to adjust top ups and tariffs to balance out changes in local circumstance. For there to be a genuine incentive effect, the reset period has to be long one. As the levels of baseline, tariff and top-ups are not yet known it cannot be established whether this will produce significant funding for the infrastructure required, but HDC should monitor the proposals in readiness for implementation.

#### **Tax Increment Financing (TIF)**

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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.

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### **PF2**

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

- **Public sector equity** - The public sector will take an equity stake in projects and have a seat on the boards of project companies, ensuring taxpayers receive a share of the profits generated by the deal.
- **Encouraging more investors with long-term investment horizons** - The use of funding competitions will be introduced to encourage institutional investors such as, Pension Funds to compete to take equity in a PF2 project after the design stage. This is significant in terms of risk as Pension Funds are unlikely to invest in projects that are insufficiently developed.
- **Greater transparency** - Companies will have to disclose actual and forecast annual profits from deals. The new PF2 structure will curb gains to be made from refinancing and unutilised funds in lifecycle reserves.
- **More efficient delivery** - An 18-month limit on procurement will be introduced. Failure to meet this limit will see the respective public sector body lose funding.

- **Future debt finance** - the tender process will require bidders to develop a long-term financing solution where bank debt does not provide the majority of the financing requirement. Institutional investment will, therefore, become an important source of finance for PF2.

### Summary

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

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

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

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

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

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

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# Appendix E Project Proforma

## 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

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### Table to be produced for each infrastructure delivery commissioner:

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

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

# Appendix F Regulation 123 list

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



<p><b>Education</b></p> <ol style="list-style-type: none"> <li>1. Provision for which the local education authority has a statutory responsibility (primary schools, secondary schools, and sixth form and special educational needs) with the exception of primary school provision on the Strategic development Locations at West of Chichester and Tangmere.</li> <li>2. Early Years and Childcare provision</li> <li>3. Youth provision</li> </ol>	<p>10. Provision of bus routes through the SDL's.</p> <p><b>Education</b></p> <p>Provision of new primary schools to be provided in conjunction with the development of the Strategic Development Locations at:</p> <ol style="list-style-type: none"> <li>1. West of Chichester, and</li> <li>2. Tangmere.</li> </ol>
<p><b>Health</b></p> <ol style="list-style-type: none"> <li>1. Community Healthcare/Primary Care facilities/improvements</li> </ol>	
<p><b>Social Infrastructure</b></p> <ol style="list-style-type: none"> <li>1. Community facilities other than site-specific requirements.</li> <li>2. Built Sport and Leisure Facilities other than site-specific requirements.</li> <li>3. General improvements to streetscene and built Environment</li> <li>4. Libraries</li> </ol>	<p><b>Social Infrastructure</b></p> <ol style="list-style-type: none"> <li>1. Provision necessary to make the development acceptable in planning terms.</li> </ol>
<p><b>Green Infrastructure</b></p> <ol style="list-style-type: none"> <li>1. Green Infrastructure (including landscaping, planting and woodland creation and improvements and upgrades and additions to the Public Rights of Way Network) other than site-specific requirements</li> <li>2. Public Open Space other than site-specific requirements</li> <li>3. Playing Fields, Sports Pitches and related built facilities, and children's play areas other than site-specific requirements</li> <li>4. Flood and Coastal Erosion Risk Management Infrastructure, other than site-specific requirements</li> <li>5. Biodiversity measures/initiatives other than site-specific requirements</li> <li>6. Provision of allotments other than site-specific requirements.</li> </ol>	<p><b>Green Infrastructure</b></p> <ol style="list-style-type: none"> <li>1. Provision necessary to make the development acceptable in planning terms.</li> </ol>
	<p><b>Habitat Regulations Assessment Mitigation</b></p> <ol style="list-style-type: none"> <li>1. Provision of infrastructure or other mitigation measures necessary to make the development acceptable in planning terms</li> <li>2. Financial contribution towards management of Natura 2000 sites.</li> </ol>
<p><b>Public Services</b></p> <ol style="list-style-type: none"> <li>1. Police and emergency services (fire and rescue and ambulance) facilities other than site specific measures.</li> </ol>	<p><b>Public Services</b></p> <ol style="list-style-type: none"> <li>1. Provision necessary to make the development acceptable in planning terms, for example CCTV or fire hydrants, required</li> </ol>

	specifically as a result of a new development
	<b>Affordable housing provision and contributions</b>

## Appendix G - IBP Glossary

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

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

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

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

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

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

**Project Documentation**

**PROJECT INITIATION DOCUMENT  
(PID)**

**UPGRADING OF HEATING AND VENTILATION  
SYSTEMS  
IN THE SOUTH WING  
EAST PALLANT HOUSE, CHICHESTER**

<b>Release:</b>	Version 3
<b>Date:</b>	24-8-15
<b>Author:</b>	John Bacon
<b>Approved by:</b>	Jane Dodsworth

Note: the completion of this document is required for medium and large projects as defined by the Project Type Matrix. The final version should be saved in a sub folder on the x drive under project management / project documentation.

## Document History

Revision Date	Version	Summary of Changes	Reviewer(s)
10-8-15	1	First draft	Jane Dodsworth and Paul Over
17-8-15	2	Second Draft	SLT and Legal
24-8-15	3	Final Draft	Paul Over

## Consideration by the Corporate Improvement Team

Date	Reviewing Officer	Comments for Consideration
18/8/2015	Joe Mildred	Minor additions to the PID suggested. Early consultation with the internal teams required to support delivery of the project as well as those directly affected by the works is recommended.

## Approvals

This document requires the following approvals:

Name of person, group or committee
Cabinet - 8 September 2015
Council – 22 September 2015

## Distribution

Name	Job Title
Cllr Bruce Finch	Cabinet Member for Support Services
Paul Over	Executive Director
Jane Dodsworth	Head of Business Improvement Services
Roland Robinson	Facilities Manager
SLT	Optional

## Glossary of Terms

HVAC – heating ventilation air conditioning

AHU – Air Handling Unit

CIBSE - Chartered Institution of Building Services Engineers

VRF - Variable Refrigerant Flow

CDM 2015 – Construction Design and Management Regulations 2015

LOI – Letter of intent

NWOW - New Ways of Working

LPA - Local Planning Authority

HR – Human Resources

## **1. PURPOSE OF DOCUMENT**

This Project Initiation Document (PID) sets out the work and resources required to define and implement a new HVAC system at EPH. Consulting Mechanical and Electrical Engineers, Pope Consulting Ltd have been commissioned to survey the current installation, identify deficiencies in the design, plant and controls and examine current monitoring data. The Consulting Engineers have now collated their data and completed their feasibility study which includes two options for consideration.

## **2. PROJECT DESCRIPTION**

These proposals address the fundamental issues of maintaining comfortable working conditions in the open plan offices on both ground and first floors, which are predominantly south facing. Specifically, there have been complaints of draughts at ground floor level and of under heating at first floor level.

The results of the preliminary appraisal confirm that even following several mechanical upgrades since the commissioning of the original 1983 system, the latest in 2007 and the introduction of passive measures using glazing film and improving the quality of the window blinds to reduce solar gain, there remains inherent design and mechanical issues that are not resolvable without a thorough redesign of the system.

The purpose of this project is therefore to design and install a modern HVAC system suitable to meet the comfort needs of the occupants. The system will have in-built flexibility to adapt to changes in occupancy without compromising the capability of the system to control the environment conditions in the open plan areas.

## **3. BACKGROUND**

The south wing of East Pallant House was first commissioned and occupied in 1983 and comprises two floors of offices, at ground and first floor level and a lower ground floor comprising Council Chambers, a Members room and welfare facilities. Also located on the lower ground floor are two plant rooms, one on the west side and one on the east side. There are two AHUs in each of the plant rooms. The AHUs are different sizes and one serves the offices and the other serves the committee rooms.

The offices above the plant rooms are occupied by Revenue and Benefits on the ground floor and Planning on the first floor. The current staff occupancy on both floors is 144. Both of the office open plan floors are served by two air handling units of equal size. These AHUs are located in two separate plant rooms, with each unit supplying half of the total air requirements of each floor. The committee rooms are supplied with fresh air from two smaller AHUs which are again located in separate plant rooms.

The feasibility study confirmed that the AHUs coupled with individual stand-alone wall and ceiling mounted air conditioning units serving the offices are unable to maintain comfort conditions in both open plan office spaces. The study found that the plant control systems are unsatisfactory, with the main building management system ineffective. The study also considered the volume of fresh air delivered by the plant to fall short of current CIBSE design guide occupancy recommendations.

However, the study did confirm that the Committee Room AHUs were suitable for purpose, but new controls would be required.

This PID therefore includes two fundamental design options (plus “Do Nothing”):

- Do Nothing: This option is not supported in the Consulting Engineer’s feasibility study. Defects and deficiencies with the current installation have been identified which confirm that the current system in its present form is unable to meet current ventilation standards, eliminate draughts or resolve under heating issues. The study therefore concludes that the current system will not be able maintain acceptable comfort conditions in these areas and Members are advised not to approve this option.
- Option 1 utilises the existing AHU plant and ductwork in the current configuration which includes the replacement of the current supplementary air conditioning stand-alone plant with modern air conditioning equipment and a new building management control system. The new plant would condition and direct the flow of air vertically, thereby locally raising or lowering the room temperature and also reducing the potential for draughts. However, there would still be an issue with meeting current ventilation recommendations as the east side plant room has limited access to an external fresh air supply and cannot be physically adapted to deliver the required volume of fresh air. This is because spatial restrictions prevent additional ventilation ductwork being introduced into the internal lower ground floor plant room which supplies half of the fresh air requirements. The estimated cost for this option is £110,000.
- Option 2 includes the replacement of the two larger AHUs with a single AHU. The unit will be located externally on the first floor flat roof adjacent to the current HR office. The installation would also include modern air conditioning equipment as described in Option1 above. However, the primary use of the air conditioning units would be to provide cooling and not heating. New controls including a new building management system would complete the installation. This option would address the shortfall in air volume described in option 1 above and could provide room heating should the gas boilers fail. The estimated cost for this, the recommended option, is £186,300.

#### **4. PROJECT OBJECTIVES AND SUCCESS CRITERIA**

##### **4.1. Outputs**

A modernised HVAC System that is operational prior to the start of the cooling season 2016, providing heating and cooling to the following areas:

- A refurbished installation providing heating and cooling to the lower ground floor committee rooms.
- New HVAC plant providing heating and cooling to the ground floor open plan offices.
- New HVAC plant providing heating and cooling to the first floor open plan offices.
- The new plant will replace air plant that is in excess of 30 years old with new

## 4.2. Outcomes

Compliance and obsolescence:

- The new system will deliver current and future occupancy levels with the current recommended standard of 10 litres/person of fresh air.
- With heat recovery and bypass dampers, the system will deliver the required tempered fresh air back into the building within the parameters of between 23°C and 26°C.

Environmental benefits:

- The system will reduce drafts
- Provide comfortable working environment as temperature and air quality will be controlled by the building management system and measured for carbon dioxide levels respectively.
- The new conditions should improve productivity.

Economic benefits:

- The new system should provide an economic cost benefit to the running costs of the building as a result of plant efficiency and better control. However, some of these energy savings will be lost through betterment i.e. The deficiencies with under heating the building will be resolved. As part of the monitoring process the total energy costs for EPH will be monitored to determine the benefits as a result of implementation of the new system.
- A comfortable working environment will help enable a more efficient use of the council's two largest open plan office spaces in line with the objectives of the NWOW project. This will create the potential to make better use of the existing office space creating additional income and reducing costs.

## 4.3. Outcome Measures

Economic benefits:

- Energy cost savings in the region of 5% per annum. The total energy cost for 2014/15 was £82,500. Therefore, there is a potential £4,125 annual saving in energy costs.

## 4.4. Dis-benefits

There are, however, associated dis-benefits:

- The plant is very expensive for the amount of energy that will be saved.
- There are a number of risk issues in opening up the roof extensively and taking new ducts down through the concrete structure. Therefore some out of hours works are necessary and this will increase costs.
- Some occupants of the second floor offices will have their views obstructed. Staff are aware of the limited availability of space to site this unit and due to noise factors it may be necessary to relocate staff to a quieter room.
- The new plant will be only 1.2m from the second floor office's opening windows. It will be heard when the windows are open and may be heard when the windows are closed. Note: staff already hear the existing cooling units outside the window.
- The additional ducts are going to occupy extra floor space at second floor level.



- There will be some visual intrusion externally from the additional high level ductwork at second floor level. Preliminary advice received from Planning Officers suggests that planning consent will be required. However, Listed Building consent will not. Therefore a planning application will be made to site the new AHU and ductwork on the flat roof adjacent the HR south facing offices.

#### **4.5. Out of Scope**

- The scheme will leave a system that is capable of accommodating the increased occupancy expected as a result of NWOW. However, the scheme does not include all areas within East Pallant House that may be affected as part of the NWOW roll out programme.

### **5. PROJECT CONSTRAINTS**

This project will be completed prior to the start of the 2016 cooling season, subject to planning consent being granted. To achieve this there will be a requirement for out of hours and weekend working.

However, due to the ability to use Wi-Fi ICT technology and the ability of staff to work remotely, it is not envisaged that space will be required for decanting from the building throughout the duration of the works.

Staff resources have been identified who will take the lead in delivering this work.

### **6. PROJECT ASSUMPTIONS**

The Consulting Engineers are currently finalising Option 2 on the assumption that Cabinet will approve this proposal.

