

Public Document Pack

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A meeting of **Cabinet** will be held in Committee Room 2 - East Pallant House on **Tuesday 9 February 2016 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

SUPPLEMENT TO AGENDA

- 6 **Consideration of Representations, Proposed Responses to Representations and Associated Modifications to the Council's First Infrastructure Business Plan** (Pages 1 - 137)
Appendices to draft modified IBP.
- 7 **Surface Water and Drainage Supplementary Planning Document** (Pages 138 - 146)
Wastewater Treatment Works Catchment Maps
- 13 **Beach Management Plan 2016-2021** (Pages 147 - 191)
Background Paper: Draft Project Appraisal Report.

Chichester District Council

Infrastructure Business Plan

2016/2021



8th draft 19 January 2016

APPENDICES

- A Full Project list**
- B CIL Applicable Housing trajectory**
- C Project categorisation process**
- D Funding Source review**
- E Project proforma**
- F Regulation 123 list**
- G IBP Glossary**

Appendix A Full Project list

IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL, S106 or Other	Planning Ref	Priority Category	Project Status	Parish Area	Org Type	Org Name
IBP/ 1	Transport	Local road network	Traffic calming of the A286 together with methods of improving pedestrian safety either via pedestrian crossing or bridging the A286 and Bell Lane	Major developments in the Bell Lane area requiring safe pedestrian movements in crossing Bell Lane for schools and shopping	Unknown		Unknown	S106 & CIL	WSCC	CIL	BI/12/04 147/OUT - Refused - APPEAL - Allowed BI/13/00 284/FUL	2 Essential	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Birdham	Parish Council	Birdham
IBP/ Page 3	Transport	Cycle infrastructure	Wheel Chair/Cycle route to Chichester. Possible upgrade to Salterns Way and Canal.	Major developments in the Bell Lane area requiring more social facilities for a growing village population.	Unknown		Unknown	S106 & CIL	WSCC	CIL	BI/12/04 147/OUT - Refused - APPEAL - Allowed BI/13/00 284/FUL	3 Policy High	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Birdham	Parish Council	Birdham
IBP/ 3	Green Infrastructure	Allotments	Turn land bequest into allotments	Parish Duty to provide if requested	Unknown		Unknown	S106 & CIL	Birdham Parish Council	CIL		4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Birdham	Parish Council	Birdham
IBP/ 4	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Draining the Playing field and providing Changing Facilities	Major developments in the Bell Lane area requiring more social facilities for a growing village population.	Unknown		Unknown	S106 & CIL	Birdham Parish Council	CIL	BI/07/05 640/FUL - APPROVE D BI/12/04 147/OUT	4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Birdham	Parish Council	Birdham
IBP/ 5	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Refurbish the Children's play area and provide a wider range of activities for a growing population	Major developments in the Bell Lane area requiring more social facilities for a growing village population.	Unknown		Unknown	S106 & CIL	Birdham Parish Council	CIL	BI/12/04 147/OUT - Refused - APPEAL - Allowed BI/13/00 284/FUL	4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Birdham	Parish Council	Birdham

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IBP/ 6	Green Infrastructure	Landscaping, planting and woodland creation and public rights of way	Extending & Improving the Village Pond	Major developments throughout the village requiring that surface water is drained as quickly as possible to prevent flooding	Unknown		Approx. £40k	S106 & CIL	Birdham Parish Council	CIL	BI/12/04 147/OUT - Refused - APPEAL - Allowed BI/13/00 284/FUL	4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Birdham	Parish Council	Birdham
IBP/ 7	Green Infrastructure	Landscaping, planting and woodland creation and public rights of way	Providing hedging & trees along the western edge of the playing field to improve safety and provide wild life corridor	Increase in village population which would demand greater use of the playing field with a resultant impact on wild life	Unknown		Unknown	S106 & CIL	Birdham Parish Council	CIL	BI/12/04 147/OUT - Refused - APPEAL - Allowed BI/13/00 284/FUL	4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Birdham	Parish Council	Birdham
IBP/ 8	Education	Primary, Secondary, sixth form and special educational needs	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 planned development in this cycle.	Bosham	Parish Council	Bosham
IBP/ 9	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.	Bosham	Parish Council	Bosham
IBP/ 10	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.	Bosham	Parish Council	Bosham
IBP/ 11	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.	Bosham	Parish Council	Bosham

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IBP/12	Social Infrastructure	Streetscene and built environment	High Street Improvement	Safety & Tourism – Shared surfaces			£100,000	WSCC/CDC/Cil/HLF & Townscape Heritage Initiative	Bosham Parish Council, WSCC	Other		4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Bosham	Parish Council	Bosham
IBP/13	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Relocate Football Pitch	Football safety standards avoiding shared use with school and public			£100,00	CiL/Sport England/National playing fields Association	Bosham Parish Council, WSCC	CIL	BI/13/00284/FUL - APPROVED	4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Bosham	Parish Council	Bosham
IBP/14	Green Infrastructure	Flood and coastal erosion risk management	Wastewater & Harbour drains	Current system compromised in wet weather				Flood risk management authorities.	Flood risk management authorities.	Other		3 Policy High	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Bosham	Parish Council	Bosham
IBP/15	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.	Bosham	Parish Council	Bosham
IBP/16	Transport	Local road network	20mph Village	Safety as expressed in T&P Strategy adopted in January 2015			£10,000	WSCC/CiL	WSCC, Bosham Parish Council	CIL		4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Bosham	Parish Council	Bosham
IBP/17	Green Infrastructure	Public open space	Recreation space	Extend & improve green recreational spaces for sustainable living				Developers /CDC CiL/PC CiL	Bosham Parish Council, CDC	CIL		3 Policy High	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Bosham	Parish Council	Bosham
IBP/18	Transport	Cycle and pedestrian infrastructure	Improve provision of cycle/footpaths to include Taylors Lane Extension of footpath	Sustainable modes of transport				SusTrans/WSCC/Big Society funds	WSCC, Adjacent Parishes	CIL		4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Bosham	Parish Council	Bosham

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IBP/ 20	Social Infrastructure	Car parking	Broadbridge parking bays	Provide adequate parking facilities off verges			£40,000	WSSC/CDC, CIL/PC,CIL	Bosham Parish Council, WSSC	CIL		4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Bosham	Parish Council	Bosham
IBP/ 21	Social Infrastructure	Community facilities	Village Hall provision	Ongoing maintenance/improvements/refurbishment			£100,000	CDC/PC,CiL /New Homes	Bosham Parish Council	CIL		4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Bosham	Parish Council	Bosham
IBP/ 22	Transport	Pedestrian infrastructure	A complete resurfacing of the existing pedestrian precinct. Widening of the footpaths in key streets approaching the pedestrian area (e.g. North Street and South Street) to achieve improved public. A general improvement in the signage, streetscape, street furniture and green open spaces to improve the visitor experience to the City	Over 40 years old and very uneven, better HGV/pavement definition. Increased pedestrian flows anticipated from increased population. Refer to Public Realm and Accessibility Enhancement Strategy September 2005	2019	Short term (2016-2021)		CIL & S106	CDC, WSSC & City Centre BID.	CIL		4 Desirable	City Council may wish to consider funding from their CIL	Chichester City	Parish Council	Chichester City

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IBP/ 24	Transport	Pedestrian infrastructure	Provision for slow moving electric vehicles for the elderly.	Improve access for elderly people in City Centre.	2019	Short term (2016-2021)		CIL	WSCC & CDC/Commercial provider.	CIL		4 Desirable	City Council may wish to consider funding from their CIL	Chichester City	Parish Council	Chichester City
IBP/ 25	Transport	Cycle infrastructure	Improved Cycle Ways around City	To improve safe access for cyclists.	2019	Short term (2016-2021)		CIL/S106	WSCC & CDC	CIL		3 Policy High	City Council may wish to consider funding from their CIL	Chichester City	Parish Council	Chichester City
IBP/ 26	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. Refer to Public Realm and Accessibility Enhancement Strategy September 2005	2019	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	Chichester City	Parish Council	Chichester City
IBP/ 27	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. Refer to Public Realm and Accessibility Enhancement Strategy September 2005	2019	Short term (2016-2021)		CIL	CCC, CDC & WSCC.	CIL		4 Desirable	City Council may wish to consider funding from their CIL	Chichester City	Parish Council	Chichester City
IBP/ 29	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	2019 -	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	Chichester City	Parish Council	Chichester City

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IBP/ 30	Social Infrastructure	Community facilities	St Michaels Hall In Summersdale Road.	Farm). Private hall used for community facility. Could be purchased/ improved to meet additional population needs.	2019	Short term (2016-2021)		CIL/New Homes Bonus	CCC	CIL		4 Desirable	City Council may wish to consider funding from their CIL	Chichester City	Parish Council	Chichester City
IBP/ 31	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	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	Chichester City	Parish Council	Chichester City
IBP/ 32	Education	Early years and childcare	Indoor Soft Play area for children	Important social provision for new and existing families.	2019	Short term (2016-2021)		CIL/New Homes Bonus	CDC/Commercial Operator	CIL		4 Desirable	City Council may wish to consider funding from their CIL	Chichester City	Parish Council	Chichester City
Page 8 IBP/ 33	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Additional equipment for playing fields	New housing has brought families to the area. Older children are not as well catered for by existing facilities						CIL		4 Desirable	Parish may wish to consider funding from their CIL	Donnington	Parish Council	Donnington
IBP/ 34	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Additional signage for playing field	Encourage more visitors to existing facilities						Other		4 Desirable	Parish may wish to consider funding from their CIL	Donnington	Parish Council	Donnington
IBP/ 35	Social Infrastructure	Community facilities	Improvements and additional equipment for village hall	The hall is over subscribed and needs more rooms/spaces. Additional equipment would open the hall up to wider use amongst the community e.g. families/young people.						CIL		4 Desirable	Parish may wish to consider funding from their CIL	Donnington	Parish Council	Donnington

IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL, S106 or Other	Planning Ref	Priority Category	Project Status	Parish Area	Org Type	Org Name
IBP/ 36	Transport	Local road network	Air quality monitor in Donnington	To record levels of air pollution in the Parish to better understand the potential impact of additional vehicles on the health of residents.						CIL		4 Desirable	Parish may wish to consider funding from their CIL	Donnington	Parish Council	Donnington
IBP/ 38	Health	Community healthcare, primary care facilities & improvements	Medical Centre including pharmacy	There is no surgery or pharmacy in Donnington and residents must travel into the City for these services. A surgery in Donnington could also service the increasing population on the Manhood Peninsula and free up spaces in City surgeries where increased p						CIL		4 Desirable	Parish may wish to consider funding from their CIL	Donnington	Parish Council	Donnington
IBP/ 39	Transport	Local road network	Underpass/Fl yover 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	Donnington	Parish Council	Donnington
IBP/ 40	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Playing Field Equipment	Safety updating	On-going	Short term (2016-2021)	£5000+	Parish precept		Other		4 Desirable	Parish may wish to consider funding from their CIL	Donnington	Parish Council	Donnington
IBP/ 41	Transport	Public transport	Contribution to Community Transport	Vehicle maintenance	On-going	Short term (2016-2021)				CIL		4 Desirable	Parish may wish to consider funding from their CIL	Donnington	Parish Council	Donnington

IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL, S106 or Other	Planning Ref	Priority Category	Project Status	Parish Area	Org Type	Org Name
IBP/42	Transport	Cycle infrastructure	Cycle network	Extend through Parish	On-going	Short term (2016-2021)				CIL		3 Policy High	Parish may wish to consider funding from their CIL	Donnington	Parish Council	Donnington
IBP/43	Social Infrastructure	Community facilities	Village Hall extension	Improved community use	On approval of planning permission	Short term (2016-2021)				S106		4 Desirable	Parish may wish to consider funding from their CIL	Donnington	Parish Council	Donnington
IBP/44	Transport	Car parking	Increase parking in East Wittering & Bracklesham	Insufficient provision means parking is a major issue for the smaller shopping centre in Bracklesham and the larger centre in East Wittering. Plus the area is a significant tourist destination making parking more difficult during April-September.								4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	East Wittering and Bracklesham	Parish Council	East Wittering and Bracklesham
IBP/45	Transport	Public transport	Extend bus service to include later evenings.	Residents without cars (including young people) cannot access the services or employment - in particular shift workers, entertainment and leisure facilities - which are in Chichester during the evening as the bus stops its service fairly early.								4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	East Wittering and Bracklesham	Parish Council	East Wittering and Bracklesham

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IBP/ 46	Health	Community healthcare, primary care facilities & improvements	Satellite doctors surgery in Bracklesham.	More housing is being built in Bracklesham than East Wittering and the elderly and infirm would have easier access to medical facilities if there was provision in Bracklesham. East Wittering is a bus or car ride away for this sector of the community								4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	East Wittering and Bracklesham	Parish Council	East Wittering and Bracklesham
IBP/ 47	Education	Youth provision	Improve Youth Club facilities.	WSCC has failed to provide an acceptable lease for the existing youth club facilities. Therefore club now has no premises and is looking for alternatives.								4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	East Wittering and Bracklesham	Parish Council	East Wittering and Bracklesham
IBP/ 50	Utility Services	Utility services	Sewage system improvements.	To support new development and ensure that the risk of flooding to existing properties is not unacceptably increased.								4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	East Wittering and Bracklesham	Parish Council	East Wittering and Bracklesham
IBP/ 51	Utility Services	Utility services	Mobile phone coverage improvement	The villages are poorly served by most service providers.								4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	East Wittering and Bracklesham	Parish Council	East Wittering and Bracklesham