The Project will be notifiable under the CDM 2015 regulations

That planning consent is granted by the LPA.

### **7. PROJECT COSTS**

#### **7.1. Project Delivery Costs**

Internal support will be required from within the Buildings and Facilities Service. Support from other Business Support teams will be required to maintain communication and liaison links across all services and user groups including the visiting public.

## East Pallant House Heating and Ventilation Works

### Schedule of works

Item	Description
1	Installation of indoor VRF room units to Ground and 1 <sup>st</sup> Floors Installation of refrigerant pipework below raised floors and re-instatement of floors and carpet. Installation of VRF BC controllers and routing of pipework to external condensing unit. Installation of new external condensing unit including new base works and new power supply
2	Re-site five roof condensing units
3	Re-route two vent pipes to new discharge
4	Form new steel supports on roof bearing on steel structure
5	Crane air handler to roof
6	Supply and install new heat recovery air handler with integral controls
7	Form up-stand openings to roof flashed to slate tiles
8	Extend insulated LPHW pipework from LG floor to roof plant
9	Extend new power supply from LG floor to roof plant
10	Install weathered roof ductwork with attenuators
11	Install supply and return ductwork through building with dampers and grilles
12	Builders work associated with internal ductwork
13	Commission supply and return air systems, controls and air plant.
14	Disconnect and strip out existing redundant air plants, ductwork, pipework and DX cooling systems
15	Forming maintenance access at second floor (These works have been advanced to enable engineers to access the roof safely. Should the scheme not progress these works have temporarily been funded from the R&M budget).
16	New Building Management System
17	Structural advice
18	Contingency sum
19	Site management costs and supervision

The estimated cost of these works is £186,350

### 7.2. On-going Costs Following Project Completion

#### Maintenance Costs

Maintenance cost details will follow completion of the final design. However, due to the introduction of new plant and as the environmental tests to assess air quality will remain unchanged there will not be any significant changes to the service maintenance budget.

### 8. OPTIONS SUMMARY

The NWOW Project Steering Group has recognised that there are various options going forward and set out three options for consideration:

1. Do Nothing:  
This was not considered appropriate as the existing air handling plant and ancillary air conditioning systems and controls are no longer considered fit for purpose.
2. Option 1:  
To upgrade existing equipment and AHU plant serving the ground floor and first floor and introduce more efficient air conditioning units.
3. Option 2:  
To remove two AHUs and air conditioning equipment and replace with a new AHU with new air conditioning units, as per Option1 and providing additional fresh air to the ground floor and first floor offices.

The recommended option to Cabinet is Option 2 be implemented and resources be allocated as per the Principal Designer's proposals.

## 9. PROJECT APPROACH

- The project work will be delivered by the NWOW Project Steering Group
- The project outcomes will be reported to Cabinet as a post project evaluation report

## 10. PROJECT PLAN

Task No.	Task/Milestone	Completion Date	Responsible Owner	Dependency
<b>Stage 1 Design</b>				
A	Cabinet and Council approval of the scheme.	September 2015	Buildings and Facilities Services Manager	Feasibility report to be completed by Principal Designer
B	Detailed design proposals completed by the Principal Designer	September 2015	Appointed Principal Designer and Controls Engineer.	Information to be supplied by the Controls Engineer
C	An application for Planning Consent will be submitted to the Local Planning Authority.	September 2015	Appointed Principal Designer	Cabinet approval of the scheme.
D	Final design proposals completed by the Principal Designer	November 2015	Appointed Principal Designer and Controls Engineer.	
E	Award of Planning Consent	November 2015	Appointed Principal Designer	

<b>Stage 2 Procurement</b>				
A	Produce full Invitation to tender (ITT) documentation – Non EU tender	November 2015	Principal Designer and JB/RW	Cabinet and Council approval and award of Planning Consent
B	Tender period	November/December 2015	Tenderers	
C	Tender Evaluation	January 2016	Principal Designer and JB/RW/DSt	
D	Award Contract	January/Feb 2016	Legal Services	Nomination of a Preferred Contractor
E	Sign Contract	January/February 2016	Legal Services	
<b>Stage 3 Mobilisation</b>				
A	Lead- in period	February 2016	Contractor	Signed contract or LOI
B	Prepare per start information	February 2016	Principal Designer	
C	Site set up and mobilisation	March 2016	Contractor	
<b>Stage 4 Contract Works</b>				
A	Start on site external works	March 2016	Contractor	Signed contract or LOI
B	Key stages internal works	April 2016	Contractor	
C	Practical completion	May/June 2016	Contractor	
D	Start of defect period	May/June 2016	Contractor	Practical Completion
<b>Stage 5</b>				
A	End of defects period	November 2016	Contractor & Principal Designer	
	Making good defects	November 2016	Contractor & Principal Designer	
	Project Evaluation	May/June 2017	Principal Designer/ B&F Serv. Mgr.	

## 11. PROJECT TEAM

- The Senior Responsible Officer will be the Head of Business Improvement Services, supported by the Buildings and Facilities Manager who will oversee the execution of the project.
- The Contract Administrator and Principal Designer under CDM 2015 will be the appointed Consulting Engineer, who will oversee the installation and commissioning aspects of the project.

- The NWOW Project Steering Group will be responsible for the integration of this project into the NWOW roll out programme with specific remit to manage staff displacement and out of hours phasing and resourcing as a result of the intrusive nature of the installation.

## 12. COMMUNICATION

- The Project Designer will arrange monthly contractor meetings to discuss design issues, measure and monitor performance and agree contract valuations. These meetings to be reported to the Steering Group for review.
- Members and CMT will receive updates via the monthly Members Bulletin and project briefings.
- Internal communication via intranet updates will be provided at key transition stages and the teams that will be directly affected by the works will be engaged with at an early stage.

## 13. RISK LOG

Risk No	Risk Description	Likelihood Unlikely Possible Probable Certain	Impact Minor Significant Serious Major	Planned Actions to Reduce Risk	Responsible Officer
1	Expectations on the effectiveness of the proposed system are realistic and achievable	Probable	Serious	Produce an full M&E design with a fully interfaced control strategy	Principal Designer and Controls Engineer
2	The requirement for Planning Consent delays the scheme from proceeding to procurement in November 2015	Possible	Significant	Include for full consultation with LPA during the design stages	Principal Designer
3	The project will not be delivered prior to the start of the cooling season (May 2016)	Possible	Significant	The programme must be driven by the Project Team, Principal Designer and Contractor. Liquidated damages are to be included in the contract particulars.	Project Team, Principal Designer and Controls Engineer
4	Project costs exceed budget due to extra costs associated with out of hours working	Possible	Significant	Project Phasing to be part of the tender evaluation quality assessment.	Project Team, Principal Designer
5	Decanting of staff becomes necessary due to disruption of	Unlikely	Minor	As 3 above – progress to be monitored by the	Project Team

	staff or due to H&S concerns.			project team and PD	
6	Project is delayed due to key equipment not delivered as per programme	Possible	Significant	Contract procedures i.e. award of contract /LOI will allow the contractor to order key equipment in advance with just in time planned delivery.	Principal Designer and Controls Engineer
7	Structural works are excessive in order to mount the plant on the proposed roof area	Possible	Serious	Early involvement of Structural Engineer.	Principal Designer and Structural Engineer



## Employment Policy Statement

**Policy Title:** SAFEGUARDING POLICY

**Date:** August 2015

**Approved:** tbc

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Section 2	Safeguarding Children and Adults
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## 1. Introduction

### 1.1 Policy Statement

Every person has the right to live a life free from abuse, neglect and fear. Safeguarding children and adults is everyone's business and responsibility. Chichester District Council (CDC) is required to take reasonable measures to protect children and adults when they use CDC services or services that are subject to CDC regulations or jurisdiction or if they are involved in events run by or on behalf of the CDC. This policy outlines the steps that must be taken when staff, Members or volunteers (working on behalf of the CDC) comes into contact with children and adults in order to minimise any potential risk situations; and, how all staff and volunteers should report any safeguarding concerns they may have about a child or adult.

CDC will take reasonable steps to ensure that organisations delivering services or events for children and adults on CDC premises; working with CDC in partnership; or, receiving financial support from CDC, address their responsibilities for safeguarding

## 1.2 Scope of policy

This policy relates to all staff employed by the CDC or volunteers engaged by the CDC who come into contact with children and adults in the course of their work. This policy also relates to others, including CDC elected Members; those carrying out duties on behalf of the CDC; agencies and contractors working on the CDC's behalf; and, those using CDC premises.

This policy also recognises that safeguarding children and adults is everyone's business and responsibility. All persons acting on behalf of CDC must take all reasonable steps to safeguard and protect the rights, health and well-being of children and adults who take part in activities organised by the CDC and within its facilities, as well as those that staff come into contact with in the course of their work.

In respect of this policy the term 'Child' means a person under the age of 18 years and an 'Adult' (formerly "Vulnerable Adult" or "Adult at Risk") means any person age 18 years or over who meets the following criteria:

1. Has needs for care and support (whether or not the local authority is meeting any of those needs) and;
2. Is experiencing, or at risk of, abuse or neglect; and
3. As a result of those care and support needs is unable to protect themselves from either the risk of, or the experience of, abuse or neglect.

Carers are also included and are entitled to an assessment of their needs, where they meet the tests set out above.

It is recognised that individuals with mental or physical health issues may be more vulnerable to safeguarding issues, for instance specific communication or mobility difficulties, though these may not be immediately apparent. Staff should be alert to such issues, and consider the provisions within this policy in the light of any additional safeguarding measures that may be appropriate when dealing with an individual with a disability

Section 2 of this policy deals with safeguarding duties and responsibilities that apply to both children and adults (referred to in this policy as "Individuals"). However, there are some specifics that apply to children (such as relevant legislation, or the local context of reporting suspicions or allegations of abuse) and for adults, which are detailed in Section 4 (Children) and Section 5 (Adults)



### **1.3 Corporate responsibilities and accountabilities**

Ultimately, accountability for safeguarding and protecting children, young people and adults under this policy is with the Chief Executive and the Cabinet Member for Community Services.

However a number of specific roles for Safeguarding Children and Adults are as follows:

The Head of Business Improvement Services is the CDC's Designated Safeguarding Officer and is responsible for investigating all allegations of abuse for both children and adults. He/she is also the Designated Senior Officer for Allegations Management (DSO), appointed to lead on internal investigations (where the allegation relates to a member of staff)

The Head of Community Services is the CDC's liaison with the West Sussex Safeguarding Children's Board and the West Sussex Safeguarding Adults Board.

Some CDC services have a greater exposure to safeguarding and representatives regularly meet as the "Chichester District Safeguarding Group" (CDSG). Membership of the CDSG is included in appendix 6. Officers are referred to as "Designated Officers" for the purposes of interagency communications, and training.

All staff, volunteers and elected Members are responsible for ensuring that the activities in which they are involved during the course of their work are carried out in accordance with this policy. Appropriate Training will be identified and delivered by CDSG to ensure that staff are aware of their responsibilities.

CDC works in partnership with other Agencies through the Start of Life Programme Board, the West Sussex Safeguarding Children Board and the West Sussex Safeguarding Adults Board, to deliver the requirements of relevant legislation.

Annual Audits of the CDC's activity in regard to Safeguarding will be completed by Head of Community Services in consultation with CDSG and reported to the relevant Board.

## **2. Safeguarding Children and Adults - general**

Guidance on good practice in managing staff volunteers, concessionaries and contractors is essential to Safeguarding.

### **2.1 Clear roles for staff and volunteers**

It is important that staff and volunteers have clearly defined roles. Managers should provide appropriate written guidance for the work they are expected to do. This might include:

- the person to whom they will be accountable for their work;
- the person(s) whose work they will supervise (if any);
- a description of the work they will undertake with individuals, with reference to the risk assessment completed for this activity;
- the duty to safeguard individuals

A copy of this guidance must be given to members of staff / volunteers and a copy placed with the risk assessment.

### **2.2 Training Staff**

In order to ensure that all staff remain vigilant to the potential abuse of children and adults, regular training to support this Policy will be provided, and will follow guidance set out by the respective Safeguarding Boards.

A tiered rolling programme of training will be delivered as follows:

- Level 1 training must be undertaken by all staff at induction and on a three year refresher. It will also be made available to all Members.
- Level 2 training for all staff (and their managers) that potentially interact with children and/or adults provided by a half day training course, delivered every three years.
- Level 3 training for all staff that frequently interact with children and/or adults, and Designated Officers on appointment, as legislation changes or every three years, whichever is sooner.

Designated Officers will also attend regular training sessions or updates provided by the respective West Sussex Safeguarding Boards.

### **2.3 Employ good recruitment and selection practices**

Employing good recruitment and selection practices is essential in safeguarding individuals.

The following procedures should be followed when recruiting staff or volunteers working directly with children or adults.

Disclosures via the Disclosure and Barring Service (DBS) / Disclosure Scotland (Enhanced, Standard or Basic level) must be sought for all new and existing staff and volunteers working with Children or Adults. The Disclosures will be renewed every 3 years for Enhanced Disclosures and every 5 years for Standard and Basic Disclosures. An authorised Counter signatory (HR Officer or HR Manager) will determine if necessary whether the post qualifies for an Enhanced, Standard or Basic Disclosure.

When selecting new staff where the role will regularly be coming into contact with children or adults, then managers should ask applicants about their experience of working with children or adults. As a minimum one of the interviewers should have received the Council's specific training in recruitment and selection procedures and training in the Safeguarding Policy. Should anything in an applicant's response cause concern then these areas of uncertainty should be explored further through follow up questions.

Before the appointment of any applicant, whether paid or voluntary, references should be sought covering their work with Children and Adults. In respect of any potential staff member, two references will be sought by HR in accordance with the CDC's Reference Policy (shown in the e-Staff Handbook). In respect of volunteers, managers must obtain at least one reference from a reputable person who can comment on the applicant's character and relationship with others. When writing to the referee, it should be stated explicitly that the applicant is being considered for a position which involves working with Children or Adults and seek views on their suitability for such work.

If an Enhanced or Standard Disclosure is required, staff should be supervised (by an appropriately qualified colleague working with children or adults) and must not work unsupervised until the relevant Disclosure has been completed and considered by HR and their manager.

Please also see Appendix 5 – *Criminal records disclosures – what are they and what type of posts should they be used for?* For further information see; <https://www.gov.uk/government/organisations/disclosure-and-barring-service>

### **2.4 Managing contractors**

Contractors: It is the responsibility of service managers when commissioning (including renewal of) a service which may involve the direct delivery of services to individuals; or arranging works or maintenance of CDC premises

using contractors to consider their safeguarding responsibilities. The service manager should conduct a risk assessment which should identify any safeguarding issues. Safe methods of work should be identified which minimise any foreseeable safeguarding risk.

The service manager should also consider, in consultation with the HR Manager, whether Disclosure & Barring Service (DBS) clearance is required or not before work is allowed to begin. This would apply where there was a possibility of the workers engaged under the contract being in direct contact with Individuals. The decision about whether a DBS Disclosure is required for a contract worker, and if so at what level, should be made using the same Enhanced, Standard and Basic criteria used for staff and volunteers. (see Appendix 5). Only when these checks, where needed, have been completed and are satisfactory can any work proceed.

### **2.5 CDC liability for the action of third parties**

In addition to the direct responsibilities of the CDC, our safeguarding responsibilities extend to the activities of some other third parties:

- Groups, organisations or businesses that hire CDC owned land or property
- Those who have a presence at, or attend CDC run events
- Those who seek funding for their activities through a CDC grant, rent concession or rate relief
- Those contracted to, or otherwise, deliver projects or services on behalf of CDC

Specific guidance on how to manage those liabilities is included in Appendix 2

## **3. Responsibilities of Elected Members, Managers and Staff**

### **3.1 Responsibility of elected Members**

To avoid compromise, Members are encouraged to adopt this policy, especially where their duties involve regular contact with children or adults. In certain circumstances, they may themselves require a DBS check.

Where a DBS check is considered appropriate, the Head of Business Improvement Services or senior HR staff will discuss with that Member the DBS process. If a Member decides not to submit a DBS application then they will not be able to continue with the identified duties.

Any matters of concern arising from the DBS check will be discussed with the Member concerned by the Head of Business Improvement Services or senior HR staff. All DBS checks will be handled in confidence by nominated staff in the HR Section.

### **3.2 Responsibility of line managers**

Managers should ensure that those staff or volunteers under their line management have good supervision. This should prevent and / or detect abuse or harm to individuals. All staff should be confident to raise and discuss concerns they have about children or adults and be supported in reporting those concerns.

Service managers are responsible for ensuring that all activities and events are carried out safely and that a risk assessment is completed before the event.

Any service manager whose staff member (including temporary staff or volunteers) is involved in working with Individuals must ensure that they:

- receive appropriate training
- have received a copy of this policy and had it explained to them
- sign the policy stating that they fully understand it
- regularly review the level of DBS check required according to changes in the job role, and, specifically at each annual appraisal.

### **3.3 Responsibility of Staff**

It is the responsibility of staff to report immediately to their line manager any suspected cases of abuse of a Child or an Adult (see Appendix 1). It is particularly important for staff who are not directly involved in working with individuals but due to the nature of their work come into frequent contact with the public, e.g. Chichester Contract Services staff, to remain vigilant and report any suspected abuse or other concerns they have relating to Children or Adults. Conversely staff who regularly engage with particular individuals or families in need, must consider the possibility of becoming desensitised to levels of long term neglect and remain alert to deteriorations or changes in patterns of behaviour which may indicate harm or abuse is occurring.

It is important to, as soon as possible, make appropriate written notes regarding staff's suspicions or concerns and the actions taken. A Reporting Form (Appendix 3) has been devised, and should be submitted to HR as soon as possible. If supporting information is available elsewhere (e.g. in case files etc.) then this should either be attached or cross referenced as appropriate.

Consideration should be given to the Data Protection Policy in determining how information is stored and retained.

**NB: Any and all documents, correspondence, notes, emails and all other information – however held – which contain or may contain content pertaining directly or indirectly to the sexual abuse of children or to child protection and care must be indefinitely retained.** Children are defined as anyone under the age of 18. Such documents should be retained within services where authorised or otherwise by the HR Section.

### 3.4 Allegations Management

Where an allegation of abuse has been made, then the priority must be to ensure the wellbeing of the Individual following the procedure in Appendix 1. However, if the allegation is of abuse by a member of CDC staff, Councillor or third party working on behalf of the CDC, it is the responsibility of the CDC to investigate immediately, and cooperate with the relevant authorities.

If during working hours, the member of staff making or receiving the allegation against another member of staff should initially report to the line manager of the person against whom the allegation is made. The line manager will report to the Head of Business Improvement Services as a matter of urgency.

If an event or activity takes place outside of normal working hours then the officer who has received or is making the allegation must report his or her concerns as above the next working day. If the officer believes the incident to be serious then he/she should telephone the Head of Community Services via the Careline Centre for advice

The Council will support all staff that in good faith report incidents where a Child or Adult may be harmed as set out in the Whistleblowing (Public Interest Disclosure) Policy. However staff should be aware allegations made maliciously will be dealt with under the Council's Disciplinary Procedures.

If a member of staff or volunteer is disturbed by the incident then counselling will be considered and they should contact their line manager or a member of the HR team.

Where a complaint is found against a member of staff or a volunteer, then this will be considered under the Council's Disciplinary Procedure as Gross Misconduct, but any internal investigations will be conducted in consultation with Social Services or the Police.

### 3.5 Relationships with children and adults

All staff that work with Individuals are in a position of trust and should demonstrate exemplary behaviour to protect individuals and themselves from false allegations. Staff and volunteers must not develop personal relationships with any individual they come into contact with through their work and the following practices are forbidden:

- Any physical chastisement.
- Engaging in rough or physical contact (except in clearly identified and controlled physical games).
- Sexual contact or interaction of any kind, including verbally suggestive comments or engaging in any form of inappropriate touching or any type of sexual relationship.
- Spending excessive amounts of time alone with the Individual away from others.
- Purposely meeting a Child (or visiting an Adult in their home) whom they have met whilst working or become aware of as a result of their work, outside of the working context.
- Speaking to Individuals in a derogatory or deliberately undermining way.
- Giving an unaccompanied Individual a lift in their car or council vehicle. Officers will require authorisation in advance by their line manager if no alternative can be arranged. In the event of an emergency where Individuals are accompanied by a lone officer, officers are required to notify their line manager of the event as soon as possible afterwards.
- Financial arrangements of any kind including assisting with (or advising on) transactions, undertaking purchases on behalf of Individuals or holding cash or cards belonging to Individuals.
- Email, text or instant messaging contact and use of any other social media such as Facebook or Twitter must be appropriate to the work involved. Particular care should be given when responding to contact initiated by Individuals.

There may be occasions when a member of staff knows an Individual personally e.g. a friend of the family. If this is the case then staff should report the relationship to their line manager and avoid treating the Individual differently from others.

Whilst the circumstances should be avoided, it may be necessary to do things of a personal nature for Individuals, especially young children. Where this is anticipated in planning an event or activity then suitable arrangements should be made to secure consent and train staff appropriately.

Where circumstances arise that have been unforeseen then the staff member should notify their line manager as soon as possible afterwards and write up an appropriate file note. The parent or carer should be made aware when the Individual is returned to their charge.

### **4. Specific Procedures relating to Safeguarding Children**

#### **4.1 Generally**

Section 11 of The Childrens' Act 2004 specifically directs the CDC (and all local authorities) to make arrangements for ensuring that our functions are discharged having regard to the need to safeguard and promote the welfare of children. Given that the CDC provides a number of activities for children, this policy sets out the principles and guidelines staff should follow to minimise the potential of a child being harmed.

It is not the intention of the CDC to over protect children. As with all management activities, a balance is required between providing children with the chance to grow and develop and taking appropriate measures to minimise risk.

This Policy and this specific section relating to Children has been developed to align with the West Sussex Safeguarding Childrens' Board "Pan Sussex Procedures" which would be a relevant reference point in the development of any event specific procedures or assessments:

<http://www.westsussexscb.org.uk/our-procedures/>

#### **4.2 Work Placements by schools / colleges**

Schools and colleges etc. putting forward children and young people for work placements with the CDC must confirm in writing their request for this to go ahead. A Young Person's Risk Assessment (see H&S forms on Intranet) must be completed by the supervising officer for any school placement under the age of 18. If the child is 16 or under the Young Person's Risk Assessment must be copied to the child's home, and written permission from a parent or guardian giving permission for the placement to go ahead must be obtained. Both schools and parents/guardians should be given a copy of this Safeguarding Policy. Without the above requirements being met the placement must not go ahead.

Only CDC officers authorised by their Head of Service are allowed to visit locations within the District whilst accompanied by a school placement child.



Authorised officers have been approved and agreed that they will supervise and be in sole charge of children during work experience visits away from the office. They must;

- be Disclosure & Barring Service cleared at Enhanced Disclosure level
- have read and understood this policy and signed the acceptance page
- have a pre-planned schedule of activities approved by their manager in advance, including a timetable, which should not be deviated from except in emergencies.

If the above is fully complied with an officer may be permitted to visit locations within the District with a school placement child unaccompanied by another officer. However as part of the above risk assessment their manager must assess and record within that document any risks relating to this.

### **4.3 Designated Senior Officer for Allegations Management (DSO)**

Section 1.3 highlights the responsibility of the Head of Business Support Services, or his/her nominated officers, for leading all investigations into child abuse allegations made against council staff or those working on the council's behalf. For the purposes of investigations relating to abuse of a child, the Head of Business Support Services is referred to as the Designated Senior Officer (DSO) for Allegations Management in alignment with the arrangements of the West Sussex Safeguarding Childrens' Board.

### **4.4 Children's Access Point (CAP)**

Anyone with concerns about a child's welfare should contact the Children's Access Point (CAP) based at County Hall North in Horsham on 01403 229900. The Out-of-Hours number is 0330 2226664 for an urgent referral that cannot wait until normal office hours.

Referrals can also be made via secure email or by post:

Email: [cap@westsussex.gcsx.gov.uk](mailto:cap@westsussex.gcsx.gov.uk)

Address: Children's Access Point, 4th Floor, Parkside, Chart Way, Horsham, West Sussex, RH12 1XH

## **5 Specific Procedures relating to Safeguarding Adults**

### **5.1 Generally**

The Care Act 2014 specifically directs the CDC (and all local authorities) to cooperate with all partner agencies and organisations across Sussex in order to protect adults experiencing or at risk of abuse or neglect.

The Care Act 2014 focuses on helping individuals to safeguard themselves. A central principle of the Act, 'Making Safeguarding Personal', empowers adults to make choices and have control about how they want to live even if that involves a level of risk. Adults are supported to manage a level of positive risk taking to achieve the outcomes they want.

This Policy has been developed to align with the West Sussex Safeguarding Adults Board "Sussex Safeguarding Adults Policy and Procedures" which would be a relevant reference point in the development of any event specific procedures or assessments:

<http://pansussexadultssafeguarding.proceduresonline.com/>

### **5.2.1 Safeguarding concern**

If a member of staff has reasonable cause to believe that an adult meets the three tests (see 1.2) they must raise this as a safeguarding "concern". If there is a concern regarding any safeguarding issues this should initially be discussed with their line manager, who can help to decide if it is necessary to speak to Adult Social Care for advice, or make further investigation to ensure there is evidence that can be presented. Adult Social Care will look into the matter and be able to advise as necessary. Section 42 of the Care Act gives them the power to initiate a safeguarding enquiry. They will look at the evidence and decide if the 3 Key Tests in the Care Act appear to be met before raising a Safeguarding enquiry

### **5.2.2 Safeguarding Enquiry**

The Sussex Safeguarding Adults Policy and Procedures classifies an enquiry as 'the action taken or instigated by the local authority (WSCC) in response to a concern that abuse or neglect may be taking place'. An enquiry will occur when the local authorities section 42 duty has been triggered ie the three tests (see 1.2) have been met.

Wherever possible a safeguarding concern should be resolved as soon as possible through actions agreed with the adult which should be identified by them at the earliest point. Where this is possible the safeguarding concern will be resolved through an initial enquiry.

### **5.2.3 What to do if the concern is about a service or organisation**

Neglect and poor practice may occur within an institution or specific care setting e.g. in a hospital or care home or in relation to care provided in a person's own home. This may range from one off incidents to ongoing ill-treatment. It can be through neglect or poor professional practice as a result of the structure, policies, processes and practices within an organisation.

It is recognised that some staff with inspection roles, for example in Care Homes, could come across safeguarding or quality of care issues. Officers should still contact Adult Services even if other bodies like the Care Quality Commission may have responsibility for the primary investigation.