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IBP/ 52	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.	East Wittering and Bracklesham	Parish Council	East Wittering and Bracklesham
IBP/ 53	Social Infrastructure	Streetscene and built environment	In E. Wittering the steps and handrails, retaining wall and pathways need refurbishing.	These are old, rusty and poorly maintained. The retraining wall is cracked and leaning over towards the road. The street scene is in need of work. This appearance is detrimental to our visitor experience.								4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	East Wittering and Bracklesham	Parish Council	East Wittering and Bracklesham
IBP/ 54	Social Infrastructure	Streetscene and built environment	The seafront at both E. Wittering and Bracklesham need enhancing	To improve visitor experience.								4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	East Wittering and Bracklesham	Parish Council	East Wittering and Bracklesham
IBP/ 56	Transport	Local road network	Road colouring and 30 mph roundels at village entrances	To impact on driver behaviour. High priority in FNP	By December 2015	Short term (2016-2021)	£6,000 estimate	As above	WSCC Highways	CIL		4 Desirable	Parish may wish to consider funding from their CIL	Fishbourne	Parish Council	Fishbourne
IBP/ 57	Transport	Public transport	Bus shelter in Salthill Road	Fishbourne Neighbourhood Plan Priority	By end 2015	Short term (2016-2021)	£5,000	Possible % grant from WSCC + sec.106?	Fishbourne Parish Council		FB/09/02 431/OUT - APPROVED	4 Desirable	Parish may wish to consider funding from their CIL	Fishbourne	Parish Council	Fishbourne
IBP/ 58	Transport	Local road network	Vehicle-activated speed sign Salthill road northern parish boundary	Safety issue: traffic volume greatly increased by new building in the area and by vehicles avoiding Fishbourne	2016-17 programme	Short term (2016-2021)	£11,000 (?)	CIL	Fishbourne Parish Council, Highways	CIL		4 Desirable	Parish may wish to consider funding from their CIL	Fishbourne	Parish Council	Fishbourne

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				Roundabout. High priority in FNP												
IBP/59	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	Fishbourne	Parish Council	Fishbourne
IBP/60	Health	Community healthcare, primary care facilities & improvements	Provision of medical facilities even if just nurse-led clinic	Priority in previous village plans and in FNP but no interest from local doctors' surgeries	Unlikely			?		CIL		4 Desirable	Parish may wish to consider funding from their CIL	Fishbourne	Parish Council	Fishbourne
Page 13	Green Infrastructure	Allotments	Allotments	Very low ranking. No suitable site available	No action at least in short term. Possibility of some land for Community use owned by WSCC but with no access as yet)		Certainly nil in the short term	-		CIL		4 Desirable	Parish may wish to consider funding from their CIL	Fishbourne	Parish Council	Fishbourne
IBP/66	Social Infrastructure	Community facilities	Seating around village and for parents at the Children's Play area	Fishbourne Neighbourhood Plan Priority. Important for adults to be able to observe while giving children increasing independence	By December 2015	Short term (2016-2021)	£1,000 for purchase, land clearance & installation	Group application to LAC	FPFA	CIL		4 Desirable	Parish may wish to consider funding from their CIL	Fishbourne	Parish Council	Fishbourne
IBP/67	Social Infrastructure	Community facilities	Sound-proofing of Small Hall at Fishbourne Centre	To enable halls to be used independently	By December 2015	Short term (2016-2021)	£1,000	Sec 106 /CIL(?)	FPFA	CIL	FB/09/02 431/OUT - APPROVED	4 Desirable	Parish may wish to consider funding from their CIL	Fishbourne	Parish Council	Fishbourne

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IBP/ 68	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	Short term (2016-2021)	£3,000 (approx)	NHB (?)	FPFA via FPC	CIL		4 Desirable	Parish may wish to consider funding from their CIL	Fishbourne	Parish Council	Fishbourne
IBP/ 69	Transport	Pedestrian infrastructure	Safety issue: Lighting of footpath southwards from Fishbourne Centre parallel with Blackboy Lane	Importance of protecting the young	2016	Short term (2016-2021)		WSCC (?)	Fishbourne Parish Council	CIL		4 Desirable	Parish may wish to consider funding from their CIL	Fishbourne	Parish Council	Fishbourne
IBP/ 70	Transport	Cycle and pedestrian infrastructure	Safety issue: Lighting along Emperor Way	Used a lot in the dark so low level lighting would decrease risk of attack	Delay until decision is reached by SAS on building site to raise essential income.		Depends on extent left unlit	CIL	SAS	CIL		4 Desirable	Parish may wish to consider funding from their CIL	Fishbourne	Parish Council	Fishbourne
IBP/ 75	Transport	Public transport	Bus on demand		2015	Short term (2016-2021)				CIL		4 Desirable	Parish may wish to consider funding from their CIL	Kirdford	Parish Council	Kirdford
IBP/ 76	Transport	Local road network	Highway alterations	Cornwood to enable development for young/elderly housing	2015-2021, sequential with GI projects	Short term (2016-2021)				CIL		4 Desirable	Parish may wish to consider funding from their CIL	Kirdford	Parish Council	Kirdford
IBP/ 77	Transport	Local road network	Highway alterations, parking provision and landscaping	Townfield/Cornwood	2015-2020	Short term (2016-2021)				CIL		4 Desirable	Parish may wish to consider funding from their CIL	Kirdford	Parish Council	Kirdford

Page 14

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IBP/78	Education	Primary, Secondary, sixth form and special educational needs	Provision of additional Primary School Places	Cross Plan area (north parishes)	2015	Short term (2016-2021)				CIL		2 Essential	Consider selecting if match funding is identified as this project supports the growth of the area provided it is for genuine community use.	Kirdford	Parish Council	Kirdford
IBP/79	Transport	Pedestrian infrastructure	New footpaths & Community Amenity Space	Development Site North of Village	2015-2029	Short term (2016-2021)				CIL		4 Desirable	Parish may wish to consider funding from their CIL	Kirdford	Parish Council	Kirdford
IBP/80	Transport	Cycle and pedestrian infrastructure	Improve local footpaths, cycle tracks and equestrian ways	Parish-wide	2015-2029	Short term (2016-2021)				CIL		4 Desirable	Parish may wish to consider funding from their CIL	Kirdford	Parish Council	Kirdford
IBP/81	Green Infrastructure	Public open space	New Road, Parking area and SUDS pond and play area	Butts Common	2015-2020	Short term (2016-2021)				CIL		4 Desirable	Parish may wish to consider funding from their CIL	Kirdford	Parish Council	Kirdford
IBP/83	Social Infrastructure	Community facilities	Community Stores - Extension to Building and Parking	To increase cafe area and storage provision and enhancing the external picnic area and parking	2015-2018	Short term (2016-2021)				CIL		4 Desirable	Parish may wish to consider funding from their CIL	Kirdford	Parish Council	Kirdford
IBP/85	Green Infrastructure	Allotments	Community allotments and/or farm with orchard and appropriate storage facilities and parking	On site east of Bramley Close.	2017-2018 3-5 years	Short term (2016-2021)				CIL		4 Desirable	Parish may wish to consider funding from their CIL	Kirdford	Parish Council	Kirdford

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IBP/ 86	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Play area off School Court		2016-2017 2-4 years	Short term (2016-2021)			Parish/HAS	CIL		4 Desirable	Parish may wish to consider funding from their CIL	Kirdford	Parish Council	Kirdford
IBP/ 87	Green Infrastructure	Public open space	Village Green - Butts Common		2016-2017 2-5 years	Short term (2016-2021)			Parish	CIL		4 Desirable	Parish may wish to consider funding from their CIL	Kirdford	Parish Council	Kirdford
IBP/ 88	Education	Primary, Secondary, sixth form and special educational needs	Expansion of local primary school with associated parking	More school places are required			As yet unknown	As yet unknown	Primary school/parish council	CIL			Not selected for IBP years 2016-2021 as little planned development in this cycle.	Lavant	Parish Council	Lavant
IBP/ 89	Transport	Local road network	Important traffic calming measures within the village	Continuing problems with fast traffic and complaints from residents	As soon as possible	Short term (2016-2021)	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.	Lavant	Parish Council	Lavant
IBP/ 91	Transport	Cycle and pedestrian infrastructure	Footpath/cycleway along B2166 from Runcton to farm shop – and perhaps onwards to parish boundary to link with footpaths/cycleways from Bognor and Pagham	Would enable local residents to avoid using a car for short journeys, and would facilitate sustainable transport links (cycleways) between Bognor, Pagham and Chichester	Needed now, but should integrate with development of other transport links	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.	North Mundham	Parish Council	North Mundham

IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL, S106 or Other	Planning Ref	Priority Category	Project Status	Parish Area	Org Type	Org Name
IBP/92	Transport	Pedestrian infrastructure	Footpath from affordable housing (Canal Mead) to junction of Church Road and B2166.	Provides safe access for local residents and will encourage use of public transport and integration with the rest of the local community. Footpath route exists, but surfacing will make it accessible to elderly and disabled	Initial clearance of route starting now. Affordable housing will be occupied May 2015	Short term (2016-2021)	£30,000 (estimate) to provide hard weatherproof of surface and access steps at western end	Initial contribution from affordable housing developer to clear the route is already committed. Needs CIL, 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.	North Mundham	Parish Council	North Mundham
IBP/93	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Outdoor gym/exercise equipment – to be sited on playing fields	Provides health and leisure benefits for local community. No comparable facility exists in the parish	Site could be made available in short term	Short term (2016-2021)	£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.	North Mundham	Parish Council	North Mundham
IBP/94	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Safe surface for Children's Play Area	Provides health and leisure benefits for local community. Mitigates safety and upkeep problems of present mix of grass and resilient surfacing	Site available now	Short term (2016-2021)	£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.	North Mundham	Parish Council	North Mundham
IBP/95	Green Infrastructure	Biodiversity measures	Develop route of disused canal as green infrastructure and wildlife haven to encourage biodiversity	Improves landscape and provides environmental benefits for local population	Site available now	Short term (2016-2021)	Variable – can be funded on progressive basis as work proceeds	CIL, New Homes Bonus, local self-help	North Mundham Parish Council	CIL		3 Policy High	Not selected for IBP years 2016-2021 as little planned development in this cycle.	North Mundham	Parish Council	North Mundham

IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL, S106 or Other	Planning Ref	Priority Category	Project Status	Parish Area	Org Type	Org Name
IBP/96	Utility Services	Transport - A27	Chichester Bypass Improvements	Critical to all CDC developments	2018 - 2019	Short term (2016-2021)	£90 million	Government	Highways Agency	S106		1 Critical	Committed	Oving	Parish Council	Oving
IBP/97	Utility Services	Utility services	Sewerage (pipes) waste water treatment (Tangmere WWTW)	Essential to need demand from planned developments	ASAP	Short term (2016-2021)	Unknown	Southern Water	Southern Water	Other		1 Critical	Committed	Oving	Parish Council	Oving
IBP/98	Health	Community healthcare, primary care facilities & improvements	Hospital & doctors surgeries	Essential	Now	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.	Oving	Parish Council	Oving
IBP/99	Education	Primary, Secondary, sixth form and special educational needs	Schools/colleges	Essential	ASAP	Short term (2016-2021)	Unknown	County & Government	Government	CIL		4 Desirable	Details of project insufficient	Oving	Parish Council	Oving
IBP/100	Green Infrastructure	Flood and coastal erosion risk management	Flood control	Essential	ASAP	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.	Oving	Parish Council	Oving
IBP/101	Social Infrastructure	Community facilities	Community Facilities	Essential	Ongoing	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.	Oving	Parish Council	Oving
IBP/102	Transport	Local road network	B2145 Improvements – Bus and Tractor Pull off points	Only transport link to Town (to improve traffic flow)	2015	Short term (2016-2021)			Selsey Town Council, WSCC	CIL		4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Selsey	Parish Council	Selsey
IBP/103	Transport	Local road network	B2145 Improvements – Ferry Bend improvements	Only transport link to Town (to improve traffic flow)	2015	Short term (2016-2021)			STC/WSCC (WSCC & Developer)	CIL		3 Policy High	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Selsey	Parish Council	Selsey

IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL, S106 or Other	Planning Ref	Priority Category	Project Status	Parish Area	Org Type	Org Name
IBP/104	Transport	Cycle infrastructure	B2145 Improvements – Commuting cycle path to Chichester/Paigham (Selsey to Chichester following route off B2145 but off road)	Only transport link to Town (to introduce a safer environment for cyclists)	2015	Short term (2016-2021)	300,000 (£200,000 per kilometre)	(Grants as and when available)	STC/WSCC (WSCC & Sustrans)	CIL		3 Policy High	Consider selecting if match funding is identified as this project supports the growth of the area provided it is for genuine community use.	Selsey	Parish Council	Selsey
IBP/105	Social Infrastructure	Streetscene and built environment	Layout changes to Selsey High Street to provide on street parking and more pedestrian space (round town one-way scheme or pedestrianisation)	Enhance public realm to support High Street shops and encourage use of local amenities.					Selsey Town Council, WSCC	CIL		4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Selsey	Parish Council	Selsey
IBP/106	Transport	Smarter Choices and promote sustainable modes of transport	Community car club	To assist with access to Chichester based services.			£100,000		Selsey Town Council	CIL		3 Policy High	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Selsey	Parish Council	Selsey
IBP/107	Social Infrastructure	Community facilities	Cinema/Theatre refurbishment	Lack of current facility and distance to nearest option			£300,000 match funding available	Private Operator (Grants as and when available)	Sports Dream (Private Operator and Community)			4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Selsey	Parish Council	Selsey

IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL, S106 or Other	Planning Ref	Priority Category	Project Status	Parish Area	Org Type	Org Name
IBP/108	Social Infrastructure	Streetscene and built environment	Development of a Town Square	Creation of a central community space as nothing currently in place. Enhance public realm to support High Street shops and to encourage use of local amenities.					Selsey Town Council, WSCC	CIL		4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Selsey	Parish Council	Selsey
IBP/109	Social Infrastructure	Community facilities	Development of Community Arts Centre	Helps define Selsey as an art/craft location. To be linked to the potential development of an out of town supermarket or with the museum.					Arts Dream	CIL		4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Selsey	Parish Council	Selsey
IBP/110	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Public space enhancements at East Beach green (in addition to skate park, better play facilities, all weather sports courts)	To enhance visitor attraction and tourism product and foster better links with the sea.					Selsey Town Council, CDC	CIL		4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Selsey	Parish Council	Selsey
IBP/111	Social Infrastructure	Streetscene and built environment	Public space enhancements at East Beach shops	Identified in CDC's study of 2007 as a need of regeneration					Selsey Town Council	CIL		4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Selsey	Parish Council	Selsey

IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL, S106 or Other	Planning Ref	Priority Category	Project Status	Parish Area	Org Type	Org Name
IBP/113	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Development of better facilities at East Beach (showers, changing, restaurant/café, water sports)	Dependent upon securing tenure of land from CDC, economic priority as would create a number of local jobs. Enhancements in alignment with the East Beach Masterplan by CDC. To enhance visitor attraction and tourism product and foster better links.					Selsey Town Council, CDC	CIL		4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Selsey	Parish Council	Selsey
IBP/113	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Development of better facilities at East Beach (showers, changing, restaurant/café, water sports)	Dependent upon securing tenure of land from CDC, economic priority as would create a number of local jobs. Enhancements in alignment with the East Beach Masterplan by CDC. To enhance visitor attraction and tourism product and foster better links.					Selsey Town Council, CDC	CIL		4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Selsey	CDC	CDC
IBP/114	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Football and Cricket clubhouse	Local community requirements for better facilities			£400,000 match funding available		Sports Dream	CIL		4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Selsey	CDC	CDC
IBP/114	Green Infrastructure	Playing fields, sports pitches, related build and children's	Football and Cricket clubhouse	Local community requirements for better facilities			£400,000 match funding available		Sports Dream	CIL		4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Selsey	Parish Council	Selsey

IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL, S106 or Other	Planning Ref	Priority Category	Project Status	Parish Area	Org Type	Org Name
		play areas														
IBP/115	Social Infrastructure	Community facilities	Extension to Selsey Centre	Space required to support additional user groups.				Cost unknown, grant funding, local fundraising.	Selsey Town Council	CIL		4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Selsey	Parish Council	Selsey
IBP/116	Social Infrastructure	Community facilities	Soft play area/indoor play area for children	Local demand and nearest facility is 20 miles away and is not accessible by public transport					Selsey Town Council	CIL		4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Selsey	Parish Council	Selsey
IBP/117	Social Infrastructure	Streetscene and built environment	Public Realm Enhancements – East Beach Shops	In alignment with the East Beach Masterplan by CDC			£100,000			CIL		4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Selsey	Parish Council	Selsey
IBP/117	Education	Primary, Secondary, sixth form and special educational needs	Provision of post-16 education	Lack of current facility and distance to nearest option.					STC, WSCC, Chichester College, Academy			4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Selsey	Parish Council	Selsey
IBP/132	Green Infrastructure	Landscaping, planting and woodland creation and public rights of way	Access improvements to and establishment of coastal path with way finding	National policy to create a coastal path. To enhance visitor attraction and tourism product and foster better links with the sea.					Selsey Town Council, CDC, WSCC	CIL		3 Policy High	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Selsey	Parish Council	Selsey
IBP/133	Social Infrastructure	Built sport and leisure facilities	Refurbishment and possible future extension of community sports building	Current building dilapidated state and risk of loss to community	Late 2015 – through 2016/17	Short term (2016-2021)	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.	Sidlesham	Parish Council	Sidlesham

Page 22

IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL, S106 or Other	Planning Ref	Priority Category	Project Status	Parish Area	Org Type	Org Name
IBP/134	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 bourne access routes into area. Provision of wildlife corridors to link habitat areas	Initial implementation mid 2015 and ongoing	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.	Sidlesham	Parish Council	Sidlesham
IBP/135	Green Infrastructure	Flood and coastal erosion risk management	Phase 3 of Sidlesham Flood and Land Drainage Group (SFLDG) emergent forward plan	Continued risk of flooding from ground water and sea and Rife	Start late 2015 ongoing	Short term (2016-2021)	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	Consider selecting if match funding is identified as this project supports the growth of the area provided it is for genuine community use.	Sidlesham	Parish Council	Sidlesham
IBP/136	Transport	Local road network	B2145 within Sidlesham-environmental improvement programme	Deterioration of roadside environment and general disfigurement of landscape. Lack of ownership responsibility for public realm	Possible start late 2015 ongoing	Short term (2016-2021)	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.	Sidlesham	Parish Council	Sidlesham

IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL, S106 or Other	Planning Ref	Priority Category	Project Status	Parish Area	Org Type	Org Name
IBP/137	Social Infrastructure	Community facilities	Contingency plan for public building (hall)	Possible loss of existing church hall at end of lease. Possible failure of proposals to refurbish fully community sports building .Need for contingency approach in order that parish is not left without a usable building	Contingency scoping and initial analysis study mid 2016	Short term (2016-2021)	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.	Sidlesham	Parish Council	Sidlesham
IBP/138	Green Infrastructure	Landscaping, planting and woodland creation and public rights of way	Structural Tree Planting to reduce water table and provide biomass from coppice	Need to control ground water levels / need to provide renewable energy sources to combat Global Warming	Depends on possible support- if supported within next five year period and then ongoing	Short term (2016-2021)	£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.	Sidlesham	Parish Council	Sidlesham
IBP/139	Transport	Cycle infrastructure	Commuter cycle path Selsey to Chichester and as tourist / recreational asset	Need for safe / segregated route for commuters and other users	Feasibility Mid 2015 and ongoing	Short term (2016-2021)	£500k	Possible Sport England /Big Lottery WSCC /CDC and others	Joint project group			3 Policy High	Consider selecting if match funding is identified as this project supports the growth of the area provided it is for genuine community use.	Sidlesham	Parish Council	Sidlesham
IBP/140	Transport	Local road network	Traffic Calming on Tangmere Road, Meadow Way and Malcolm Road						WSCC and Tangmere Parish Council	S106		2 Essential	Committed	Tangmere	Parish Council	Tangmere

IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL, S106 or Other	Planning Ref	Priority Category	Project Status	Parish Area	Org Type	Org Name
IBP/141	Social Infrastructure	Car parking	New Car parking for St. Andrew's Church					St Andrews Church	St Andrews Church	CIL		4 Desirable	Parish may wish to consider funding from their CIL	Tangmere	Parish Council	Tangmere
IBP/142	Green Infrastructure	Public open space	Land to be made available for community groups to develop for suitable purposes									4 Desirable	Details of project insufficient	Tangmere	Parish Council	Tangmere
IBP/143	Social Infrastructure	Community facilities	Improvements to existing and new Community Facilities					S106 and New Homes Bonus	Tangmere Parish Council and Developers	S106	TG/07/04 577/FUL - APPROVED TG/12/01 739/OUT, TG/14/00 797/FUL, TG/11/04 058/FUL	4 Desirable	Parish may wish to consider funding from their CIL	Tangmere	Parish Council	Tangmere
IBP/144	Social Infrastructure	Community facilities	Extension to St Andrew's Churchyard for burial space					SDL S106	St Andrews Church	S106		4 Desirable	Parish may wish to consider funding from their CIL	Tangmere	Parish Council	Tangmere
IBP/145	Transport	Car parking	Improve safety and increase car parking around the One Stop Shop.	A detailed study needs to be commissioned and action taken. Proposal supported by a large number of residents. In addition, since the completion of the Perrymead development a further parking						CIL		4 Desirable	Parish may wish to consider funding from their CIL	Tangmere	Parish Council	Tangmere

IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL, S106 or Other	Planning Ref	Priority Category	Project Status	Parish Area	Org Type	Org Name
IBP/147	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	New Homes Bonus	Tangmere Parish Council	S106		4 Desirable	Parish may wish to consider funding from their CIL	Tangmere	Parish Council	Tangmere
IBP/148	Transport	Cycle infrastructure	Cycle routes	Cycle routes and pathways - improve cycle routes through village to encourage use of sustainable transport and physical activity. A PROW Cycle route around Tangmere Airfield Perimeter included in WSCC Infrastructure delivery plan (Jan 2012)				Existing S106 - TAD funds	WSCC and Tangmere Parish Council	S106	TG/14/00797/FUL - APPROVED TG/11/04058/FUL	2 Essential	Consider selecting if match funding is identified as this project supports the growth of the area provided it is for genuine community use.	Tangmere	Parish Council	Tangmere
IBP/149	Social Infrastructure	Community facilities	Tangmere Aviation Museum/Heritage Centre	Expand museum inline with Neighbourhood Plan policies which envisage extension into existing allotments which will relocate to SDL				Tangmere Aviation Museum/G grants	Tangmere Aviation Museum			4 Desirable	Parish may wish to consider funding from their CIL	Tangmere	Parish Council	Tangmere

IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL, S106 or Other	Planning Ref	Priority Category	Project Status	Parish Area	Org Type	Org Name
IBP/150	Social Infrastructure	Car parking	Village Centre Car Park	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	S106/NHB	Tangmer e Parish Council	S106		2 Essential	Committed	Tangmere	Parish Council	Tangmere
IBP/151	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			£20,000.00	Hanger/Meadow Way S106 and NHB	Tangmer e Parish Council	CIL		4 Desirable	Parish may wish to consider funding from their CIL	Tangmere	Parish Council	Tangmere
IBP/153	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 population			£500,000.00	SDL/Hanger/Meadow Way S106 and NHB.	Tangmer e Parish Council and Developer	S106	TG/12/01 739/OUT - REFUSED - Appeal - APPROVED TG/14/00 797/FUL	2 Essential	Committed	Tangmere	Parish Council	Tangmere

IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL, S106 or Other	Planning Ref	Priority Category	Project Status	Parish Area	Org Type	Org Name
IBP/154	Transport	Pedestrian infrastructure	Pedestrian crossing(s) plus provision of new footway and dropped kerbs - Malcolm Road/Tangmere Road junction (southside)	Parish Council hopes to install a crossing at the junction of Malcolm Road with Tangmere Road.					WSCC and Tangmere PC	S106	TG/14/00797/FUL - APPROVED TG/11/04058/FUL	3 Policy High	Parish may wish to consider funding from their CIL	Tangmere	Parish Council	Tangmere
IBP/155	Transport	Public transport	Bus shelter(s)	To serve City Fields business park and Blenheim park housing development. Site at Hawker Close bus stop. Cover and seating improvements required at other shelters			£4,500.00	S106 TAD/NHB	Tangmere Parish Council	CIL		4 Desirable	Parish may wish to consider funding from their CIL	Tangmere	Parish Council	Tangmere
IBP/156	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	Tangmere	Parish Council	Tangmere
IBP/157	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				S106 (Hanger/Meadow Way sport S106)	Tangmere Parish Council	CIL	TG/12/01739/OUT - REFUSED - Appeal - APPROVED TG/14/00797/FUL	4 Desirable	Parish may wish to consider funding from their CIL	Tangmere	Parish Council	Tangmere

IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL, S106 or Other	Planning Ref	Priority Category	Project Status	Parish Area	Org Type	Org Name
				conditions, than would normally be expected												
IBP/158	Utility Services	Utility services	Broadband coverage	Requires provision of infrastructure to support superfast standards.					Developers/Telecom providers				Details of project insufficient	Tangmere	Parish Council	Tangmere
IBP/159	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Outdoor recreation area	Overall provision of equipped and unequipped play space within village well below Fields in Trust and CDC Infrastructure SPG standards. No provision East of Meadow Way and Play equipment in Cheshire Crescent (in SW corner site) removed by RP needs replace						CIL		3 Policy High	Parish may wish to consider funding from their CIL	Tangmere	Parish Council	Tangmere
IBP/160	Transport	Local road network	Traffic calming on Tangmere Road	This road is subject to "rat running" and high vehicle speeds which require inhibiting measures. Would also make road more attractive for walking and cycling.						S106		2 Essential	Committed	Tangmere	Parish Council	Tangmere
IBP/161	Social Infrastructure	Built sport and leisure facilities	Sports Hall(s)	Sports Centre - To provide a multiple sports facility for the enlarged village to be located in the centre of any new large development within the parish.			£500,000.00	SDL/Hanger/Meadow Way S106 and NHB	Tangmere Parish Council and Developers	CIL	TG/12/01739/OUT - REFUSED - Appeal - APPROVED TG/14/00797/FUL	3 Policy High	Consider selecting if match funding is identified as this project supports the growth of the area provided it is for genuine community	Tangmere	Parish Council	Tangmere

IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL, S106 or Other	Planning Ref	Priority Category	Project Status	Parish Area	Org Type	Org Name
													use.			
IBP/162	Social Infrastructure	Community facilities	Scout Hut/Church Hall (St Andrews)	To provide a scout hut for the 2nd Tangmere Scout group that has grown in numbers since it was established seven years ago. The group currently uses the local school's hall to hold its Beavers, Cub and Scouts session. The scout hut requires land to enable				SDL S106, Scouts and St Andrews Church	St Andrews Church and Scouts	S106		4 Desirable	Parish may wish to consider funding from their CIL	Tangmere	Parish Council	Tangmere
IBP/163	Education	Preschool and Primary school	New Primary School and PreSchool	Double existing population	In readiness for proposed housing developments	Short term (2016-2021)		Education		CIL		4 Desirable	Parish may wish to consider funding from their CIL	Westhampnett	Parish Council	Westhampnett
IBP/164	Green Infrastructure	Flood and coastal erosion risk management	Ditch clearance	No current provision Other than volunteers	As soon as possible	Short term (2016-2021)		CDC				4 Desirable	Parish may wish to consider funding from their CIL	Westhampnett	Parish Council	Westhampnett
IBP/166	Health	Community healthcare, primary care facilities & improvements	New GP surgery and dispensary	Doubling population	As soon as possible	Short term (2016-2021)		National Health		CIL		4 Desirable	Parish may wish to consider funding from their CIL	Westhampnett	Parish Council	Westhampnett
IBP/167	Transport	Pedestrian infrastructure	Street lighting to Madgwick Lane	Lack of provision	As soon as possible	Short term (2016-2021)		Highways		CIL		4 Desirable	Parish may wish to consider funding from their CIL	Westhampnett	Parish Council	Westhampnett
IBP/168	Transport	Local road network	Speed cameras to Madgwick Lane	Excessive speed between RaB and Barns	As soon as possible	Short term (2016-2021)		Highways		CIL		4 Desirable	Parish may wish to consider funding from their CIL	Westhampnett	Parish Council	Westhampnett

IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL, S106 or Other	Planning Ref	Priority Category	Project Status	Parish Area	Org Type	Org Name
IBP/169	Transport	Pedestrian infrastructure	Pavements to Madgwick Lane	Pedestrian hazards road crossing	As soon as possible	Short term (2016-2021)		Highways		CIL		4 Desirable	Parish may wish to consider funding from their CIL	Westhampnett	Parish Council	Westhampnett
IBP/170	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Outside sports facilities Football, Cricket, changing rooms	Mitigation for Westhampnett SDL	As soon as possible	Short term (2016-2021)		Sport England CDC		S106		2 Essential	Committed	Westhampnett	Parish Council	Westhampnett
IBP/171	Social Infrastructure	Community facilities	Parish Hall	No current provision	ASAP	Short term (2016-2021)	£1,500,000	Developer, Sport England, Lottery.		S106		2 Essential	Committed	Westhampnett	Parish Council	Westhampnett
IBP/172	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	MUGA outside play area	Mitigation for Westhampnett SDL	ASAP	Short term (2016-2021)		Sport England		S106		2 Essential	Committed	Westhampnett	Parish Council	Westhampnett
IBP/174	Transport	Cycle infrastructure	Cycle Paths into Chichester	Lack of provision	As soon as possible	Short term (2016-2021)		Highways				2 Essential	Consider selecting if match funding is identified as this project supports the growth of the area provided it is for genuine community use.	Westhampnett	Parish Council	Westhampnett
IBP/175	Transport	Local road network	Madgwick Lane Traffic calming	Excessive speeding between RaB and Barns	As soon as possible	Short term (2016-2021)		Highways				4 Desirable	Parish may wish to consider funding from their CIL	Westhampnett	Parish Council	Westhampnett
IBP/176	Transport	Car parking	Stane Street parking	Parking restricts traffic flow and ped' road crossing	As soon as possible	Short term (2016-2021)		Highways				4 Desirable	Parish may wish to consider funding from	Westhampnett	Parish Council	Westhampnett

IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL, S106 or Other	Planning Ref	Priority Category	Project Status	Parish Area	Org Type	Org Name
IBP/177	Transport	Transport - A27	Acoustic fencing to the A27	Sound pollution from traffic	As soon as possible	Short term (2016-2021)		Highways		CIL		4 Desirable	their CIL Parish may wish to consider funding from their CIL	Westhampnett	Parish Council	Westhampnett
IBP/178	Green Infrastructure	Flood and coastal erosion risk management	New sewage system	Lack of current provision	As soon as possible	Short term (2016-2021)		Southern Water		Other		1 Critical	Committed	Westhampnett	Parish Council	Westhampnett
IBP/179	Green Infrastructure	Flood and coastal erosion risk management	New Surface water system	Lack of current provision	As soon as possible	Short term (2016-2021)		Southern Water				3 Policy High	Parish may wish to consider funding from their CIL	Westhampnett	Parish Council	Westhampnett
IBP/188	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.	Birdham	Parish Council	Birdham
IBP/189	Social Infrastructure	Community facilities	Shopwhyke – Temporary community Facilities	Experience of large developments with protracted build out demonstrates the need for early delivery of community space, temporary provision of same, or “meanwhile” use of other designated space, to facilitate early development of community	Before first 100 units	Short term (2016-2021)	Unknown	Provide by Developer under S106	Developer, will require a community lead either Oving PC, or other nominated or new group	S106	O/11/05 283/OUT - APPROVED	2 Essential	Committed	Oving	CDC	CDC

IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL, S106 or Other	Planning Ref	Priority Category	Project Status	Parish Area	Org Type	Org Name
IBP/190	Social Infrastructure	Community facilities	West of Chichester – Temporary community facilities	Experience of large developments with protracted build out demonstrates the need for early delivery of community space, temporary provision of same, or “meanwhile” use of other designated space, to facilitate early development of community	Before first 100 units	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	Chichester	CDC	CDC
IBP/191	Social Infrastructure	Community facilities	Westhampnett – new Community Building	Westhampnett 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	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 Westhampnett PC	S106	WH/04/03947/OUT-APPROVED	2 Essential	Committed	Westhampnett	CDC	CDC

IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL, S106 or Other	Planning Ref	Priority Category	Project Status	Parish Area	Org Type	Org Name
IBP/192	Social Infrastructure	Community facilities	Southbourne – replacement of Age Concern Building (multi-use community building)	Existing building is beyond its useful life and needs redevelopment to meet the needs of the growing community (identified within NP)	Linked to the phasing of permitted sites around Southbourne, but the next five years will require the resolution of land tenure, development of a formal scheme for redevelopment etc.	Medium to long term (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	Consider selecting if match funding is identified as this project supports the growth of the area provided it is for genuine community use.	Southbourne	CDC	CDC
IBP/193	Social Infrastructure	Community facilities	Donnington Church Hall – extension	Existing building can no longer cope with the level of demand given local population growth. Devised a side extension that would provide additional meeting space, dedicated youth area	Subject to planning permission project likely to commence 2016	Short term (2016-2021)	£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	D/12/044 10/FUL - APPROVED D/07/047 32/FUL, D/11/011 98/FUL	4 Desirable	Committed	Donnington	CDC	CDC

IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL, S106 or Other	Planning Ref	Priority Category	Project Status	Parish Area	Org Type	Org Name
IBP/194	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	Short term (2016-2021)	The costs of the works will vary depending on the location and extent of the works to be undertaken	Cost unknown, 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.	District wide	CDC	CDC
Page 35 IBP/195	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	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.	District wide	CDC	CDC
IBP/196	Green Infrastructure	Biodiversity measures	Brandy Hole Copse – restoration and enhancement works at Brandy Hole local Nature Reserve	NPPF policy 117. As above. Policy 15. West of Chichester Strategic Development Site (draft Local Plan)	2015 - 2020	Short term (2016-2021)	£10,000	CIL	CDC, BHC Management Board	CIL		3 Policy High	Consider selecting if match funding is identified as this project supports the growth of the area provided it is for	Chichester	CDC	CDC

IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL, S106 or Other	Planning Ref	Priority Category	Project Status	Parish Area	Org Type	Org Name
													genuine community use.			
IBP/197	Green Infrastructure	Biodiversity measures	FLOW Project (Fixing and Linking Our Wetlands) – improving and enhancing the wetlands habitat on the Manhood Peninsula	Lawton Report and Natural Environment White Paper (2011) We must: • improve the quality of current wildlife sites by better habitat management; • increase the size of existing wildlife sites; • enhance connections between sites, either through physical c	2016 – 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	Consider selecting if match funding is identified as this project supports the growth of the area provided it is for genuine community use.	Manhood Peninsula	CDC	CDC
IBP/198	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.	Bosham	CDC	CDC
IBP/199	Transport	Local road network	Boxgrove - Improvements to pedestrian safety and reducing traffic speeds in Boxgrove, whilst protecting the special character of the conservation area						Boxgrove Parish Council, CDC & WSCC	CIL		4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Boxgrove	CDC	CDC

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IBP/200	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.	Boxgrove	CDC	CDC
IBP/202	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 street name plates						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.	Boxgrove	CDC	CDC
IBP/203	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	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	Chichester	CDC	CDC

IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL, S106 or Other	Planning Ref	Priority Category	Project Status	Parish Area	Org Type	Org Name
			pedestrian underpass. Crossing Oaklands Way is dangerous													
IBP/204	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 furniture, as well as a new retail unit.	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	Chichester	CDC	CDC
IBP/205	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	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	Chichester	CDC	CDC

IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL, S106 or Other	Planning Ref	Priority Category	Project Status	Parish Area	Org Type	Org Name
			garages is another potential area for enhancement													
IBP/206	Transport	Public transport	Chichester - Southern Gateway Area should be properly masterplanned to include the provision of a bus/rail interchange and proposed improvements to traffic and pedestrian circulation (Cross reference IBP/351)	Improve the environment and enhance conservation area character – including settings of listed buildings. Improve access to City Centre. Would help the city accommodate impact of growth around the periphery.						CIL		4 Desirable	Reserved for next phasing period	Chichester	CDC	CDC
IBP/207	Social Infrastructure	Streetscene and built environment	Chichester - Preservation and maintenance of traditional stone flagged streets, which must be protected. To ensure that all of these surfaces are protected and repaired as necessary, using traditional techniques and materials.	Conservation and enhancement of historic environment. Refer to Public Realm and Accessibility Enhancement Strategy September 2005.						CIL		4 Desirable	City Council may wish to consider funding from their CIL	Chichester	CDC	CDC

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IBP/208	Social Infrastructure	Streetscene and built environment	Chichester - Re-introduction of natural stone paving within the City centre, particularly for The Pallants, Westgate, Northgate, Southgate and Eastgate Square, as funds permit.	Conservation and enhancement of historic environment. Refer to Public Realm and Accessibility Enhancement Strategy September 2005.						CIL		4 Desirable	City Council may wish to consider funding from their CIL	Chichester	CDC	CDC
IBP/209	Transport	Pedestrian infrastructure	Fishbourne - Improve pavements	Improve pedestrian safety and also enhance the historic environment. Boost local economy. Will also improve capacity to accommodate growth					WSCC, Fishbourne Parish Council	CIL		4 Desirable	Parish may wish to consider funding from their CIL	Fishbourne	CDC	CDC
IBP/211	Transport	Local road network	Fishbourne - Traffic Calming Measures	Reduce traffic speeds and improve the environment and enhance conservation area character – including settings of listed buildings					Fishbourne Parish Council, CDC, WSCC	CIL		4 Desirable	Parish may wish to consider funding from their CIL	Fishbourne	CDC	CDC
IBP/212	Utility Services	Utility services	Fishbourne - Relocating overhead services underground	Improve the environment and enhance conservation area character – including settings of listed buildings. May also improve capacity to meet growth					Utility Companies			4 Desirable	Parish may wish to consider funding from their CIL	Fishbourne	CDC	CDC

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IBP/213	Transport	Local road network	Halnaker - Improvements to pedestrian safety and reducing traffic speeds in Halnaker, particularly along the A286, whilst protecting the special 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.	Halnaker	CDC	CDC
IBP/214	Social Infrastructure	Streetscene and built environment	Halnaker - Improvements to area of green space to the south west of Rose Cottage	Conservation and enhancement of historic environment					Boxgrove Parish Council, WSCC	CIL		4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Halnaker	CDC	CDC
IBP/215	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	Short term (2016-2021)				S106	LX/13/02 025/FUL - APPROVED	3 Policy High	Committed	Loxwood	WSCC - Community Issues List	Loxwood
IBP/216	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	Short term (2016-2021)				S106	LX/13/02 025/FUL - APPROVED	3 Policy High	Committed	Loxwood	WSCC - Community Issues List	Loxwood

IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL, S106 or Other	Planning Ref	Priority Category	Project Status	Parish Area	Org Type	Org Name
IBP/217	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	Short term (2016-2021)				S106	LX/13/02 025/FUL - APPROVED	3 Policy High	Committed	Loxwood	WSCC - Community Issues List	Loxwood
IBP/218	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	Short term (2016-2021)				S106	LX/13/02 025/FUL - APPROVED	3 Policy High	Committed	Loxwood	WSCC - Community Issues List	Loxwood
IBP/219	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	Short term (2016-2021)				S106	LX/13/02 025/FUL - APPROVED	3 Policy High	Committed	Loxwood	WSCC - Community Issues List	Loxwood
IBP/220	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	Short term (2016-2021)				S106	LX/13/02 025/FUL - APPROVED	3 Policy High	Committed	Loxwood	WSCC - Community Issues List	Loxwood

IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL, S106 or Other	Planning Ref	Priority Category	Project Status	Parish Area	Org Type	Org Name
IBP/221	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	Medium to long term (2021-2029)				S106	LX/13/02025/FUL - APPROVED	3 Policy High	Committed	Loxwood	WSCC - Community Issues List	Loxwood
IBP/222	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	Medium to long term (2021-2029)				S106	LX/13/02025/FUL - APPROVED	3 Policy High	Committed	Loxwood	WSCC - Community Issues List	Loxwood
IBP/223	Transport	Pedestrian infrastructure	School Safety Zone - Loxwood Primary School									4 Desirable	Parish may wish to consider funding from their CIL	Loxwood	WSCC - Community Issues List	Loxwood
IBP/224	Transport	Local road network	Traffic calming throughout the village	Wisborough Green are currently developing a Traffic Management Plan - new issues may come through as a result and older issues may be removed in place								4 Desirable	Parish may wish to consider funding from their CIL	Wisborough Green	WSCC - Community Issues List	Wisborough Green
IBP/226	Transport	Local road network	Provision of laybys in Durbans Road									4 Desirable	Parish may wish to consider funding from their CIL	Wisborough Green	WSCC - Community Issues List	Wisborough Green