### **5.3 Designated Adults Safeguarding Manager (DASM)**

Section 1.3 highlights the responsibility of the Head of Business Support Services, or his/her nominated officers, for leading all investigations into concerns relating to adults (who meet the three tests) where allegations are made against council staff or those working on the council's behalf. For the purposes of investigations relating to abuse of an adult, the Head of Business Support Services is referred to as the Designated Adults Safeguarding Manager (DASM) in alignment with the arrangements of the West Sussex Safeguarding Adults Board.

### **5.4 West Sussex Adult Services Contact Centre**

Anyone with safeguarding concerns about an adult should contact West Sussex County Council on 01243 642121. Callers should state that they are raising an adult safeguarding concern. This number can be used at all times, including nights, weekends and bank holidays or if it is an emergency situation Sussex Police can be contacted.

Alternatively a WSCC online adult safeguarding concern form can be completed and submitted. This can be obtained from the following website:

[http://www.westsussex.gov.uk/living/social\\_care\\_and\\_health/adults/safeguarding\\_adults\\_at\\_risk/action\\_to\\_take\\_if\\_you\\_are\\_conc.aspx](http://www.westsussex.gov.uk/living/social_care_and_health/adults/safeguarding_adults_at_risk/action_to_take_if_you_are_conc.aspx)

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**SAFEGUARDING POLICY - Undertaking by staff**

I undertake to comply fully with the Safeguarding Policy and I recognise that the Council may monitor my working with children and adults in accordance with the Regulation of Investigatory Powers Act 2000. I confirm that I have read and understood the contents of the policy.

Signed

Date

Name

\_\_\_\_\_

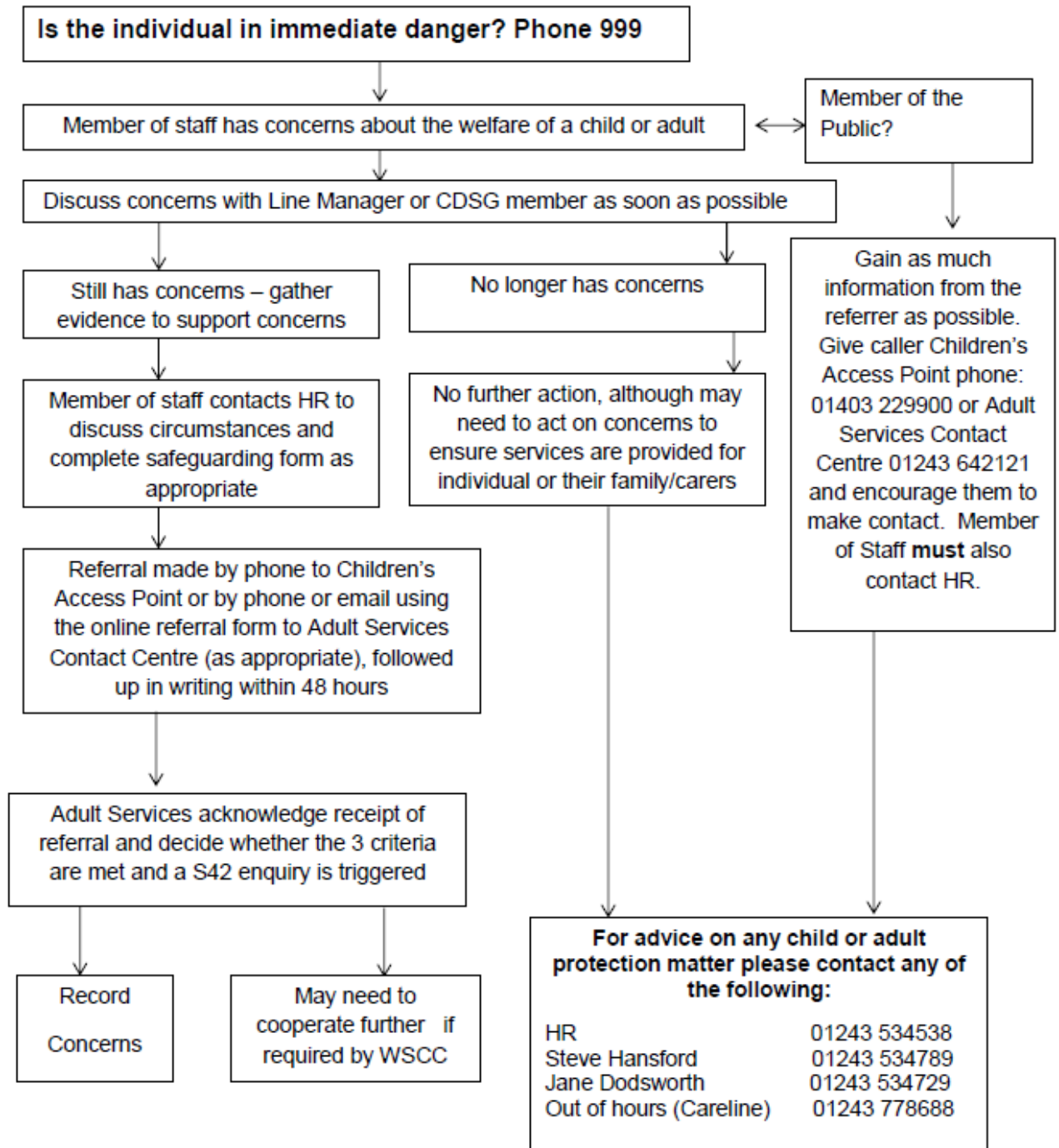
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Section \_\_\_\_\_

Appendices

Appendix 1 – Flow chart illustrating what staff and managers should do where they have concerns that an adult or child is at risk.



**Appendix 2 - Guidance on how to manage the liability of third parties**

CDC, along with all other organisations, is required to take reasonable measures to safeguard individuals when they are subject to CDC regulations and / or jurisdiction. This applies not only to events and activities run by the CDC or on its behalf, but also to those taking place on CDC premises, parks and open spaces, including properties being leased from the CDC or being provided with a grant, subsidy or rent concession by the CDC. Accordingly, where the event, business or service being delivered is wholly or mainly for children and/or adults, the hirer should have in place a Safeguarding Policy. If the Hirer (which will include lessee or recipient of grant, subsidy or concession) does not have such a policy, support and guidance in developing such a policy can be obtained from Voluntary Action Arun & Chichester (VAAC) on 01243 528615.

CDC expects that a Safeguarding Policy will include the following key elements:

- A statement of commitment to the principles of Safeguarding.
- The arrangements for recruitment, checking and supervision for staff, committee or board members, volunteers or helpers involved in the event or service (including any contingency arrangements).
- Guidance or training to staff; committee or board members; volunteers and helpers on their responsibilities for safeguarding.
- A process for risk assessments of the activity and safe methods of work in respect of safeguarding issues.
- How any safeguarding concerns should be recorded and reported.
- The means of managing any complaint or allegation against staff, volunteers and helpers including the identification an independent person to whom any complaints from attendees can be addressed.

In addition specific reference should be made in the policy to ensure that:

- Parental/guardian consent is obtained in writing for allowing photographs (including film footage) to be taken of a child.
- There should be no physical contact by any staff or volunteers with children or adults, unless the nature of the activity requires it (e.g. assistance with safety equipment, face painting etc)

Guidance given to applicants, hirers or service providers: All applicants, hirers or service providers should be guided to:

1. Risk assess their proposed activity in a Safeguarding context.
2. Cover the key elements set out above in their Safeguarding policy.
3. Certify to CDC that their policy meets those elements, and a process for monitoring that policy is in place.

A Safeguarding Policy should only be submitted to CDC where the proposed activity is deemed to be a 'high risk' (where a Child or Adult will not be accompanied by a parent, guardian or carer). In such cases CDC staff will check that the policy complies with the requirement in the key elements above.

CDC staff dealing with commissioning services, hiring or leasing premises or considering grant applications will record any safeguarding advice given to contractors and applicants. They will also record on the application or agreement:

- That the applicant has certified that their Safeguarding policy complies with the key elements described above;
- Where the activity is deemed 'high risk' a Safeguarding policy has been received, and has been checked for compliance with the six key elements.

Appendix 3



**Safeguarding – Incident Form**

Staff or volunteers should use this form if they have witnessed an adult or a child being abused, they suspect it or they are otherwise made aware of it, or an adult has disclosed that they are being abused. Please refer to the Safeguarding Policy before completing this form.

Please use the back of this form to provide additional information.

Name of person reporting the incident and contact details (including phone number)

Name of Adult / child

Date of Birth of Adult / child (if known)

Address of the Adult / child

Date and time of suspicions or concern

Short description of the suspicions or concern

Observation of the adult's / child's emotional state (or physical state if appropriate)



## Appendix to Agenda Item 8

Record of what the adult / child has said

Any other comments

Details of any other relevant information and where it is stored

Name of Officer/ Volunteer

Signature

Date

This form should be completed as soon as practicably possible after the complaint has been raised and passed immediately to an HR Officer, the HR Manager or the Head of Business Improvement Services.

**Contact numbers:**

During Office Hours: HR Officers / HR Manager, 01243 534538  
Head of Business Improvement Services, 01243 534729.

Out of Office Hours: Head of Business Improvement Services (if staff related) or the Head of Community Services (other serious adults at risk protection matters) via the Council Careline Centre 01243 778688.

## Appendix 4 – Categories of abuse

### PHYSICAL ABUSE

- Physical abuse may involve hitting, shaking, throwing, poisoning, burning or scalding, drowning, suffocating, or otherwise causing physical harm
- Physical harm may also be caused when a parent or carer fabricates the symptoms of, or deliberately induces illness

### EMOTIONAL ABUSE

The persistent emotional maltreatment of a person such as to cause severe and persistent adverse effects (particularly on a child's emotional development) that may include:

- Conveying to someone that they are worthless or unloved, inadequate, or valued only insofar as they meet the needs of another person
- Not giving someone opportunities to express their views, deliberately silencing them or 'making fun' of what they say or how they communicate
- Age or developmentally inappropriate expectations being imposed on someone. These may include interactions that are beyond a child's developmental capability, as well as overprotection and limitation of exploration and learning, or preventing someone participating in normal social interaction
- Seeing or hearing the ill-treatment of another person or child
- Serious bullying (*including cyber bullying*), causing someone frequently to feel frightened or in danger, or the exploitation or corruption of individuals

Some level of emotional abuse is involved in all types of abuse, although it may occur alone.

### SEXUAL ABUSE

Sexual abuse involves forcing or enticing someone to take part in sexual activities, not necessarily involving a high level of violence, whether or not they are aware of what is happening. It may involve:

- physical contact, including assault by penetration (*rape or oral sex*), or
- non-penetrative acts such as masturbation, kissing, rubbing and touching outside of clothing

- non-contact activities such as involving someone looking at, or in the production of, sexual images
- watching sexual activities or
- encouraging children to behave in sexually inappropriate ways or
- grooming a child in preparation for abuse (*including via the internet*)

Sexual abuse is not solely perpetrated by adult males. Women can also commit acts of sexual abuse, as can children.

### **FINANCIAL ABUSE**

The misappropriation of an adult's (or possibly a child's) money or material possessions. This could involve:

- taking money from someone, or their accounts, or not paying bills or rent on their behalf.
- taking high value items from their house, or replacing them with cheaper goods

Financial abuse may be hard to identify, but symptoms could include someone who is constantly asking for money, or who never has any food in the house. Equally, accusations of financial abuse are likely to arise where, for example, relatives have had to take control of someone's finances.

### **NEGLECT**

The persistent failure to meet someone's basic physical and/or psychological needs, likely to result in the serious impairment of their health (or a child's development). Neglect may involve a parent or carer failing to:

- provide adequate food, clothing and shelter (*including exclusion from home or abandonment*)
- protect someone from physical and emotional harm or danger
- ensure adequate supervision (*including the use of inadequate care-givers*), or
- ensure access to appropriate medical care or treatment

Neglect may occur during pregnancy as a result of maternal substance abuse. It may also include neglect of, or unresponsiveness to someone's basic emotional needs.

*NOTE: a single indicator is not necessarily proof of abuse and it is important that information is gathered from a number of sources; however, abuse may occur when there are few indicators.*

**TRIGGER POINTS** Be alert to the possibility of abuse and neglect in children who present with:

- poor dental hygiene and dental caries
- poor physical appearance, dirty, unkempt and fetid
- bruising or marks which maybe bruising in children who are not yet crawling or walking independently.

### **SELF ABUSE**

The failure to meet ones own basic needs, resulting in impairment to their health. Self Abuse may involve a child or adult:

- deliberately causing themselves physical harm for example scratching, cutting skin or pulling their hair out
- starving themselves, binge eating or regularly vomiting food
- experimentation with drugs, ingesting harmful substances, suicide attempts
- failing to provide themselves with adequate food, clothing and shelter

Self abuse could be a way of seeking attention due to other forms of abuse they are experiencing, or a more complex form of self abuse that would require specialist intervention- but the signs and symptoms would be the same.

### **ORGANISATIONAL ABUSE**

People living or receiving care in an institutional setting can be victims of abuse, either from the inappropriate acts of staff or by institutional failings (inadequate staffing, policies and procedures not followed, inadequate training) of the organisation providing them with care. Organisational abuse would typically present as Neglect or another form of abuse but is categorised separately due to the setting in which the abuse has occurred.

### **DISCRIMINATORY ABUSE (including Hate Crime)**

As a form of Organisational Abuse, service providers could discriminate against those in their care by not having due regard for their circumstances – preventing or discouraging them from accessing the services they need.

Emotional or Physical Abuse could also be perpetrated because of the victims protected characteristics, including:

Age, Disability, Gender Reassignment, Marriage and civil partnership, Pregnancy and maternity, Race, Religion and belief, Sex (Gender), and Sexual orientation.

### **CYBER/INTERNET ABUSE**

Cyber-bullying involves the use of information and communication technologies to support deliberate, repeated, and hostile behaviour by an individual or group that is intended to harm others.

New technologies have become central to modern life. They make it possible for people across the world to have instant communication with one another. They allow for the rapid retrieval and collation of information from a wide range of sources, and provide a powerful stimulus for creativity. People may discuss sensitive topics which, face to face, they might find difficult. However, these technologies are also potentially damaging. They can enable children or adults to access harmful and inappropriate materials. Those they engage with may not be directly known to them and because of the anonymity offered by the internet people may be harmed or exploited.

### **MODERN SLAVERY (including Child Sexual Exploitation)**

International migration and the desire to change an individual's life chances by moving to a new country has resulted in the rise of abuse of, and the physical enslavement of, children and adults. The exploitation of children and adults, brought into this country typically for sex but also for labour or domestic servitude, is an issue that staff should remain vigilant for. Because of the secretive nature of operations it is unlikely to present in typical Council work. However, officers who might enter private homes or business premises should be on the look out for obvious signs where people are being kept against their will.

Children and Young People are also at risk of being "groomed" by persons and coerced into sexual activity. They could be motivated by money, gifts, alcohol or drugs; or by affection or the status it gives them.

More details of Operation Kite, the multi-agency Pan Sussex approach against Child Sexual Exploitation, can be found here:

<http://www.sussex.police.uk/help-centre/ask-us/child-sexual-exploitation/what-is-child-sexual-exploitation>

## **DOMESTIC ABUSE**

The implications of domestic violence can be far reaching. Both victims and perpetrators of domestic violence could be “Adults” as defined by the Care Act 2014. Parenting capacity can be compromised by domestic abuse to the point where children are neglected. Young People could also be secondary victims of emotional abuse within the household, and while the cause remains undisclosed could present in a different setting with complex emotional needs (including self harm). West Sussex County Council commission Worth Services to deliver support for victims of domestic abuse.

## **RADICALISATION**

The processes by which people come to support violent extremism and, in some cases, join terrorist groups.

Local Authorities now have a duty under the Counter –Terrorism and Security Act 2015 to have “due regard to the need to prevent people from being drawn into terrorism”

PREVENT is a national strategy and is linked to the safeguarding agenda and therefore will be considered within safeguarding policy, procedure and training.

**The Government’s counter terrorism strategy is known as CONTEST.**

PREVENT is part of CONTEST and its aim is to stop people becoming terrorists or supporting terrorism.

**CONTEST has four key principles:**

- 1. PURSUE** – stop terrorist attacks
- 2. PREVENT**– to stop people becoming terrorists or supporting terrorism
- 3. PREPARE** – where we cannot stop an attack, mitigate its impact
- 4. PROTECT**– strengthen overall protection against terrorism attack

PREVENT focuses on working with vulnerable individuals, children or adults who may be at risk of being exploited by radicalisers and subsequently drawn into terrorism related activity. It is important, if you are concerned that a vulnerable individual is being exploited in this way you raise these concerns in accordance with your organisation’s policies and procedures. Current legislation now requires all staff to exercise a duty of care to customers and, where necessary, take action for safeguarding and crime prevention.

If you have a concern, discuss it with your Manager and they will advise and identify local referral pathways.

## **Appendix 5 – Criminal records disclosures – what are they and what type of posts should they be used for?**

### **1 Enhanced Disclosure**

This is the highest level of check available to anyone involved in regularly caring for, training, supervising or being in sole charge of children or adults at risk. It is also available for certain licensing purposes and judicial appointments. Enhanced Disclosures contain both spent and unspent Cautions, Reprimands, Warning or convictions. They however also contain relevant and proportionate information held by the local police forces. We are only able to ask staff or volunteers to complete an Enhanced Disclosure if their posts or positions are included in the Exceptions Order 1975 to the Rehabilitation of Offenders Act 1974. If we knowingly ask for an Enhanced Disclosure for a post or role which is not included in the Exceptions Order we would be in breach of Part V section 123 of the Police Act 1997.

The HR Officer or HR Manager as authorised Countersignatories will advise and decide if necessary whether the post qualifies for an Enhanced, Standard or Basic Disclosure.

Staff or volunteers waiting for an Enhanced Disclosure must not commence any activities involving children or adults at risk until the disclosure records providing clearance have been received from the DBS unless accompanied at all times by a colleague who has received DBS clearance. The Head of Service for the area concerned is responsible for ensuring that this happens. This should apply for a very limited period only whilst DBS clearance is being awaited.

### **2 Standard Disclosure**

If the staff member or volunteer has access to sensitive information relating to children or adults at risk but does not come into contact with them, we may apply for a Standard Disclosure. Standard Disclosures contain both spent and unspent Cautions, Reprimands, Warning or convictions. This would mean for example that people working in a call centre environment with access to sensitive information would be asked to complete a Standard Disclosure. It can be unclear which posts meet these criteria so decisions should be made on a case by case basis by the HR Officer / HR Manager in conjunction with the relevant service manager.

Staff or volunteers waiting for a Standard Disclosure would be required to be accompanied at all times by a colleague who has received DBS clearance as per Enhanced Disclosures.

### 3 Basic Disclosure

If the duties and/or role of the staff member or volunteer do not allow us to apply for an Enhanced or a Standard Disclosure, but if the staff member or volunteer will or is likely to come into contact with children or adults at risk, a Basic Disclosure may be applied for depending on the degree and extent of expected contact. This must be decided by the HR Manager on application by and in conjunction with the service manager. This process is administered not by the DBS but by "Disclosure Scotland".

A Basic Disclosure will record all current Cautions, Reprimands, Warning or convictions but will not record any "spent" Cautions, Reprimands, Warning or convictions or other information.

Unlike an Enhanced or Standard Disclosures, staff or volunteers waiting for their Basic Disclosure to be returned **DO NOT** have to accompanied at all times by a colleague who has received DBS clearance.

Whenever staff or volunteers are issued with an Enhanced, Standard or Basic Disclosure they will be informed that they must declare to one of the Council's qualified Countersignatories if they are issued with a formal Caution, Reprimand or Warning by the Police or if they are convicted of ANY criminal offence. They will be told that the issue of a Caution, Reprimand, Warning or conviction could also result in their dismissal and failure to make an appropriate declaration could also lead to their dismissal.



**Appendix 6 - Chichester District Safeguarding Group contacts**

Jane Dodsworth – Head of Business Support Services, Designated Senior Officer for Allegations Management (DSO), Designated Adults Safeguarding Manager (DASM)

01243 534729

[jdodsworth@chichester.gov.uk](mailto:jdodsworth@chichester.gov.uk)

**Officer contacts**

Steve Hansford – Head of Community Services (liaison with West Sussex Safeguarding Childrens Board and West Sussex Safeguarding Adults Board)

01243 534789

[shansford@chichester.gov.uk](mailto:shansford@chichester.gov.uk)

Designated Officers/ Chichester District Safeguarding Group (CDSG) Membership

Elaine Thomas – Community Wellbeing Manager 01243 534588

[Ethomas@chichester.gov.uk](mailto:Ethomas@chichester.gov.uk)

David Hyland – Communities and Partnership Support Manager 01243 534864 [dhyland@chichester.gov.uk](mailto:dhyland@chichester.gov.uk)

Pam Bushby – Community Interventions Manager 01243 534801

[pbushby@chichester.gov.uk](mailto:pbushby@chichester.gov.uk)

Tim Radcliffe – Human Resources Manager 01243 534528

[tradcliffe@chichester.gov.uk](mailto:tradcliffe@chichester.gov.uk)

Ian Brightmore – Commercial Safety Team Manager 01243 4788

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Richard Minton –Operations Manager, Westgate Chichester 01243 531102

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[mwescott@chichester.gov.uk](mailto:mwescott@chichester.gov.uk)

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**Project Documentation****PROJECT INITIATION DOCUMENT  
(PID)****Chichester City ... Preparing a Vision for  
the City**

<b>Release:</b>	Version 2
<b>Date:</b>	7-8-15
<b>Author:</b>	Steve Oates
<b>Approved by:</b>	Jane Hotchkiss

Note: the completion of this document is required for medium and large projects as defined by the Project Type Matrix. The final version should be saved in a sub folder on the x drive under project management / project documentation.

**Document History**

Revision Date	Version	Summary of Changes	Reviewer(s)
27-7-15	1	First draft	Commercial Programme Board; Planning Policy
7-8-15	2	Revisions following review of first draft in preparation for presentation to Cabinet	SLT, Legal and Member Services

**Consideration by the Corporate Improvement Team**

Date	Reviewing Officer	Comments for Consideration
31-7-15	Joe Mildred	Minor suggestions and amends

**Approvals**

This document requires the following approvals:

Name of person, group or committee
Cabinet – September 2015
Infrastructure Programme Board

**Distribution**

Name	Job Title
Cllr Gillian Keegan	Cabinet Member for Commercial Services
Paul Over	Executive Director
Jane Hotchkiss	Head of Commercial Service
Stephen Oates	Economic Development Manager
Economic Development team	
Project Steering Group	
Infrastructure Programme Board (cross-reference to the Commercial Programme Board where needed)	

**Glossary of Terms**

BID	Business Improvement District
Chichester BID	The organisation running the City Centre business improvement district

## 1. PURPOSE OF DOCUMENT

This Project Initiation Document (PID) sets out the work and resources required to produce and implement a new Strategic Vision focusing on the function and future of Chichester City Centre over the next 20 years to 2035. It builds upon internal discussions with Members in early 2015 by the Economic Development Service and it relates to the Initial Project Proposal Document on Town and City Centre Research approved by Cabinet in January.

This PID sets out the aims of the project, why the project should go ahead, who is involved and their responsibilities. This PID will provide the baseline for the project's management and for an assessment of its overall success.

## 2. PROJECT DESCRIPTION

In partnership with other authorities, and with private sector business organisations, the project will ultimately develop and articulate a clear 'Vision' for the City.

### Initial Work to Date

Following internal discussion in March, Members acknowledged and agreed that:

- there are opportunities for significant economic growth and job creation
- there are risks of stifling growth, missing opportunities, and losing market share to other towns and cities
- the current development strategy set out in the Local Plan does not envisage a great deal of change for Chichester City Centre and, thus, there is a need to develop a strategy or plan which recognises all the various factors affecting the City, which seeks out new ideas and proposals, and which links together each of the existing proposals, ideas and opportunities into one cohesive vision
- the project should be taken forward

### The Project

Acknowledging that there needs to be a clear articulation of 'what we want Chichester to be', the purpose of this project is:

- To develop and articulate a clear 'Vision' for the City which takes account of current and likely future economic, cultural, heritage, lifestyle, technological, social and planning policy factors and influences
- To place the Vision at the heart of future economic and planning policy for the City, and accordingly to inform and guide the Council's Corporate Plan, Economic Development Strategy and Local Plan review, and to guide and, where appropriate, direct future decision-making
- To ensure Chichester competes strongly against other towns and cities by being:
  - A popular and forward-thinking location attractive to entrepreneurs, employers and employees
  - A first-class 'destination' for shoppers
  - A popular and attractive destination for day and staying visitors

- One of England's cultural and heritage 'centres of excellence'
- An important administrative centre for West Sussex

### Scope

1. The project will deliver the key data, information and market intelligence required to enable partners to take an informed view.
2. The project will not define or be limited to a specific geographical area. While there will be consideration of the commercial, cultural, social and heritage assets of Chichester City, the focus will be on what functions we wish the City to perform, how we wish it to develop, and the future of the City Centre in the context of its immediate and wider surroundings.
3. The project will bring partners together to encourage new thinking and the development of new ideas and proposals. It will therefore compile and consider a wide variety of issues, opportunities and impacts affecting the City. Listed below, in no particular order, is an indication of just some of the current factors to be taken into account:
  - Do we need to 'protect' or to 'transform' the City Centre? - 'protecting' the retail function and 'transforming' the City Centre could take many forms
  - With c. 5,000 new homes being developed close to or within easy reach of the City, will the City Centre provide a vibrant and attractive commercial and cultural focal point to serve the new residents?
  - With regard to Out-of-Town development, the three key concerns to balance and to mitigate are:
    - the potential outflow of retailers from the City Centre
    - the potential loss of customers into the City Centre
    - whether to take or to miss opportunities for new businesses to come to Chichester
  - Maximising the potential from current out-of-town development could mean an outflow of larger, branded 'anchor' stores from the City
  - If such stores do move out:
    - How will it change the core retail area in the City Centre?
    - Who/What will replace these key retailers?
    - Would other smaller format operators also move out following any loss of the anchor stores?
    - How much employment will be lost?
    - Is this an opportunity to make more of the cultural, heritage, leisure and hospitality assets of the City?
  - If a large department store wishes to come to Chichester, is an out-of-town location best for them and for the City? Will we need to unlock City Centre or edge-of-town space to meet their needs?