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IBP/227	Transport	Pedestrian infrastructure	School Safety Zone - Wisborough Green Primary School									4 Desirable	Parish may wish to consider funding from their CIL	Wisborough Green	WSCC - Community Issues List	Wisborough Green
IBP/228	Transport	Local road network	Creating a buffer zone before the 30mph									4 Desirable	Parish may wish to consider funding from their CIL	Wisborough Green	WSCC - Community Issues List	Wisborough Green
IBP/229	Transport	Local road network	Lengthening double yellow lines outside the Cricketers Arms									4 Desirable	Parish may wish to consider funding from their CIL	Wisborough Green	WSCC - Community Issues List	Wisborough Green
IBP/230	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		Short term (2016-2021)	120,000.00	To to investigate alternative funding sources 34K available from section 106 in Hunston			HN/12/02692/FUL - APPROVED	3 Policy High	Consider selecting if match funding is identified as this project supports the growth of the area provided it is for genuine community use.	North Mundham	WSCC - Community Issues List	North Mundham
IBP/232	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.	North Mundham	WSCC - Community Issues List	North Mundham
IBP/233	Transport	Cycle and pedestrian infrastructure	Walnut Tree Roundabout, Lagness Road/Vinnetrov Road - Roundabout									4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	North Mundham	WSCC - Community Issues List	North Mundham

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			crossing improvements for pedestrians and cyclists													
IBP/234	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.	North Mundham	WSCC - Community Issues List	North Mundham
IBP/235	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	Oving	WSCC - Community Issues List	Oving
IBP/236	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					WSCC			4 Desirable	Parish may wish to consider funding from their CIL	Tangmere	WSCC - Community Issues List	Tangmere

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IBP/237	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	Short term (2016-2021)			WSCC			4 Desirable	Parish may wish to consider funding from their CIL	Tangmere	WSCC - Community Issues List	Tangmere
IBP/239	Transport	Local road network	Pound Farm Road - Resurfacing/improvement to access to Florence Road Park	improvement to access			£9,000		WSCC	CIL		4 Desirable	City Council may wish to consider funding from their CIL	Chichester	WSCC - Community Issues List	Chichester
Page 46 IBP/240	Transport	Local road network	Traffic calming and footways - Tangmere Road and Meadow Way - Carriageway narrowing and colouring etc plus improved pedestrian access.			Short term (2016-2021)		TAD S106 arising from Hanger & H Block sites when developed	WSCC and Tangmere Parish Council	S106	TG/14/00 797/FUL - APPROVED TG/11/04 058/FUL	2 Essential	Committed	Tangmere	WSCC - Community Issues List	Tangmere
IBP/241	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	Chichester	WSCC - Community Issues List	Chichester

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IBP/242	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	Chichester	WSCC - Community Issues List	Chichester
IBP/243	Transport	Pedestrian infrastructure	New section of footway - Additional section of footway on north side of Church Lane os Tangmere House					S106 (including SDL)	WSCC and Tangmere Parish Council	S106		4 Desirable	Parish may wish to consider funding from their CIL	Tangmere	WSCC - Community Issues List	Tangmere
IBP/244	Transport	Cycle and pedestrian infrastructure	Provision of dropped kerb for cycle access - Churchwood Drive					S106 (H block)	WSCC and Tangmere Parish Council	S106	TG/11/04 058/FUL - APPROVED	4 Desirable	Parish may wish to consider funding from their CIL	Tangmere	WSCC - Community Issues List	Tangmere
IBP/246	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.	Oving	WSCC - Community Issues List	Oving
IBP/247	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.	Hunston	WSCC - Community Issues List	Hunston
IBP/248	Transport	Pedestrian infrastructure	Improvements to footway - Outside Hunston Village shop on Selsey		To be carried out in 2014/15 To be done by end of March	Short term (2016-2021)						4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Hunston	WSCC - Community Issues List	Hunston

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IBP/249	Transport	Pedestrian infrastructure	Road 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.	Hunston	WSCC - Community Issues List	Hunston
IBP/250	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.	Sidlesham	WSCC - Community Issues List	Sidlesham
IBP/251	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.	Hunston	WSCC - Community Issues List	Hunston
IBP/252	Transport	Cycle and pedestrian infrastructure	B2145 Ferry Corner and Pagham Harbour Visitor Centre down to Selsey – Provide a crossing for cyclists and pedestrians as part of cycle route which travels from Chichester Cycle Forum and manhood Peninsula partnership, RSPB and Environment Agency	Part of Glam project								3 Policy High	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Sidlesham	WSCC - Community Issues List	Sidlesham

IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL, S106 or Other	Planning Ref	Priority Category	Project Status	Parish Area	Org Type	Org Name
IBP/253	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.	Sidlesham	WSCC - Community Issues List	Sidlesham
IBP/254	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.	Sidlesham	WSCC - Community Issues List	Sidlesham
IBP/255	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	Chichester	WSCC - Community Issues List	Chichester
IBP/256	Transport	Local road network	TRO - Double yellow lines - Selsey Tram development					Being Progressed as part of Section 106 agreement				4 Desirable	Committed	Donnington	WSCC - Community Issues List	Donnington
IBP/257	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	Chichester	WSCC - Community Issues List	Chichester

IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL, S106 or Other	Planning Ref	Priority Category	Project Status	Parish Area	Org Type	Org Name
IBP/258	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	Chichester	WSCC - Community Issues List	Chichester
IBP/259	Social Infrastructure	Streetscene and built environment	Halnaker - General Public Realm improvements to include adoption of a common palette of products and materials for a consistent design of street furniture including public seats, litter bins, street lights, and street name plates	Conservation and enhancement of historic environment					District Council in collaboration with the relevant Parish Councils and West Sussex County Council.	CIL		4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Halnaker	CDC	CDC
IBP/287	Green Infrastructure	Flood and coastal erosion risk management	Coast Protection - Selsey East Beach – Raising of the Sea Wall	Policy 10 of Draft Local Plan “Mitigating and adapting to climate change”	2020 – 2025	Medium to long term (2021-2029)	£5m	FDGIA, a contribution likely to be required (shortfall)	CDC	CIL		3 Policy High	Consider selecting if match funding is identified as this project supports the growth of the area provided it is for genuine community use.	Selsey	CDC	CDC

IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL, S106 or Other	Planning Ref	Priority Category	Project Status	Parish Area	Org Type	Org Name
IBP/288	Green Infrastructure	Flood and coastal erosion risk management	Local Drainage - Local watercourse network improvements identified on the West Sussex Local Flood Risk Management's Priority List.	Local Flood Risk Management West Sussex Local Flood Risk Management Strategy 2015	2015-2025	Short term (2016-2021)	£250k	WSCC	PC, CDC & WSCC	Other		3 Policy High	Selected	District wide	CDC	CDC
IBP/289	Green Infrastructure	Flood and coastal erosion risk management	Local Drainage - Crooked Lane, Birdham Surface Water Drainage Improvements	West Sussex Local Flood Risk Management Strategy 2015	2015-2020	Short term (2016-2021)	£100k	FDGIA/WSCC	WSCC	CIL		3 Policy High	Not selected for CIL funding because this project does not support the growth of the area.	Birdham	CDC	CDC
IBP/290	Green Infrastructure	Flood and coastal erosion risk management	Coast Protection - Selsey – Wittering Beach Management 2016-2021	Policy 10 of Draft Local Plan "Mitigating and adapting to climate change"	2015-2020	Short term (2016-2021)	£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.	Selsey	CDC	CDC
IBP/291	Green Infrastructure	Flood and coastal erosion risk management	Local Drainage - The Avenue, Hambrook Watercourse re-construction	West Sussex Local Flood Risk Management Strategy 2015	2015-2020	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.	Hambrook	CDC	CDC
IBP/292	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	Short term (2016-2021)	£20k	WSCC estimated £10k possible CDC £5k	WSCC	CIL		3 Policy High	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Hunston	CDC	CDC

IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL, S106 or Other	Planning Ref	Priority Category	Project Status	Parish Area	Org Type	Org Name
IBP/293	Green Infrastructure	Flood and coastal erosion risk management	Local land Drainage - East Beach Sea Outfall	Policy 10 of Draft Local Plan "Mitigating and adapting to climate change" West Sussex Local Flood Risk Management Strategy 2015	2015-2025	Short term (2016-2021)	£250k	FDGIA / LA contributions	CDC	CIL		3 Policy High	Select for CIL funding if the majority of money is match funded. This project can demonstrate it can assist the growth of the area.	Selsey	CDC	CDC
IBP/294	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Development of a new cricket pavilion for Chichester Priory Park Cricket Club	Existing facility does not meet requirements of ECB			£350k	Sport England Grants, Club fundraising	CDC	CIL		3 Policy High	Consider selecting if match funding is identified as this project supports the growth of the area provided it is for genuine community use.	Chichester	CDC	CDC
IBP/295	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Development of water based Artificial Grass Pitch for hockey and associated pavilion/club house	Chichester Priory Park Hockey Club have progressed well in league competition but they require improved facilities to meet league requirements. Current clubhouse facilities are shared with the Cricket Club in Priory Park and the pitches used are at Chich			£1.3m	CPPHC Club Fundraising , England Hockey, Sport England, CIL	CPPHC	CIL		3 Policy High	Consider selecting if match funding is identified as this project supports the growth of the area provided it is for genuine community use.	Chichester	CDC	CDC

IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL, S106 or Other	Planning Ref	Priority Category	Project Status	Parish Area	Org Type	Org Name
IBP/296	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Development of new clubhouse for Chichester Bowmen to incorporate an indoor shooting range (Chichester)	Existing facility is storage and clubhouse. Does not meet DDA requirement and club have a number of disabled participants. An indoor range would allow them to shoot indoors during the winter without the need to hire other facilities which cost the club.			£150k	Sport England Grants/Loans, Club reserves, CDC grant	Chichester Bowmen	CIL		4 Desirable	City Council may wish to consider funding from their CIL	Chichester	CDC	CDC
IBP/297	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	3G football pitches at Chichester City United FC (Chichester)	Clubs single pitch currently cannot accommodate all of the training and match requirements for the club. Club are looking to develop 3G full size and/or small sided pitches to enable club to cater for all teams including senior, youth and ladies.				Football Foundation, CDC grant, Club funds	Chichester City United FC	CIL		3 Policy High	Consider selecting if match funding is identified as this project supports the growth of the area provided it is for genuine community use.	Chichester	CDC	CDC
IBP/298	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Completion of 400m running track at University of Chichester.	Currently a sprint strip exists at the University of Chichester but the aspirations of the University and the Chichester Runners and Athletics Club is to complete the track to provide a 400m running track with associated jump and throw			£1.365m	University of Chichester, CR&AC, CIL, NHB, Sport England	University of Chichester/CR&AC	CIL		3 Policy High	Consider selecting if match funding is identified as this project supports the growth of the area provided it is for genuine community use.	Chichester	CDC	CDC

IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL, S106 or Other	Planning Ref	Priority Category	Project Status	Parish Area	Org Type	Org Name
				facilities.												
IBP/299	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Permanent indoor tennis courts (Chichester)	Currently the club have a temporary dome structure covering some of their outdoor courts during the winter months. This structure is coming to the end of its life and a permanent solution is sought.				Lawn Tennis Association, Club funds, CDC grant	Chichester Racquet and Fitness Club	CIL		3 Policy High	Consider selecting if match funding is identified as this project supports the growth of the area provided it is for genuine community use.	Chichester	CDC	CDC
IBP/300	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Improved sports pitches and pavilion at the Southern end of Oaklands Park.	Currently the pitches at the southern end of Oaklands Park suffer during wet periods as the pitches become unusable. The gradient of the pitches also makes them undesirable. A cut and fill and drainage scheme could assist to provide additional pitches			£200k?	S106, Football Foundation, ECB		CIL		3 Policy High	Consider selecting if match funding is identified as this project supports the growth of the area provided it is for genuine community use.	Chichester	CDC	CDC
IBP/301	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Store and toilet facility at New Park Road (Chichester)	Provision of a small built facility to serve the mini and junior pitch provision at New Park Road			£100k?	S106, CDC Capital		CIL		4 Desirable	City Council may wish to consider funding from their CIL	Chichester	CDC	CDC
IBP/302	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Resite football club (Bosham)	Shared use of recreation ground public/school/FC unsatisfactory & prohibitive to promotion/advancement	2020	Short term (2016-2021)	£500k	Parish Council		CIL		4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Bosham	CDC	CDC

IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL, S106 or Other	Planning Ref	Priority Category	Project Status	Parish Area	Org Type	Org Name
IBP/303	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	New Sports pitch (Bosham)	Improve public spaces and allow football to meet safety standards	2020	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.	Bosham	CDC	CDC
IBP/304	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Provision of Youth facilities (Southbourne)	CDC Open Space, Sport & Recreation Facilities Study 2013-2029. SPNP Pre-Sub Plan Proposal 2	2014 - 2029	Short term (2016-2021)	£? From WSCC, Developer contributions	WSCC and developer contributions		CIL		4 Desirable	Consider selecting if match funding is identified as this project supports the growth of the area provided it is for genuine community use.	Southbourne	CDC	CDC
IBP/305	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Provision of Artificial Grass Pitch/MUGA (Southbourne)	CDC Open Space, Sport & Recreation Facilities Study 2013-2029. SPNP Pre-Sub Plan Policy 8 and Proposal 2	2014 - 2029	Short term (2016-2021)	£700k - £1m From WSCC, Developer contributions, Sport England, Bourne Community College	Bourne Community College, WSCC, Developer contributions and Sport England		CIL		4 Desirable	Consider selecting if match funding is identified as this project supports the growth of the area provided it is for genuine community use.	Southbourne	CDC	CDC
IBP/306	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	Short term (2016-2021)	£80k - £120k From WSCC, Developer contributions, Parish Council	WSCC, Developer contributions and Parish Council		CIL		4 Desirable	Consider selecting if match funding is identified as this project supports the growth of the area provided it is for genuine community use.	Southbourne	CDC	CDC

IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL, S106 or Other	Planning Ref	Priority Category	Project Status	Parish Area	Org Type	Org Name
IBP/307	Green Infrastructure	Public open space	Establishment and maintenance of an accessible Green Ring around the village of Southbourne, providing a variety of green infrastructure assets, including informal open space, allotments, a playing field, a footpath/cycleway network, children's play areas	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	Short term (2016-2021)	£? From Developer contributions, Sport England, Sustrans, WSCC	Cost unknown, Sport England, Sustrans, WSCC, Parish Council		CIL		3 Policy High	Consider selecting if match funding is identified as this project supports the growth of the area provided it is for genuine community use.	Southbourne	CDC	CDC
IBP/308	Green Infrastructure	Landscaping, planting and woodland creation and public rights of way	Amenity tree planting Harbour SPA Solent Disturbance & mitigation Project	Improvement of street scene, increased biodiversity, contribution to improved air quality. SPNP Pre-Sub Plan Proposal 2	2014 - 2029	Short term (2016-2021)	£? From Developer contributions, WSCC, CDC	Parish Council		S106		2 Essential	Committed	Southbourne	CDC	CDC
IBP/309	Social Infrastructure	Streetscene and built environment	Public space enhancements by East Beach green (in addition to skate park, better play facilities, all weather sports courts) (Selsey)	In alignment with the East Beach Masterplan by CDC						CIL		4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Selsey	CDC	CDC

IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL, S106 or Other	Planning Ref	Priority Category	Project Status	Parish Area	Org Type	Org Name
IBP/313	Social Infrastructure	Community facilities	Extension to Selsey Centre	Required for storage and additional, regularly requested facilities						S106	SY/14/02 186/OUT EIA - APPROVED SY/15/00 490/FUL	4 Desirable	Committed	Selsey	CDC	CDC
IBP/314	Social Infrastructure	Community facilities	Soft play area/indoor play area for children (Selsey)	Nearest facility is 20 miles away and is not accessible by public transport						CIL		4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Selsey	CDC	CDC
IBP/315	Green Infrastructure	Flood and coastal erosion risk management	Access improvements to and establishment of coastal path with way finding (Manhood Peninsular)	Development of a good path round the whole peninsula with facilities at various locations around it.						CIL		3 Policy High	Consider selecting if match funding is identified as this project supports the growth of the area provided it is for genuine community use.	Selsey	CDC	CDC
IBP/317	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	Short term (2016-2021)	£15,000			S106	LX/13/02 025/FUL - APPROVED	2 Essential	Committed	Loxwood	Parish Council	Loxwood
IBP/318	Green Infrastructure	Landscaping, planting and woodland creation and public rights of way	New footpaths & Community Amenity Space (Kirdford)	Development Site North of Village	2015-2029	Short term (2016-2021)				CIL		4 Desirable	Parish may wish to consider funding from their CIL	Kirdford	CDC	CDC
IBP/319	Transport	Cycle and pedestrian infrastructure	Improve local footpaths, cycle tracks &	Parish-wide	2015-2029	Short term (2016-				CIL		4 Desirable	Parish may wish to consider	Kirdford	CDC	CDC

IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL, S106 or Other	Planning Ref	Priority Category	Project Status	Parish Area	Org Type	Org Name
		re	equestrian ways (Kirdford)			2021)							funding from their CIL			
IBP/320	Green Infrastructure	Public open space	New Road, Parking area and SUDS pond and play area (Kirdford)	Butts Common	2015-2020	Short term (2016-2021)				CIL		4 Desirable	Parish may wish to consider funding from their CIL	Kirdford	CDC	CDC
IBP/321	Social Infrastructure	Community facilities	Village Social & Recreational Hub (Kirdford)	On land south east of Townfield	2015-2025	Short term (2016-2021)				CIL		4 Desirable	Parish may wish to consider funding from their CIL	Kirdford	CDC	CDC
IBP/321	Social Infrastructure	Community facilities	Village Social & Recreational Hub (Kirdford)	On land south east of Townfield	2015-2025	Short term (2016-2021)				CIL		4 Desirable	Parish may wish to consider funding from their CIL	Kirdford	Parish Council	Kirdford Parish Council
IBP/322	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Improvements or rebuild of Sports Association Pavilion to create community sports facility	Community social and health improvements Current sports pavilion inadequate – needs updating					Sports Association/Parish Council	CIL		4 Desirable	Parish may wish to consider funding from their CIL	Wisborough Green	CDC	CDC
IBP/323	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Reserve Football Pitch	Reduce pressure on the only current pitch – release the amenity of the Green for others			£100k		Sports Association/Parish Council	CIL		4 Desirable	Parish may wish to consider funding from their CIL	Wisborough Green	CDC	CDC
IBP/324	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Improvements to sports pavilion (Boxgrove)	Existing cricket pavilion in need of improvements to meet the requirements for the teams using Boxgrove cricket pitch.						CIL		4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Boxgrove	CDC	CDC

IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL, S106 or Other	Planning Ref	Priority Category	Project Status	Parish Area	Org Type	Org Name
IBP/325	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Watersports Centre at Bracklesham Bay (East Wittering and Bracklesham)	Provision of storage, showers and teaching space for watersports at Bracklesham Bay						CIL		4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Bracklesham Bay	CDC	CDC
IBP/326	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Outdoor Gym (East Wittering and Bracklesham)	Provision of outdoor gym equipment and exercise circuit at Beech Avenue, Bracklesham Bay						CIL		4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Bracklesham Bay	CDC	CDC
IBP/327	Education	Primary, Secondary, sixth form and special educational needs	School site and provision of a new primary school for the West of Chichester SDL; 1 Form Entry initially but the site should be expandable to 2Form Entry to 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.	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	Chichester	WSCC	WSCC
IBP/328	Education	Primary, Secondary, sixth form and special educational needs	School site and provision of a new 1Form Entry primary school for the Tangmere SDL; the site should be expandable to 2Form Entry	To meet statutory duty to ensure sufficient supply of school places for pupils arising from new development (mitigation)	Temporary accommodation to be provided for 2023. Access to clear & unencumbered site for 2026/27 opening.	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	Tangmere	WSCC	WSCC

IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL, S106 or Other	Planning Ref	Priority Category	Project Status	Parish Area	Org Type	Org Name
IBP/329	Education	Primary, Secondary, sixth form and special educational needs	Site for a 1 Form Entry primary school expandable to 2Form Entry with contributions towards a new 1Form Entry primary school from Graylingwell site	To meet statutory duty to ensure sufficient supply of school places for pupils arising from new development (mitigation)	2018	Short term (2016-2021)	£4.8 - £5.4m (1Form Entry)	S106 & Basic Need Grant	WSCC / academy provider	S106		2 Essential	Committed	Chichester	WSCC	WSCC
IBP/330	Education	Primary, Secondary, sixth form and special educational needs	Expansion of existing primary school(s) across the Chichester locality by up to 1/2 Form Entry	To meet statutory duty to ensure sufficient supply of school places for pupils arising from new development (mitigation)	2020+ (expansion of parklands and establishment of Graylingwell primary should free up space across the locality for this)	Short term (2016-2021)	£2 million for half form entry Subject to feasibility & site assessment	Basic Needs Grant will need to be secured to reduce the funding required from CIL.	WSCC / academy provider	CIL		2 Essential	Select for CIL match funding as the WSCC has a statutory duty to provide school places, subject to match funding.	Boxgrove, Chichester, Donnington, Fishbourne, Hunston and North Mundham	WSCC	WSCC
IBP/331	Education	Primary, Secondary, sixth form and special educational needs	Expansion of existing primary schools across the Bourne locality in excess of 1/2 Form Entry	To meet statutory duty to ensure sufficient supply of school places for pupils arising from new development (mitigation)	Based on combined parish allocations across locality – further info required	Short term (2016-2021)	£2 million for half form entry Subject to feasibility & site assessment	Basic Needs Grant will need to be secured to reduce the funding required from CIL.	WSCC / academy provider	CIL		2 Essential	Select for CIL match funding as the WSCC has a statutory duty to provide school places, subject to match funding.	Bosham, Chidham and Hambrook, Southbourne and Westbourne	WSCC	WSCC

IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL, S106 or Other	Planning Ref	Priority Category	Project Status	Parish Area	Org Type	Org Name
IBP/332	Education	Primary, Secondary, sixth form and special educational needs	Expansion of existing primary schools across the Manhood locality in excess of 1/2 Form Entry	To meet statutory duty to ensure sufficient supply of school places for pupils arising from new development (mitigation)	Based on combined parish allocations across locality – further info required	Short term (2016-2021)	£2 million for half form entry Subject to feasibility & site assessment	Basic Needs Grant will need to be secured to reduce the funding required from CIL.	WSCC / academy provider	CIL		2 Essential	Select for CIL match funding as the WSCC has a statutory duty to provide school places, subject to match funding.	Birdham, Earnley, East Wittering and Bracklesham, Selsey and West Wittering	WSCC	WSCC
IBP/333	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	Kirdford, Lynchmere, Loxwood, Plaistow, Ifold and Wisborough Green	WSCC	WSCC
Page 61 IBP/334	Education	Primary, Secondary, sixth form and special educational needs	New 6Form Entry secondary school may be required within the Plan period or expansion of existing provision	To meet statutory duty to ensure sufficient supply of school places for pupils arising from new development (mitigation). Dependent upon occupancy of existing schools and timing of proposed future development; also dependent on development in Arun.	Subject to further assessment including existing school capacity and cross-boundary considerations	Medium to long term (2021-2029)	£26.7 - £28.5m	CIL & WSCC (including Basic Need Grant)	WSCC / academy provider	CIL		2 Essential	Reserved for next phasing period	District wide	WSCC	WSCC
IBP/335	Social Infrastructure	Libraries	Library provision as part of a new community centre or school for the West of Chichester SDL; to	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	East West Corridor (west)	WSCC	WSCC

IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL, S106 or Other	Planning Ref	Priority Category	Project Status	Parish Area	Org Type	Org Name
			include shelving and a self-service terminal													
IBP/336	Social Infrastructure	Libraries	Library provision as part of a new community centre for the Tangmere SDL; to include shelving and a self-service terminal	Development is likely to create additional demand on the service (50% of population of West Sussex are members of library service)	Dependent on phasing of community centre	Medium to long term (2021-2029)	£75,000 - £100,000	CIL	WSCC & developer	CIL		3 Policy High	Reserved for next phasing period	Tangmere	WSCC	WSCC
IBP/337	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	East West Corridor (east)	WSCC	WSCC
IBP/338	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)	2017	Short term (2016-2021)	TBC	CIL	WSCC	CIL		3 Policy High	Reserved for next phasing period	Southbourne	WSCC	WSCC

IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL, S106 or Other	Planning Ref	Priority Category	Project Status	Parish Area	Org Type	Org Name
IBP/339	Transport	Transport - A27	A27 improvements to six junctions: Fishbourne (£2.5m), Stockbridge (£3.8m), Whyke (£3.2m), Bognor Road (£1.8m), Portfield (£891,360) and Oving Road (£660,960).	To mitigate the area-wide impacts of Local Plan housing and employment growth.	2015 – 2020 Dependent on preparation of major scheme, which may replace these improvements; currently undertaking work to establish contributions methodology.	Short term (2016-2021)	£12.8m	S278 developers, WSCC and Highways England.	Highways England	S278		1 Critical	Committed	East West Corridor	WSCC	WSCC
IBP/340	Transport	Cycle infrastructure	Graylingwell cycle route 1 Wellington Road – Oaklands Way	Graylingwell mitigation	2015 - 2020	Short term (2016-2021)	Directly providing	S106	Developer	S106	CC/08/03 533/OUT - APPROVED	2 Essential	Committed	Chichester	WSCC	WSCC
IBP/341	Transport	Cycle infrastructure	Graylingwell cycle route 2 along north side of Westhampnett Road (opp St James' Road to connect with existing footpath rear of Story Road)	Graylingwell mitigation	2015 - 2020	Short term (2016-2021)	Directly providing	S106	Developer	S106	CC/08/03 533/OUT - APPROVED	2 Essential	Committed	Chichester	WSCC	WSCC
IBP/342	Transport	Pedestrian infrastructure	Toucan crossing on Oaklands Way	Graylingwell mitigation	2015 - 2020	Short term (2016-2021)	Directly providing	S106	Developer	S106	CC/08/03 533/OUT - APPROVED	2 Essential	Committed	Chichester	WSCC	WSCC

IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL, S106 or Other	Planning Ref	Priority Category	Project Status	Parish Area	Org Type	Org Name
IBP/343	Transport	Local road network	Westhampnett Road / Portfield Way (nr Sainsbury's) junction improvement	Graylingwell mitigation	2015 - 2020	Short term (2016-2021)	Directly providing	S106	Developer	S106	CC/08/03 533/OUT - APPROVED	2 Essential	Committed	Chichester	WSCC	WSCC
IBP/344	Transport	Local road network	Kingsmead Avenue / Palmers Field Avenue traffic management	Graylingwell mitigation	2015 - 2020	Short term (2016-2021)	Directly providing	S106	Developer	S106	CC/08/03 533/OUT - APPROVED	2 Essential	Committed	Chichester	WSCC	WSCC
IBP/345	Transport	Cycle and pedestrian infrastructure	Foot / cycle bridge across the A27 south of Portfield Roundabout	Shopwyke mitigation	2015 - 2020	Short term (2016-2021)	Directly providing	S106	Developer	S106	O/11/05 283/OUT - APPROVED	1 Critical	Committed	Chichester	WSCC	WSCC
IBP/346	Transport	Cycle and pedestrian infrastructure	Foot / cycle bridge across the A27 to Coach Road	Shopwyke mitigation	2015 - 2020	Short term (2016-2021)	Directly providing	S106	Developer	S106	O/11/05 283/OUT - APPROVED	1 Critical	Committed	Oving	WSCC	WSCC
IBP/347	Transport	Cycle and pedestrian infrastructure	Foot / cycle bridge across the A27 to Coach Road	Shopwyke mitigation	2015 - 2020	Short term (2016-2021)	Directly providing	S106	Developer	S106	O/11/05 283/OUT - APPROVED	1 Critical	Committed	Westhampnett	WSCC	WSCC
IBP/348	Transport	Cycle and pedestrian infrastructure	Shared footway / cycleway along south side of A27 to new access to Shopwyke site	Shopwyke mitigation	2015 - 2020	Short term (2016-2021)	Directly providing	S106	Developer	S106	O/11/05 283/OUT - APPROVED	2 Essential	Committed	Oving	WSCC	WSCC
IBP/349	Transport	Local road network	Shopwyke Road diversion	Shopwyke mitigation	2015 - 2020	Short term (2016-2021)	Directly providing	S106	Developer	S106	O/11/05 283/OUT - APPROVED	2 Essential	Committed	Oving	WSCC	WSCC
IBP/349	Transport	Local road network	A286 Birdham Road / B2201 (Selsey Tram Roundabout) junction improvement	Chichester City Transport Strategy – to reduce traffic congestion and improve safety at key junctions	2015 - 2020	Short term (2016-2021)	£150,000	S106	WSCC / Developer	S106		2 Essential	Committed	Donnington	WSCC	WSCC