- What is our position in the event that the existing out-of-town supermarkets propose down-sizing and releasing space for new retail units?
- If some or all of the above results in a decrease in footfall, what impact will it have on car parks and car park revenues to the Council?
- Preventing or stifling the full potential of out-of-town retail developments could mean that Chichester does not benefit from new stores, and associated employment opportunities.
- Demographics – Are all demographics well catered-for? Do we need to influence the demographic mix to sustain the City for the longer term?
- What will be the impact of improvements and/or alterations to the A27 in terms of ease of travel and access to neighbouring retail and leisure facilities in Havant, Portsmouth, Bognor, Worthing and Brighton – and vice-versa?
- We need to assess how the rapid growth of online retailing and ‘click and collect’ is changing shopping habits and how it will impact on the future of retailing
- The Council has invested significantly in the Novium and continues to provide substantial support to the Theatre, to the Pallant House Gallery, and to other cultural facilities. How can we better integrate them, the cathedral and other cultural space into the City to maximise their contribution to the economic and cultural base of the City? Would proposals to develop the cultural and leisure potential for the City further this support and better exploit visitor and revenue potential for the Novium, the Guildhall, Priory Park and Oaklands Park?
- Would a street market economically (and commercially) benefit the City? Where is the best location now and how might it best fit in with proposed future developments?
- Does consideration need to be given to who is allowed to trade on the street and how they will be controlled, licenced and regulated in respect of H&S?
- How can we better organise and manage the City’s public transport services?
- Are we prepared to drive new schemes and, if so, which ones – Pedestrianisation? Canal/Bus Station area? Northgate?
- How should we help drive the WSCC High-End Finance proposal? How do other proposals fit with the likely demand for ‘higher quality’ from more affluent professionals we may be trying to attract?
- Can we/Do we wish to better support the BID? What is our position on renewing the BID in two years’ time?

- How can we better integrate the City's educational establishments and associated student population
  - How should current and likely government policy guide us?
4. Importantly, to fulfil the purposes of the project there should be no limiters to the level of aspiration and there must be a preparedness to fully consider all ideas and proposals whether or not they may be deemed contentious, 'too difficult', or have been considered in the past and been discounted.

This work will require:

- Officer time to manage the provision of research and to prepare the outline vision
- Officer time to work with the Steering Group to develop the specification for the research required
- Member and officer time to proactively engage with West Sussex County Council, Chichester City Council, Chichester BID, Chichester Chamber of Commerce and Industry and other relevant organisations, to ensure that, where possible, the project builds on their work to date and to encourage their full participation in the project
- Member and officer time to engage and work with relevant businesses, community groups, and cultural and heritage organisations, to take this work forward

### 3. BACKGROUND

A key priority under the Council's new Corporate Plan is to 'improve and support the local economy'. One of the objectives under this priority is to "*promote the City (and town centres) as vibrant places to do business,*" and another is to "*promote Chichester District as a visitor and cultural destination*".

These objectives support the Council's Economic Development Strategy.

The Council is also undertaking its Asset Realisation Programme. This is looking at how best to utilise many of the Council's property assets in the City which, in turn, raises the prospect of substantial new developments in some parts of the City.

In the past, there have been studies and strategies produced for the City and how it might develop. Two documents which are still referenced are the 2001 supplementary planning guide on Chichester's Southern Gateway, and the 2010 Chichester Retail Study Update by DTZ which informed the Local Plan. Additionally, there was the research work and subsequent business plan in 2011 which supported the establishment of the BID; and in May 2012 MAH Associates prepared a presentation on 'The Future Shape of Chichester' which, while focussing on the shape of the Council and the wider district, touched on economic ideas for Chichester City.

The Chichester Local Plan describes Chichester City Centre as the "*jewel in the crown*" of Chichester District, "*with its stunning cathedral, its bustling shopping streets and well renowned higher education, arts and cultural scene*".

However, the current development strategy set out in the Local Plan does not envisage a great deal of change for Chichester City Centre.

There is a need to develop a 'vision' specifically for the City which recognises all the various factors affecting the City, identifies the future function of the City Centre, seeks out new ideas and proposals, and which links all the various proposals, ideas and opportunities into one cohesive vision.

If the Vision incorporates a different approach to the function of the City Centre and opportunities for development, then it can be used as part of the evidence base for the Local Plan Review and the formal amendment of planning policies. This would be subject to the normal consultation, sustainability appraisal and examination processes.

Over the years there have been many proposals to develop the offer in Chichester and a recurring theme has been around culture and heritage, with past proposals including designation as a 'City of Culture'.

Like many towns and cities with a strong heritage and cultural base, Chichester has survived the impact of the economic recession better than many but, arguably, the 'City' has not then sought out and maximised opportunities to grow and flourish.

Each resident, visitor and worker will have their own views on the City and what it offers and there are those who like things just the way they are. Similarly, there are many who feel the City is 'dated', lacks vibrancy and ambition, does not fully exploit its heritage and cultural base, does not offer the range of shops and facilities to satisfy their needs, and operates at well below its economic potential.

Meanwhile our lifestyles, the way we work, our leisure time, and our shopping habits are changing and other nearby towns and cities are working hard to capture new businesses, attract new customers, grab market share and exploit the potential for economic growth.

Intended to inspire ideas, questions and debate, the internal discussion with members in March identified a need to 'join-up the dots' to ensure that all the current and future proposals, ideas and opportunities have due regard as to how they might relate to each other, to the wider City and to adjoining areas ... and it set the challenge to seek out the opportunities for economic and cultural growth for the City and to articulate 'what we want Chichester to be'.

## **4. PROJECT OBJECTIVES AND SUCCESS CRITERIA**

### **4.1. Outputs**

#### Research

- Collation and analysis of all existing available data and research
- New quantitative and qualitative visitor/customer research undertaken
- Audit of existing retail, office, commercial, cultural, heritage and social premises and space and an assessment of how this meets needs in the future
- Evidence on the need for new retail development, trends on store format, options for development within the existing centre and the implications of out-of-town development on the existing centre.



- Analysis and report setting out the baseline position on visitor numbers, visitor satisfaction, trends and other data

Depending on the methodology adopted this research will:

- Identify purpose and lengths of visits, including non-tourism related visits
- Identify potential opportunities in the stock and supply of retail, office, commercial, cultural, heritage and social premises and space
- Identify facilities, services, attractions and accommodation (if applicable) used and visited
- Identify origin of visitors and journey times
- Identify overall and specific satisfaction levels
- Identify improvements required to existing facilities, services and infrastructure
- Identify the amount of additional retail floorspace needed up to 2035 and the options for where this could be provided
- Identify joint working and marketing opportunities
- Identify potential inward investment targets
- Provide evidence to assist with seeking partnership funding
- Identify and record retail vacancy rates

#### Consultancy

- Some independent consultancy may be required for a new retail study

#### The Vision

- A clear Vision which defines the opportunity, the aspiration, the function and the future of the City

### **4.2. Outcomes**

#### Key Project Outcomes

1. Research - Through research we will understand our existing and potential customers to:
  - Create opportunities through the stock and supply of retail, office, commercial, cultural, heritage and social premises and space
  - Improve facilities, services, accommodation, attractions and infrastructure
  - Develop the additional retail floorspace needed up to 2035
  - Establish joint working and marketing opportunities
  - Generate inward investment
  - Generate longer day visits and greater spend
  - Generate staying visits and greater spend
  - Generate return visits
  - Develop the night-time economy
  - Implement future event and marketing initiatives
  - Inform the Council's Asset Realisation programme
  - Inform planning policy and assist sustainability
  - Secure partnership funding
  - Minimize retail vacancy rates

2. Partnership - Local authorities and organisations involved in the City's economic, community, cultural and heritage sectors will agree the aspiration and share a common vision for the City
3. The Vision – This will:
  - Be a clear articulation of 'what we want Chichester City to be', focusing on the function and future of the City compared to now
  - Be credible and be accepted and supported locally
  - Identify opportunities
  - Ensure that all past, current and future proposals, ideas and opportunities take account of each other to produce a cohesive approach
  - Propose a wide range of ideas, actions and projects, including a number of previous items worthy of reconsideration
  - Identify and articulate the opportunities for significant economic growth and job creation, and the risks of missing opportunities and stifling growth
  - Influence and provide the guiding principles for a new planning policy framework for the City
  - Form the basis of a strategy to attract inward investment into the City
  - Identify how we take forward the aspirations of the Vision and manage change

#### Anticipated Future Outcomes

4. Chichester City Centre further develops its offer as a vibrant and attractive commercial and cultural focal point serving residents, workers and visitors, across all demographics
5. The identification of development opportunities to meet identified needs
6. Partnership working with the private sector and others in the public sector
7. A well-managed, well-coordinated, and well promoted City
8. Increasing profile of the City and the District
9. New inward investment and funding into the City
10. Significant economic growth and the creation of jobs, including higher value jobs

#### **4.3. Outcome Measures**

##### Phase 1

The key measure will be the preparation, or otherwise, of a new vision. This is dependent on whether or not there is a consensus amongst partners over the need for change and where that change should take place

##### Phase 2

This work is subject to the development of the Vision and therefore still at the planning stages. Outcome measures will be developed and utilised, and may include

- levels of inward investment
- jobs created
- footfall and customer/visitor numbers
- maintaining or increasing market share for retailing
- commercial property vacancy rates
- customer/visitor satisfaction

- average length of customer stay
- total customer/visitor volume and spend
- year-round profile of the City's economy

#### **4.4. Dis-benefits**

It is acknowledged that there are a wide variety of views, including those who may wish to keep things as they are. All views will need to be heard and considered and any dissatisfaction and/or negative PR will need to be managed.

Where possible all existing projects for the City will be included in the vision process, but it is acknowledged that during the time taken to prepare the Vision some opportunities may be compromised.

#### **4.5. Out of Scope**

- Strategic development locations and housing development outside the city centre area. However, the impact of increased demand from the new residents, and the impact on the City Centre of commercial and/or cultural and social elements will be taken into consideration

### **5. PROJECT CONSTRAINTS**

This is a short-term project to establish a Vision for Chichester City.

It will require certain other council services, other local authorities, other commercial, cultural and community bodies, and private sector businesses to engage in the project for it to be successful.

Direct resources, at both officer and member level, have been identified but there is a need to identify personnel from the private sector to assist in this work. This will be an early task following approval of this PID.

### **6. PROJECT ASSUMPTIONS**

To fulfil the purposes of the project there will not be any pre-determined limiters to the level of aspiration and all partners will be prepared to thoroughly consider all ideas and proposals whether or not they may be deemed contentious, 'too difficult', or have been considered in the past and been discounted.

The project will also be informed and assisted by the Council's work in developing a new Tourism Strategy for Chichester and adjoining districts and boroughs.

### **7. PROJECT COSTS**

#### **7.1. Project Delivery Costs**

Internal support will be required from within the Economic Development Service, Planning Policy and Estates. Support from other internal services including the Web Team, PR, Museum and TIC, Leisure Services, Communities (consultation), Environment, Revenues (business rates data) and Finance may also be required.

Item	Costs (£)	Source
0.75 FTE staff time - Staff time within Economic Development, Planning Policy and Estates Services to develop and deliver this work	n/a	Existing revenue base budget
Members - time to engage and provide political leadership to deliver this work	n/a	Existing revenue base budget
One-off to buy in specialist analysis of existing data sources	3,000	CDC reserves in conjunction with associated partner funding
One-off to buy in specialist research in the City: Premises and space audit 'Infrastructure' audit Customer Satisfaction survey Volume & Value study Visitor intelligence and insights	10,000	CDC reserves in conjunction with Associated partner funding
One-off - specialist Retail study consultancy Study of comparable towns; Workshop facilitation & consultation	30,000	CDC reserves in conjunction with associated partner funding
<b>Total</b>	<b>43,000</b>	

**Note:** All figures are estimates of the total cost of research and consultancy and the actual cost will be determined once the specification for the work is finalised and quotes from the market sought

## 7.2. On-going Costs Following Project Completion (Phase 2)

There will need to be an allocation of service resources to facilitate and drive new partnership working with the private sector and other public sector bodies to unlock the opportunities and proposals identified and to unlock new funding streams to support any change/growth proposed; to provide an alternative form of City management and development or to kick-start any change/growth proposed.

## 8. OPTIONS SUMMARY

This is a new project derived from the original 'Issues & Options for the City Centre' Paper and subsequently supported by Members. Therefore, it is the project itself which may propose a variety of options going forward.

However, at this stage, two alternatives which could be considered are:

1. Do Nothing. This is not considered appropriate as the significant economic and cultural benefits of drawing together projects, proposals and ideas has been identified
2. Undertake the Work Unilaterally

This is not considered appropriate as CDC is just one of a number of important stakeholders in the City. Collaboration and partnership working will be central to future success

## 9. PROJECT APPROACH

- The project work will be overseen by a Steering Group which will include officers and members from CDC, and representatives from key external partners including WSCC, Chichester City Council, Chichester BID and the Chamber. The Steering Group will also include representation from local businesses
- The Steering Group will be supported by an Officer Project Group to undertake much of the background work, manage/interpret the research and appoint consultants
- Draft Terms of Reference (ToR) for the Steering Group and the Officer Project Group have been prepared, but have yet to be approved. (The draft ToRs are at Appendix 1 to this PID)
- Initial work will comprise consultation with potential external partners, and development of briefs for the research work
- External contractors and consultants will be engaged to undertake specific tasks
- There will be widespread engagement through fieldwork, facilitated workshops, research and open communications
- The project outputs will be reported to Cabinet
- The 'Vision' will be placed at the heart of future economic and planning policy for the City, and will inform and guide the Council's Corporate Plan and key strategies, and those of other authorities and relevant organisations

## 10. PROJECT PLAN

Task No.	Task/Milestone	Completion Date	Responsible Owner	Dependency
<b>Stage 1 Preparation and Agreement</b>				
A	Identify and agree potential public sector and private sector partners to engage. Form Project Steering Group and finalise Officers Project Group	30/9/15	Senior Responsible Officer	Agreement from Cabinet
B	Agree funding, including partner contributions, and resources	30/9/15	Steve Oates	Agreement from Cabinet
C	Prepare Communications Plan	30/9/15	Sarah Parker	Agreement from Cabinet

D	First meeting of Steering Group to finalise and agree terms of reference and communications plan, and to agree the agenda and timescale going forward	31/10/15	Senior Responsible Officer	Agreement from Cabinet
E	Agree partners for project	31/10/15	Senior Responsible Officer	Agreement from Steering Group
F	Prepare and agree schedule of research	30/11/15	Steve Oates	Agreement from Steering Group
F	Prepare and agree schedule of anticipated external consultancy requirement	30/11/15	Steve Oates	Agreement from Steering Group
G	Initial engagement with potential external contractors and consultants.	31/12/15	Steve Oates	Agreement from Steering Group
<b>Stage 2 Research and Consultancy</b>				
A	Undertake research	31/1/16	Steve Oates	Agreement from Steering Group
B	Partner engagement – Facilitated workshops	31/3/16	Steve Oates	Agreement from Steering Group
C	Undertake research into other comparable towns and cities	31/1/16	Steve Oates	Agreement from Steering Group
<b>Stage 3 Vision Work</b>				
A	Seek, generate and collate ideas, new thinking and proposals	31/3/16	Steve Oates	None
B	Undertake review and analysis of previous plans and strategies affecting the City Centre	31/3/16	Steve Oates	None
C	Draw together all ideas, proposals, issues and opportunities	31/3/16	Steve Oates	None
D	Draft initial Vision document	31/3/16	Steve Oates	Agreement from Steering Group
E	Consult with all partners and stakeholders	30/6/16	Steve Oates	Agreement from Steering Group
F	Strategic Vision completed	31/7/16	Steve Oates	Agreement from Steering Group
G	Report to, and adoption by, Cabinet	31/7/16	Steve Oates	Agreement from Steering Group
H	Reports to, and adoption by,	31/7/16	Steering	Agreement

	partner authorities and organisations		Group	from Steering Group
<b>Stage 4 Engagement and Implementation</b>				
A	To be confirmed after completion and on consideration of the Vision			

**11. PROJECT TEAM**

- The Senior Responsible Officer will be a member of the Strategic Leadership Team who will oversee the overall delivery of the project
- The project manager will be the Economic Development Manager who will oversee the operational aspects of the project
- The Steering Group will comprise members and officers drawn from the partners. Members and officers have yet to be finalised but will include:

CDC  
 Cabinet Member  
 Chief Executive  
 Executive Director  
 Head of Planning Services  
 Economic Development Manager

CCC  
 City Council representative

WSCC  
 WSCC representative  
 'Growth Lead' for Chichester District

Chichester BID  
 BID Chairman or Board Member

CCCI  
 Chairman or Board Member

- Further members and officers may join the Steering Group as the need arises to deliver the different elements of the project ensuring the project milestones are met.
- The current Officer Project Group comprises the Economic Development Manager, the Estates Manager, Planning Policy Manager and the Head of Planning Services. These officers, together with officers from WSCC, CCC, the BID and other organisations, will form the officer sub-group. There may be further input required from PR and the Consultations Team and a member of SLT will also sit on this group, at least initially.
- As partner and industry engagement work progresses, an early task will be to identify representatives from City businesses and other City organisations that are able to add input the project via workshops or other forms of engagement.

These may include representatives from:

- The Cathedral
  - Visit Chichester
  - Chichester Festival Theatre
  - University of Chichester
  - Chichester College
  - bus and train operators
  - key landowners/pension funds
  - residents associations
- The project outputs will be monitored by the Steering Group

## 12. COMMUNICATION

- The Steering Group will meet monthly to develop the project, and to manage performance measures and monitoring processes
- The Officer Project Group, with member involvement as required, will steer the detailed delivery of items within the project. The Cabinet Member for Planning and Housing will be briefed on the progress of the project and progress will be monitored at the Infrastructure Programme Board which the Cabinet Member attends. Project updates will also be provided to the Cabinet Member for Commercial Services and the Commercial Programme Board
- Members will receive updates in the monthly Members Bulletin. CMT and the Management Forum will be updated at key stages
- PR and the Consultation Team will support the project with external publicity and internal communication mechanisms as required. A Communications Plan will be prepared and will be approved by the Steering Group
- The Local Strategic Partnership will receive updates on the project

## 13. RISK LOG

Risk No	Risk Description	Likelihood Unlikely Possible Probable Certain	Impact Minor Significant Serious Major	Planned Actions to Reduce Risk	Responsible Officer
1	Lack of support from Members	Possible	Significant	PID taken through Cabinet. Communication with Members to help them understand the project	Steve Oates
2	Lack of support from other authorities and from City organisations	Possible	Serious	Careful and clear Member-led engagement	Steve Oates
3	Failure to secure funding	Possible	Serious	PID taken through Cabinet.	Steve Oates



				Communication with Members to help them understand the project	
4	Failure to secure partner funding	Possible	Significant	Careful and clear Member-led engagement. Refer back to Cabinet and to other funding bodies to seek alternative sources	Steve Oates
5	Potential delays to the project if some elements of the research have to be undertaken at specific times of the year	Possible	Significant	Early consultation with research bodies and partner authorities. Clear communication with partners if the scheduling of some parts of the project has to be altered	Steve Oates
6	Potential delays to the project if there is serious disagreement on proposals for the final 'Vision'	Possible	Serious	Careful and clear engagement to understand the PID and the background to, and reasons for, the project. Involvement of external 'consultants'	Steve Oates
9	Potential partners may wish to go their own way	Possible	Serious	All engagement work strongly emphasises the benefits of partnership working	Steve Oates

## Appendices

Appendix 1 – Draft Terms of Reference for the Steering Group and the Officer Project Group

**Chichester Vision  
STEERING GROUP and OFFICER PROJECT GROUP**

**Terms of Reference and Objectives**

**Purpose:** To oversee the development and articulation of a clear 'Vision' for the City which takes account of current and likely future economic, cultural, lifestyle, technological, social and planning policy factors and influences

**Steering Group Membership:**

Chairman - To be agreed

The project Steering Group will comprise members and officers drawn from the partners. Members and officers have yet to be finalised but may include:

CDC	Cabinet Member for Commercial Services Chief Executive Executive Director of Environment Economic Development Manager Head of Planning Services
CCC	City Council representative
WSCC	WSCC representative 'Growth Lead' for Chichester District
Chichester BID	BID Chairman or Board Member
Chichester Chamber	Chairman or Board Member

We will also seek the involvement of representatives from City businesses and other City organisations that are able to add input the project via workshops or other forms of engagement. These may include representatives from:

The Cathedral  
Visit Chichester  
Chichester Festival Theatre  
University of Chichester  
Chichester College  
Bus and train operators  
Key landowners/pension funds  
Residents associations

**Officer Project Group Membership:**

To be agreed, but potentially comprising some or all of:

- Economic Development - Steve Oates (Lead Officer)
- Planning Policy - Mike Allgrove

- Representative from SLT
- Representative from Estates
- Representative from Communities
- Representative from Environmental Health, with specific input on sustainable transport – Simon Ballard
- Two officers from other services to provide 'independent' input
- Administrative support – Ali Thompson
- Town Clerk (City Council) – Rodney Duggua
- 'Growth Lead' for Chichester (WSCC) – Helen Loe
- BID Manager – Charlotte Wickens
- Chamber Business Development Manager

#### Aims & Objectives:

- To develop and articulate a clear 'Vision' for the City which takes account of current and likely future economic, cultural, heritage, lifestyle, technological, social and planning policy factors and influences
- To place the Vision at the heart of future economic and planning policy for the City, and accordingly to inform and guide the Council's Corporate Plan, Economic Development Strategy and Local Plan review, and where appropriate to guide and, where appropriate, direct future decision-making
- To ensure Chichester competes strongly against other towns and cities by being:
  - A popular and forward-thinking location attractive to entrepreneurs, employers and employees
  - A first-class 'destination' for shoppers
  - A popular and attractive destination for day and staying visitors
  - One of England's cultural and heritage 'centres of excellence'
  - An important administrative centre for West Sussex

#### Scope

1. The project will not define or be limited to a specific geographical area. While there will be consideration of the commercial, cultural, social and heritage assets of Chichester City, the focus will be on what functions we wish the City to perform, how we wish it to develop, and the future of the City Centre in the context of its immediate and wider surroundings.
2. Consideration of all relevant issues and impacts affecting the City as set out in the approved PID as set out, but not limited to, the items contained in the internal discussion paper 'Issues & Options for the City Centre' dated 15th January
3. There are no limiters to the level of aspiration. Accordingly, all ideas and proposals merit full consideration, regardless of whether or not they may be deemed contentious, 'too difficult', or have been considered in the past and previously been discounted

**Timescale** September 2015 to September 2016

## Methodology and Approach

- A drive to generate and inspire new ideas and thinking
- Review of previous plans and strategies affecting the City Centre
- Research into other comparable towns and cities
- Qualitative and quantitative research surveys and audits
- Retail study
- Facilitated workshops and focus groups
- Collation of ideas and proposals
- Development of draft Vision
- Consultation with partners and stakeholders
- Adoption of Strategic Vision

**Consultation:** Chichester City Centre Partnership and Chichester BID  
West Sussex County Council  
Chichester City Council  
Chichester Chamber of Commerce & Industry  
Transport operators  
Visit Chichester  
Chichester businesses and retailers  
City Centre visitor and cultural attractions  
Accommodation providers  
Chichester residents  
Visitors

**Project Completion Date:** September 2016

## Frequency of Meetings:

As required, but it is likely the Steering Group will meet monthly and no less than quarterly. The Officer Project Group will meet at least monthly

## Outputs:

The vision will:

- Be a clear articulation of 'what we want Chichester to be', identifying and articulating the opportunities for significant economic growth and job creation, and the risks of missing opportunities and stifling growth
- Provide the guiding principles for a new planning policy framework for the City, and form the basis of a strategy to attract inward investment into the City

## Outcomes:

- Chichester City Centre further develops its offer as a vibrant and attractive commercial and cultural focal point serving residents, workers and visitors, across all demographics
- The identification of development opportunities to meet identified needs
- Partnership working with the private sector and others in the public sector
- A well-managed, well-coordinated, and well promoted City
- Increasing profile of the City and the District
- New inward investment and funding into the City

- Significant economic growth and the creation of jobs

# Chichester District Council



## Chichester District Council Local Planning Authority

### Southbourne Parish Neighbourhood Plan 2014-2029

#### DECISION STATEMENT

##### 1. Introduction

1.1 Under the Town and Country Planning Act 1990 (as amended), the Council has a statutory duty to assist communities in the preparation of Neighbourhood Plans and Orders and to take plans through a process of examination, referendum and adoption. The Localism Act 2011 (Part 6 Chapter 3) sets out the local planning authority's responsibilities under Neighbourhood Planning.

1.2 This report confirms that the modifications proposed by the examiner's report have been accepted, the draft Southbourne Neighbourhood Plan has been altered as a result of it and that this plan may now proceed to referendum.

##### 2. Background

2.1 The Southbourne Neighbourhood Development Plan relates to the area that was designated by Chichester District Council as a neighbourhood area on 5 March 2014. This area is coterminous with the Southbourne Parish Council boundary that lies within the Chichester District Council local planning authority area.

2.2 Following the submission of the Southbourne Neighbourhood Plan to the Council, the plan was publicised and representations were invited. The publicity period ended on 16 October 2014.

2.3 Mr Jeremy Edge was appointed by Chichester District Council, with the consent of Southbourne Parish Council, to undertake the examination of the Southbourne Neighbourhood Development Plan and to prepare a report of the independent examination.

2.4 The examiner's report concludes that, subject to making minor modifications recommended by the examiner, the Plan meets the basic conditions set out in the legislation and should proceed to a Neighbourhood Plan referendum.

2.5 Having considered each of the recommendations made in the examiner's report, and the reasons for them, the Parish Council has decided to make the

modifications to the draft plan referred to in Section 3 below, to ensure that the draft plan meets the basic conditions as set out in the legislation.

### 3. Decision

- 3.1 The Neighbourhood Planning (General) Regulations 2012 require the local planning authority to outline what action to take in response to the recommendations of an examiner made in a report under paragraph 10 of Schedule 4A to the 1990 Act (as applied by Section 38A of the 2004 Act) in relation to a neighbourhood development plan.
- 3.2 Having considered each of the recommendations made by the examiner's report, and the reasons for them, Chichester District Council in consent with Southbourne Parish Council, has decided to accept the modifications to the draft plan. Table 1 below outlines the alterations made to the draft plan under paragraph 12(6) of Schedule 4B to the 1990 Act (as applied by Section 38 A of the Act) in response to each of the examiner's recommendations and the justification for them.

**Table 1: Recommendations by the Examiner agreed by Chichester District Council in consent with Southbourne Parish Council**

POLICY	MODIFICATION RECOMMENDED	JUSTIFICATION
All text	Minor updating and amendments to cross referencing as a result of other modifications	For clarity and completeness.
Para 2.37	Recommend the inclusion of three saved policies (Policies BE3 - Archaeology; Policy BE4 - Buildings of Archaeological Interest; Policy BE6 – Conservation Areas).	For completeness of the Neighbourhood Plan.
Policy 1	<p>Recommend amendments to Policy 1 and paragraph 4.4 as below:</p> <p><b>Policy 1: Development within the Settlement Boundaries</b> <del>Spatial Strategy</del></p> <p><i>The Neighbourhood Plan will support development proposals located inside the Settlement Boundaries of Southbourne/Prinsted, Nutbourne West and Hermitage/Lumley/Thornham, as shown on the Policies Map, provided they accord with other provisions of the Neighbourhood Plan and development plan. Development proposals outside the Settlement Boundary will be required to</i></p>	To reduce the perception that there is a strategic intent to the policy; and for the policy to encourage rather than direct development.

	<p><del><b>conform to development plan policy in respect of the control of development in the countryside.</b></del></p> <p>4.4 This policy encourages directs future development in the parish to the established settlements of Southbourne/Prinsted, Nutbourne West and Hermitage/Lumley/Thornham.</p>	
<p>Policy 2</p>	<p>Recommend amendments to Policy 2 as below:</p> <p><b>Policy 2: Housing Site Allocations</b></p> <p><i>The Neighbourhood Plan allocates the following sites for housing development of a mix of mainly 1, 2, 3 and 4 bedroom homes, as shown on the Policies Map, subject to the development principles outlined:</i></p> <p><i>1. 150 dwellings on land at Loveders Mobile Home Park, Main Road, provided the scheme:</i></p> <p><i>a. is accessed from the A259 Main Road only;</i></p> <p><i>b. meets its public open space requirements by providing land to form part of the Green Ring proposed in Policy 3, comprising a playing field, an equipped children’s play space and informal open space;</i></p> <p><i>c. safeguards land within the site for the future erection of a pedestrian footbridge over the railway east of Southbourne station and connects this to the footpath network of the Green Ring;</i></p> <p><i>d. enables the provision of a new footpath to Southbourne railway station, to the satisfaction of Network Rail, and makes a reasonable financial contribution to the cost of implementing this footpath;</i></p> <p><i>e. demonstrates by way of a site specific flood risk assessment that the proposed development would be acceptable incorporating Sustainable Drainage Systems (SuDS) to prevent increases in surface water flood risk; and</i></p> <p><i>f. includes a Solent-wide strategic mitigation package proportionate to the scale of the recreational disturbance to the Chichester Harbour SPA.</i></p>	<p>To meet the Basic Conditions.</p>



II. 125 dwellings on Land North of Alfrey Close, provided the scheme:

- a) is accessed from the A259 Main Road;
- b) meets its public open space requirements by providing land to form part of the Green Ring proposed in Policy 3, comprising informal open space and an equipped children's play space;
- c) demonstrates by way of a site specific flood risk assessment that the proposed development would be acceptable incorporating Sustainable Drainage Systems (SuDS) to prevent increases in surface water flood risk; and
- d) includes a Solent-wide strategic mitigation package proportionate to the scale of the recreational disturbance to the Chichester Harbour SPA.

III. 25 dwellings on Land at Gosden Green, provided the scheme:

- a) is accessed from the A259 Main Road by way of a new road along the eastern boundary of the site, ~~the alignment and specification of which takes into account the provisions of Policy 9 of the SPNP;~~
- b) meets its public open space requirements by providing land to form part of the Green Ring proposed in Policy 3, comprising informal open space;
- c) includes a Heritage Statement identifying mitigation proposals where evidence indicates potential presence of remains;
- d) demonstrates by way of a site specific flood risk assessment that the proposed development would be acceptable incorporating Sustainable Drainage Systems (SuDS) to prevent increases in surface water flood risk; and
- e) includes a Solent-wide strategic mitigation package proportionate to the scale of the recreational disturbance to the Chichester Harbour SPA.

IV. 50 dwellings on Land at Nutbourne West, provided the scheme:

- a) is accessed from the A259 Main Road only;

	<p>b) provides a significant landscape buffer along all its boundaries, comprising structural landscaping, public allotments, informal open space and a children's play area;</p> <p>c) makes a reasonable financial contribution towards a package of drainage works to mitigate the impacts of the development and to ensure that existing flooding problems in the vicinity of the site and downstream are not exacerbated;</p> <p>d) makes provision for car parking spaces to benefit dwellings adjoining the site;</p> <p>e) includes a Heritage Statement identifying mitigation proposals where evidence indicates potential presence of remains;</p> <p>f) demonstrates by way of a site specific flood risk assessment that the proposed development would be acceptable incorporating Sustainable Drainage Systems (SuDS) to prevent increases in surface water flood risk; and</p> <p>g) includes a Solent-wide strategic mitigation package proportionate to the scale of the recreational disturbance to the Chichester Harbour SPA.</p> <p>All the proposed allocations will be expected to deliver affordable housing in accordance with the policies of the development plan and to provide financial contributions to meeting their infrastructure requirements and other provisions of the Neighbourhood Plan, as indicated in Proposal 2.</p>	
Policy 4	<p>Recommend amendments to Policy 4 as below:</p> <p><b>Policy 4: Housing Design</b></p> <p>Development proposals will be supported, providing their scale, density, massing, height, landscape design, layout and materials, including alterations to existing buildings, reflect and enhance the architectural and historic character and scale of the buildings and landscape of Southbourne Parish.</p> <p>All development proposals must be able to demonstrate they will not increase the risk of</p>	To meet the Basic Conditions.

	<p><i>flooding on or adjoining the proposals site, informed, if appropriate, by a site specific flood risk assessment, incorporating Sustainable Drainage Systems (SuDS) to prevent increases in surface water flood risk. and that they will safeguard and enhance biodiversity in accordance with Policy 7 of the SPNP.</i></p>	
<p>Policy 5</p>	<p>Recommend amendments to Policy 5 as below:</p> <p><b>Policy 5: Employment</b></p> <p><i>Development proposals for new business-related development will be supported, provided:</i></p> <ul style="list-style-type: none"> <li><i>i. they do not adversely impact neighbouring residential properties; and</i></li> <li><i>ii. they do not lead to the loss of existing community facilities;</i></li> <li><i>iii. they do not adversely affect transport and other infrastructure.</i></li> </ul> <p><i>Development proposals that enhance the operational effectiveness and appearance of existing employment sites and facilities, or to redevelop those sites to provide modern commercial units and associated facilities, will be supported, provided they do not adversely impact neighbouring residential properties.</i></p> <p><i>Development proposals that will result in the loss of employment floorspace will be resisted, unless it can be demonstrated that either there will be an increase in jobs as a result of the proposals enabling a higher employment density to be achieved or the use is no longer viable.</i></p> <p><i>In assessing viability, developers should prepare and submit:</i></p> <ul style="list-style-type: none"> <li><i>a) a marketing report; and</i></li> <li><i>b) a viability assessment;</i></li> </ul> <p><i>to support development for other land use proposals and be willing, at the discretion of the local planning authority to fund a “peer” review of both the marketing report and viability assessment, if requested.</i></p>	<p>To meet the Basic Conditions.</p>

<p>Policy 6:</p>	<p>Recommend amendments to Policy 6 as below:</p> <p><b>Policy 6: Village Centre &amp; Local Shops</b></p> <p><i>Development proposals to change the use of existing shops or commercial units will be resisted, unless it can be demonstrated their continued use is no longer viable.</i></p> <p><i>This policy seeks to protect local shops in the parish from a change of use to a non-commercial use, either through the determination of planning applications or in the consideration of impact of applications for prior approval (where the change of use is considered permitted development).</i></p> <p><i>In assessing viability, developers should prepare and submit:</i></p> <p><i>a) a marketing report; and</i></p> <p><i>b) a viability assessment</i></p> <p><i>to support development for other land use proposals and be willing, at the discretion of the local planning authority to fund a “peer” review of both the marketing report and viability assessment, if requested.</i></p>	<p>To meet the Basic Conditions.</p>
<p>Policy 7</p>	<p>Recommend amendments to Policy 7 as below:</p> <p><b>Policy 7: Environment</b></p> <p><i>Development proposals <del>must seek to avoid having any significant environmental effects on designated environmental and landscape assets,</del> <b>should conserve and enhance designated environmental and landscape assets,</b> especially the Chichester and Langstone Harbours Special Protection Area and Chichester Harbour Area of Outstanding Natural Beauty. Where effects are unavoidable and their impact may be less significant to the surrounding locality, then the proposals must show how these effects will be mitigated to the satisfaction of the local planning authority.</i></p>	<p>To meet the Basic Conditions.</p>

	<p><i>In addition any development proposals must contribute to and enhance the natural environment by ensuring the protection of local assets and the provision of additional habitat resources for wildlife and green spaces for the community.</i></p>	
<p>Policy 9</p>	<p>Recommend that Policy 9 be deleted and moved to be include the objective as an aspiration (as set out under Chapter 5. Implementation below) and Plan Inset A and para 4.26 amended as below:</p> <p><i>Policy 9: Transport</i></p> <p><del><i>The Neighbourhood Plan safeguards land to the west of Southbourne, as shown on the Policies Map, for the provision of new road and an elevated crossing of the railway line in order to reduce congestion at existing railway crossings and to improve pedestrian safety. Development proposals that will prejudice the ability to deliver the road or elevated crossing will be resisted.</i></del></p> <p><del><i>Reasonable financial contributions will be sought from development proposals to support the enhancement of bus service provision within the Parish.</i></del></p> <p>I recommend that Plan Inset A should be revised, deleting reference to Policy 9. Other references in the supporting text to Policy 9 should also be deleted.</p> <p>In the explanatory text, at 4.26, I recommend that this should be amended as follows:</p> <p><del><i>4.26 Policy 9 of the SPNP provides for the safeguarding of land adjoining the western boundary of the Alfrey Close site for a western road and railway bridge to be delivered beyond the plan period. These provisions do not directly impact the allocation site. However, while The principle of access from the A259 via Alfrey Close for the 70 dwelling and care home scheme has already been accepted, a scheme for the 125 dwellings could achieve another road access shared with the new access onto</i></del></p>	<p>To meet the Basic Conditions.</p>

	<i>the A259 as shown on the concept plan E above, reflecting the ambition in Proposal 3.</i>	
Chapter 5. Implementation Para 5.2	<p>Add text to expressly confirm that the proposals are not policies and carry no weight for decision making in the Plan area.</p> <p>Add text after first sentence of para 5.2 as follows: ‘It is important to note that the following Proposals are identified as aspirational. The proposals are not policies and therefore, for the purposes of development management, carry no weight for decision making in the Plan area.’</p>	To avoid the potential for doubt or confusion and confirm that the proposals carry no weight for decision making in the Plan area.
Chapter 5. Implementation	<p>The proposals should not be in bold type but could be expressed as follows:</p> <p><i>Proposal 1: Cycle Routes</i></p> <p><i>Proposals to designate and to carry out works to provide dedicated cycle routes between the settlements of Southbourne/Prinsted, Hermitage, Lumley, Nutbourne, Westbourne, Emsworth, Woodmancote, Hambrook, Chidham, Thornham and Thorney Island, will be encouraged, provided it can be demonstrated those works can be achieved and will have no significant environmental effects on the Chichester &amp; Langstone Harbours Special Protection Area.</i></p> <p><i>Proposal 2: Financial Contributions from Development</i></p> <p><i>The Parish Council will support the local planning authority in securing financial contributions from development proposals to invest in infrastructure projects that are directly related to the individual and cumulative impact of development on Southbourne and Nutbourne.</i></p> <p><i>The Parish Council especially wishes to see sufficient financial contributions made by</i></p>	To meet the Basic Conditions and help distinguish the policies from the proposals.

	<p><i>developers to fund the Green Ring (of Policy 3), community facilities, local schools, health and utility services.</i></p> <p><i>Proposal 3: Transport</i></p> <p><i>In order to reduce congestion at existing railway crossings and to improve pedestrian safety, the Parish Council wishes to safeguard land to the west of Southbourne, as shown on the Proposals Map, for the provision of a new road and a crossing of the railway line. The Parish Council also proposes to identify a corridor of land to the north of this railway crossing connecting to the existing highway network and identify the means of delivery.</i></p> <p><i>The Parish proposes to investigate improvements to the bus services which may provide justification to CDC for appropriate financial contributions from development proposals within the Parish.</i></p>	
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#### **4. Conclusion**

- 4.1 The Authority (Chichester District Council) confirms that the Southbourne Parish Neighbourhood Development Plan 2014-2029, as revised, meets the basic conditions mentioned in paragraph 8(2) of Schedule 4B to the Town and Country Planning Act and complies with the provisions made by or under Sections 38A and 38B of the Planning and Compulsory Purchase Act 2004. The Southbourne Parish Neighbourhood Plan can now proceed to referendum.
- 4.2 It is recommended that the Southbourne Parish Neighbourhood Development Plan 2014-2029 should proceed to referendum based on the neighbourhood area defined by Chichester District Council on 20 March 2013.
- 4.3 This decision has been made according to the advice contained in the above report in response to the recommendations of the examiner made in a report under paragraph 10 of Schedule 4B to the 1990 Act (as applied by Section 38A of the 2004 Act) in relation to the Neighbourhood Development Plan.