Page 64

IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL, S106 or Other	Planning Ref	Priority Category	Project Status	Parish Area	Org Type	Org Name
IBP/350	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/from the city centre. This will increase employment opportunities for non-car users. Measures include re-introduction of buses between Chichester City and Petworth, Midhurst and Selsey.	2017	Short term (2016-2021)	£120,000 per annum	CIL	Developers / WSCC / CDC	CIL		2 Essential	Select for CIL funding if the majority of money is match funded. This project can demonstrate it can assist the growth of the area.	Chichester	WSCC	WSCC
IBP/351	Transport	Public transport	Chichester bus / rail interchange improvements (Cross reference IBP/206)	Chichester City Transport Strategy – to improve sustainable transport mode share	2020+ Dependent on nearby redevelopment opportunities	Medium to long term (2021-2029)	TBC	CIL	WSCC / CDC / Stagecoach / Network Rail	CIL		2 Essential	Reserved for next phasing period	Chichester	WSCC	WSCC
IBP/352	Transport	Local road network	Northgate Gyratory junction improvement	Chichester City Transport Strategy – to reduce traffic congestion and improve safety at key junctions	2020+	Medium to long term (2021-2029)	£986,000 - £1.6m	CIL	WSCC / CDC	CIL		2 Essential	Reserved for next phasing period	Chichester	WSCC	WSCC
IBP/353	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+	Medium to long term (2021-2029)	£1.8m - £2.1m	CIL	WSCC / CDC	CIL		2 Essential	Reserved for next phasing period	Chichester	WSCC	WSCC
IBP/354	Transport	Public transport	Bus lane along A259 approaching Bognor Road Roundabout	Chichester City Transport Strategy – to reduce short car trips to and from	2020+	Medium to long term (2021-	£1.2m	CIL	WSCC / CDC/ bus operators	CIL		3 Policy High	Reserved for next phasing period	Chichester	WSCC	WSCC

IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL, S106 or Other	Planning Ref	Priority Category	Project Status	Parish Area	Org Type	Org Name
				the city centre		2029)										
IBP/355	Transport	Smarter Choices and promote sustainable modes of transport	RTPI screens at key locations	Chichester City Transport Strategy – to reduce short car trips to and from the city centre	2020+	Short term (2016-2021)	£150,000 (20 screens)		WSCC	CIL		3 Policy High	Consider selecting if match funding is identified as this project supports the growth of the area provided it is for genuine community use.	Chichester	WSCC	WSCC
IBP/356	Transport	Local road network	Variable Message Signing (VMS)	Chichester City Transport Strategy – to reduce traffic congestion	2020+	Medium to long term (2021-2029)	£8,000	CIL	WSCC	CIL		3 Policy High	Reserved for next phasing period	Chichester	WSCC	WSCC
IBP/357	Transport	Local road network	Southgate Gyratory junction improvement	Chichester City Transport Strategy – to reduce traffic congestion and improve safety at key junctions	2020+	Medium to long term (2021-2029)	£200,000	CIL	WSCC	CIL		2 Essential	Reserved for next phasing period	Chichester	WSCC	WSCC
IBP/358	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+	Medium to long term (2021-2029)	£500,000	CIL	WSCC	CIL		3 Policy High	Consider selecting if match funding is identified as this project supports the growth of the area provided it is for genuine community use.	Chichester	WSCC	WSCC

IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL, S106 or Other	Planning Ref	Priority Category	Project Status	Parish Area	Org Type	Org Name
IBP/359	Transport	Cycle infrastructure	Portfield cycle route	Chichester City Transport Strategy – to reduce short car trips to and from the city centre	2020+	Medium to long term (2021-2029)	£120,000	CIL	WSCC	CIL		2 Essential	Consider selecting if match funding is identified as this project supports the growth of the area provided it is for genuine community use.	Chichester	WSCC	WSCC
IBP/360	Transport	Cycle infrastructure	Summersdale cycle route	Chichester City Transport Strategy – to reduce short car trips to and from the city centre	2020+	Medium to long term (2021-2029)	£230,000	CIL	WSCC	CIL		3 Policy High	Consider selecting if match funding is identified as this project supports the growth of the area provided it is for genuine community use.	Chichester	WSCC	WSCC
IBP/361	Transport	Cycle infrastructure	Chichester – Selsey cycle route	Chichester City Transport Strategy – to reduce short car trips to and from the city centre	2020+	Medium to long term (2021-2029)	TBC	CIL	WSCC	CIL		2 Essential	Selected	Manhood Peninsula	WSCC	WSCC
IBP/362	Transport	Cycle infrastructure	Selsey – Witterings cycle route	To reduce short car trips on Manhood	2020+	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.	Manhood Peninsula	WSCC	WSCC
IBP/363	Transport	Local road network	B2145 / B2166 junction improvement	Chichester City Transport Strategy – to reduce traffic congestion and improve safety at key junctions	2020+	Medium to long term (2021-2029)	£100,000	CIL	WSCC / Developer	CIL		2 Essential	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Hunston	WSCC	WSCC

IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL, S106 or Other	Planning Ref	Priority Category	Project Status	Parish Area	Org Type	Org Name
IBP/364	Transport	Cycle infrastructure	Chichester - Tangmere cycle route	Mitigation - to reduce car trips from SDLs to city centre	2020+	Medium to long term (2021-2029)	£630,000	S106	Developer	S106	TG/07/04 577/FUL - APPROVED TG/11/04 058/FUL, TG/12/01 1739/OUT, TG/14/00 797/FUL	2 Essential	Committed	Chichester - Tangmere	WSCC	WSCC
IBP/365	Transport	Local road network	Road link between A27 / A285 junction and Tangmere Road	Mitigation for Tangmere SDL	2020+	Medium to long term (2021-2029)		S106	Developer	S106		2 Essential	Committed	Tangmere	WSCC	WSCC
IBP/366	Transport	Local road network	North / south link road and improvements to nearby roads connecting with southern access to West of Chichester SDL	Mitigation for West of Chichester SDL	2020+	Medium to long term (2021-2029)	TBC	S106	Developer	S106		2 Essential	Committed	Chichester	WSCC	WSCC
IBP/367	Transport	Cycle infrastructure	St Paul's cycle route	Mitigation - to reduce car trips from SDLs to city centre	2020+	Medium to long term (2021-2029)	£140,000	S106	Developer	S106		2 Essential	Committed	Chichester	WSCC	WSCC
IBP/368	Transport	Cycle infrastructure	Parklands cycle route	Mitigation - to reduce car trips from SDLs to city centre	2020+	Medium to long term (2021-2029)	£440,000	S106	Developer	S106		2 Essential	Committed	Chichester	WSCC	WSCC
IBP/369	Transport	Local road network	Sherborne Road traffic calming	Mitigation for West of Chichester SDL	2020+	Medium to long term (2021-2029)	TBC	S106	Developer	S106		2 Essential	Committed	Chichester	WSCC	WSCC

IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL, S106 or Other	Planning Ref	Priority Category	Project Status	Parish Area	Org Type	Org Name
IBP/370	Transport	Local road network	Sherborne Road / St Paul's Road junction improvement	Mitigation for West of Chichester SDL	2020+	Medium to long term (2021-2029)	£540,000	S106	Developer	S106		2 Essential	Committed	Chichester	WSCC	WSCC
IBP/371	Transport	Local road network	Cathedral Way / Via Ravenna junction improvement	Mitigation for West of Chichester SDL	2020+	Medium to long term (2021-2029)	£170,000	S106	Developer	S106		2 Essential	Committed	Chichester	WSCC	WSCC
IBP/372	Transport	Local road network	Air Quality Action Plan measures – still investigating										Details of project insufficient	District wide	WSCC	WSCC
IBP/374	Transport	Cycle infrastructure	Hunston Road cycle scheme – still investigating							CIL		4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Manhood	WSCC	WSCC
IBP/376	Transport	Cycle and pedestrian infrastructure	Green links across the Manhood. (GLaM project). Pagham to Medmerry Trail - provision of public footpath and permissive cycle route to B2145 to access track that circles the new Environmental Agency tidal bund.	The creation of such a route will enhance the visitor attraction of the local area by making the area more accessible, contributing to tourism and visitor numbers, enhancing the local economy.	Phase 1 - 2015 - 2020	Medium to long term (2021-2029)	£200,000	CIL	WSCC and RSPB	CIL		3 Policy High	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Manhood	WSCC	WSCC

IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL, S106 or Other	Planning Ref	Priority Category	Project Status	Parish Area	Org Type	Org Name
IBP/377	Education	Further education and higher education	Academic Teaching Building	To support academic accommodation and student expansion	2017-2018	Short term (2016-2021)	ca £5.9m	University funded	University	Other			University to fund	Chichester	Infrastructure Commissioner	University of Chichester
IBP/378	Education	Further education and higher education	Music Teaching Building	To support enhancement of the academic accommodation and student expansion	2016-2017	Short term (2016-2021)	ca £3.5m	University funded	University	Other			University to fund	Chichester	Infrastructure Commissioner	University of Chichester
IBP/379	Housing	Student accommodation	Student Residential - Redevelopment of Havenstoke (252 new units) and redevelopment of Hammond (77 new units)	Meeting current and forecast need for on-campus accommodation	2017/2018	Short term (2016-2021)	ca £15m	University/private funded	University	Other			University to fund	Chichester	Infrastructure Commissioner	University of Chichester
IBP/380	Social Infrastructure	Community facilities	Concert Hall - On Campus high quality Concert Hall for a Music Conservatoire and for Community Use	This is a project of local and regional significance strengthening the University's Conservatoire Music offer and enabling the community to have a bespoke concert hall to host an orchestra and have an audience capacity of ca 800 It also offers opportunity	Dependent on funding		ca £5m. plus University land and maintenance contribution at nil cost	No commitments as yet but very clear there will be a major funding gap.	University with local authority, lottery, Arts Council for England and private donor partners	CIL		4 Desirable	Consider selecting if match funding is identified as this project supports the growth of the area provided it is for genuine community use.	Chichester	Infrastructure Commissioner	University of Chichester

IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL, S106 or Other	Planning Ref	Priority Category	Project Status	Parish Area	Org Type	Org Name
IBP/381	Education	Further education and higher education	On campus expansion of Fine Art building including possible artists' studios	Student growth/studio space. Could link with, substitute other existing or planned arts provision	Dependent on funding		Not known as yet	University land and maintenance contribution at nil cost	University and possible local authority, private contribution				University to fund	Chichester	Infrastructure Commissioner	University of Chichester
IBP/382	Education	Further education and higher education	Other Academic and Support facilities - Learning Resource Extension, Sports Building, Gymnasium, Students Union building extension	To support enhancement of the academic accommodation and student expansion			Not known at present	No detail as yet	University				University to fund	Chichester	Infrastructure Commissioner	University of Chichester
IBP/383	Transport	Cycle and pedestrian infrastructure	Cycle route/Footway with lighting to the centre of the Campus				ca £0.1m	University to fund part with Local Authority CIL	University	CIL		3 Policy High	University to fund	Chichester	Infrastructure Commissioner	University of Chichester
IBP/384	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	Chichester	Infrastructure Commissioner	University of Chichester
IBP/385	Transport	Local road network	Eastern Access Road				provided by HCA/Linden LLP	Assumed to be funded by HCA and Linden LLP as a part of planning consent and S106	HCA and Linden LLP	S106		2 Essential	Committed	Chichester	Infrastructure Commissioner	University of Chichester

IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL, S106 or Other	Planning Ref	Priority Category	Project Status	Parish Area	Org Type	Org Name
IBP/386	Transport	Cycle and pedestrian infrastructure	Cycle route/Footway with lighting extension from the University central area to Graylingwell North				ca £0.1m	University to fund part with Local Authority CIL	University	CIL		3 Policy High	Consider selecting if match funding is identified as this project supports the growth of the area provided it is for genuine community use.	Chichester	Infrastructure Commissioner	University of Chichester
IBP/387	Transport	Local road network	College Lane Traffic Calming/Change - One Way access and Public Realm works to College Lane and Spitalfield Lane				ca £300k	No funding by University defined	WSCC	S106		2 Essential	Committed	Chichester	Infrastructure Commissioner	University of Chichester
IBP/388	Transport	Car parking	Multi level Car Park	Replacement of surface level car parking in the north of the campus with a multi-level car park – the number of car spaces not increasing			tbc	University to fund	University	Other			University to fund	Chichester	Infrastructure Commissioner	University of Chichester
IBP/389	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Completion of running track/with internal all weather football pitch	To provide enhanced sports facilities to maintain the competitiveness of sport/PE as one of the University's core academic subject areas and to provide a unique community facility for the City			ca £1m University land and maintenance contribution at nil cost	University and gap funding with local authority/Lottery/other	University	CIL		4 Desirable	Consider selecting if match funding is identified as this project supports the growth of the area provided it is for genuine community use.	Chichester	Infrastructure Commissioner	University of Chichester

IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL, S106 or Other	Planning Ref	Priority Category	Project Status	Parish Area	Org Type	Org Name
				and possibly for schools. The all weather pitch could be used												
IBP/390	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Training/Changing Facilities	To provide enhanced sports facilities to maintain the competitiveness of sport/PE as one of the University's core academic subject areas and to provide a unique community facility for the City and possibly for schools	subject to funding package being secured		ca £1.5m University land and maintenance contribution at nil cost	University and gap funding with local authority/Lottery/other	University	CIL		4 Desirable	Consider selecting if match funding is identified as this project supports the growth of the area provided it is for genuine community use.	Chichester	Infrastructure Commissioner	University of Chichester
IBP/391	Utility Services	Utility services	Water, drainage and power to support the above developments	A range of utility service improvements are likely to be required as a part of the above covering water, drainage and power.	2017-2018 and beyond	Short term (2016-2021)	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	Chichester	Infrastructure Commissioner	University of Chichester
IBP/392	Utility Services	Utility services	Carbon/Renewables Combined Heat and Power project	A scoping pre-feasibility study is currently being completed with a view to developing a CHP project on campus. It may be developed and benefit other major users such as the NHS St Richard's and the Councils	tbc		Not yet established	University, local authorities, NHS St Richard's, utility companies and private sector	Partnership and University	Other			University to fund	Chichester	Infrastructure Commissioner	University of Chichester

IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL, S106 or Other	Planning Ref	Priority Category	Project Status	Parish Area	Org Type	Org Name
IBP/393	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	Short term (2016-2021)	750,000		CDC	Other		3 Policy High	Committed	Selsey, Bracklesham and East Wittering	Infrastructure Commissioner	Environment Agency
IBP/395	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.	Itchenor	Infrastructure Commissioner	Environment Agency
IBP/396	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	Short term (2016-2021)	640,000	400,000	Environment Agency			3 Policy High	Selected	Bosham	Infrastructure Commissioner	Environment Agency
IBP/397	Utility Services	Utility services	Upgrade to Tangmere Wastewater treatment Works (WWTW)	Essential for enabling level of growth in new Local Plan	2017	Short term (2016-2021)		Investment by Southern Water	Southern Water	Other		1 Critical	Committed	Tangmere	Infrastructure Commissioner	Southern Water

IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL, S106 or Other	Planning Ref	Priority Category	Project Status	Parish Area	Org Type	Org Name
IBP/398	Health	Community healthcare, primary care facilities & improvements	NHS Medical Centre West of Chichester SDL	To amalgamate Chichester practices to cover 20 years ahead and to accommodate new residents/patients from planned developments	In line with phase 1 of site development	Short term (2016-2021)	3,300,000	£3,300,000 total NHS sources/LIFT/third party development (£2m expected to be funded by LIFT)	Coastal West Sussex Clinical Commissioning Group	CIL		2 Essential	Select for CIL funding if the majority of money is match funded. This project can demonstrate it can assist the growth of the area.	East West Corridor	Infrastructure Commissioner	Coastal West Sussex Clinical Commissioning Group
IBP/400	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.		Short term (2016-2021)						3 Policy High	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Lynchmere	WSCC - Community Issues List	Lynchmere
IBP/401	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 Camelsdale: (PC support for School Travel Plan) - sight line check for	Parish request								4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Lynchmere	WSCC - Community Issues List	Lynchmere

IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL, S106 or Other	Planning Ref	Priority Category	Project Status	Parish Area	Org Type	Org Name
			crossing patrol safety - Look again at Safer Routes to School 20mph zone around New Road/School Road - White village entry posts													
IBP/402	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.	Lynchmere	WSCC - Community Issues List	Lynchmere
IBP/404	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.	Lynchmere	WSCC - Community Issues List	Lynchmere
IBP/405	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.	Plaistow & Ifold	WSCC - Community Issues List	Plaistow & Ifold
IBP/406	Transport	Local road network	Grass create 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.	Plaistow & Ifold	WSCC - Community Issues List	Plaistow & Ifold
IBP/407	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.	Plaistow & Ifold	WSCC - Community Issues List	Plaistow & Ifold

IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL, S106 or Other	Planning Ref	Priority Category	Project Status	Parish Area	Org Type	Org Name
IBP/408	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		Short term (2016-2021)						4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Plaistow & Ifold	WSCC - Community Issues List	Plaistow & Ifold
IBP/409	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	Short term (2016-2021)				S106	LX/13/02 025/FUL - APPROVED	2 Essential	Committed	Loxwood	WSCC - Community Issues List	Loxwood
Page 77 IBP/410	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	Chichester	WSCC - Community Issues List	Chichester
IBP/411	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	Chichester	WSCC - Community Issues List	Chichester
IBP/412	Transport	Pedestrian infrastructure	St Richard's Catholic Primary School Safer Routes to	Safety improvements	No action planned in 2014/15							4 Desirable	City Council may wish to consider funding from their CIL	Chichester	WSCC - Community Issues List	Chichester

IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL, S106 or Other	Planning Ref	Priority Category	Project Status	Parish Area	Org Type	Org Name
IBP/413	Transport	Pedestrian infrastructure	School - Market Rd 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	Chichester	WSCC - Community Issues List	Chichester
IBP/414	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	Chichester	WSCC - Community Issues List	Chichester
IBP/415	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	Chichester	WSCC - Community Issues List	Chichester
IBP/417	Transport	Car parking	Traffic Regulation Order - Stockbridge gardens and surrounding area - junction protection to mitigate overflow									4 Desirable	Consider selecting if match funding is identified as this project supports the growth of the area provided it is for genuine	Chichester	WSCC - Community Issues List	Chichester

IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL, S106 or Other	Planning Ref	Priority Category	Project Status	Parish Area	Org Type	Org Name
			parking from city centre										community use.			
IBP/418	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	Chichester	WSCC - Community Issues List	Chichester
IBP/419	Transport	Car parking	Verge hardening - St Blaizes 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.	Boxgrove	WSCC - Community Issues List	Boxgrove
IBP/420	Transport	Pedestrian infrastructure	The Street near the community centre - SRTS improvement s?	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.	Boxgrove	WSCC - Community Issues List	Boxgrove
IBP/421	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.	Lavant	WSCC - Community Issues List	Lavant
IBP/423	Transport	Car parking	Parking bay increase - Meadow Close									4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Lavant	WSCC - Community Issues List	Lavant
IBP/424	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.	Lavant	WSCC - Community Issues List	Lavant
IBP/425	Transport	Cycle infrastructure	Cycle facility improvements – shared use cycleway. Along Stane Street from end of current cycleway									4 Desirable	Parish may wish to consider funding from their CIL	Westhampnett	WSCC - Community Issues List	Westhampnett

IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL, S106 or Other	Planning Ref	Priority Category	Project Status	Parish Area	Org Type	Org Name
			until Old Arundel Road													
IBP/426	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	Westhampnett	WSCC - Community Issues List	Westhampnett
IBP/428	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	Westhampnett	WSCC - Community Issues List	Westhampnett
IBP/429	Transport	Car parking	Parking - Stane Street - TRO to extend yellow lines									4 Desirable	Parish may wish to consider funding from their CIL	Westhampnett	WSCC - Community Issues List	Westhampnett
IBP/430	Transport	Public transport	Lavant Road - Possible railings on bus stops	Improvements								4 Desirable	City Council may wish to consider funding from their CIL	Chichester	WSCC - Community Issues List	Chichester
IBP/431	Transport	Cycle infrastructure	Cycle Lane - Wellington Road/Oaklands Park									4 Desirable	City Council may wish to consider funding from their CIL	Chichester	WSCC - Community Issues List	Chichester
IBP/432	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	Chichester	WSCC - Community Issues List	Chichester

IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL, S106 or Other	Planning Ref	Priority Category	Project Status	Parish Area	Org Type	Org Name
IBP/433	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 from their CIL	Chichester	WSCC - Community Issues List	Chichester
IBP/434	Transport	Pedestrian infrastructure	Safer Routes to School - Jessie Younghusband, Norwich Road	Safety improvements								4 Desirable	City Council may wish to consider funding from their CIL	Chichester	WSCC - Community Issues List	Chichester
IBP/435	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	Chichester	WSCC - Community Issues List	Chichester
IBP/436	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	Chichester	WSCC - Community Issues List	Chichester
IBP/437	Transport	Pedestrian infrastructure	Footway improvements - Broyle Road to Norwich Road									4 Desirable	City Council may wish to consider funding from their CIL	Chichester	WSCC - Community Issues List	Chichester
IBP/438	Transport	Pedestrian infrastructure	New crossing facility - Oaklands Way - Controlled crossing									4 Desirable	City Council may wish to consider funding from their CIL	Chichester	WSCC - Community Issues List	Chichester
IBP/439	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	Chichester	WSCC - Community Issues List	Chichester

IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL, S106 or Other	Planning Ref	Priority Category	Project Status	Parish Area	Org Type	Org Name
IBP/440	Transport	Pedestrian infrastructure	Footway improvements - Towers Close to The Providence	Pedestrian enhancements								4 Desirable	City Council may wish to consider funding from their CIL	Chichester	WSCC - Community Issues List	Chichester
IBP/441	Transport	Pedestrian infrastructure	Broyle Road pedestrian refuge north of The Broadway									4 Desirable	City Council may wish to consider funding from their CIL	Chichester	WSCC - Community Issues List	Chichester
IBP/442	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 in this cycle.	Selsey	WSCC - Community Issues List	Selsey
IBP/443	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.	Selsey	WSCC - Community Issues List	Selsey
IBP/444	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.	Selsey	WSCC - Community Issues List	Selsey
IBP/445	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.	Selsey	WSCC - Community Issues List	Selsey
IBP/446	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.	Selsey	WSCC - Community Issues List	Selsey

IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL, S106 or Other	Planning Ref	Priority Category	Project Status	Parish Area	Org Type	Org Name
IBP/447	Transport	Pedestrian infrastructure	Pedestrian improvement - Hillfield Road - Traffic calming measures and pedestrian crossing points	Pedestrian improvement								4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Selsey	WSCC - Community Issues List	Selsey
IBP/448	Transport	Cycle and pedestrian infrastructure	Cycle/footway improvements from Sidlesham and Paghham 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	Consider selecting if match funding is identified as this project supports the growth of the area provided it is for genuine community use.	Selsey	WSCC - Community Issues List	Selsey
IBP/449	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.	Selsey	WSCC - Community Issues List	Selsey
IBP/450	Transport	Pedestrian infrastructure	New footway - B2145 - Chichester Road (East side), south of the roundabout									4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Selsey	WSCC - Community Issues List	Selsey

IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL, S106 or Other	Planning Ref	Priority Category	Project Status	Parish Area	Org Type	Org Name
			junction with Manor Road, Selsey													
IBP/451	Transport	Cycle infrastructure	Cycle route linking Selsey, Bracklesham and West Wittering communities to Chichester									3 Policy High	Consider selecting if match funding is identified as this project supports the growth of the area provided it is for genuine community use.	Selsey	WSCC - Community Issues List	Selsey
IBP/452	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.	Selsey	WSCC - Community Issues List	Selsey
IBP/453	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.	Selsey	WSCC - Community Issues List	Selsey
IBP/454	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	East Wittering and Bracklesham	WSCC - Community Issues List	East Wittering and Bracklesham
IBP/455	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.	East Wittering and Bracklesham	WSCC - Community Issues List	East Wittering and Bracklesham

IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL, S106 or Other	Planning Ref	Priority Category	Project Status	Parish Area	Org Type	Org Name
IBP/456	Transport	Pedestrian infrastructure	School Safety Zone - East Wittering School	The entrance in Church Road is a hazard with the parked cars and children being dropped off because of the layout and bend in the road. The parking in Stocks Lane at school drop off and pick up times causes large traffic jams. Both impact on safety.								4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	East Wittering and Bracklesham	WSCC - Community Issues List	East Wittering and Bracklesham
IBP/457	Transport	Car parking	Parking restrictions on bends in Longlands Road	Parish have been requesting this for years. The current parking forces cars to take the bend on the wrong side of the road with no forward view.								4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	East Wittering and Bracklesham	WSCC - Community Issues List	East Wittering and Bracklesham
IBP/458	Transport	Local road network	20 is plenty scheme for village									4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	West Itchenor	WSCC - Community Issues List	West Itchenor
IBP/459	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.	West Wittering	WSCC - Community Issues List	West Wittering
IBP/460	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.	Birdham	WSCC - Community Issues List	Birdham

IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL, S106 or Other	Planning Ref	Priority Category	Project Status	Parish Area	Org Type	Org Name
IBP/461	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.	West Wittering	WSCC - Community Issues List	West Wittering
IBP/462	Transport	Local road network	Speed limit - B2179, Piggery Hall Lane	Speed reduction. The road is not wide enough for the large lorries and buses which break down verges and dolly posts. There are blind bends and the hedging needs cutting back on the eastern side.				Engineering solutions dealing S106 delivery condition		S106		2 Essential		East Wittering and Bracklesham	Parish Council	East Wittering and Bracklesham
Page 86 IBP/463	Transport	Local road network	Speed limit - B2179, Piggery Hall Lane	Speed reduction. The road is not wide enough for the large lorries and buses which break down verges and dolly posts. There are blind bends and the hedging needs cutting back on the eastern side.				Engineering solutions dealing S106 delivery condition		S106		2 Essential	Committed	West Wittering	WSCC - Community Issues List	West Wittering
IBP/463	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 this cycle.	East Wittering and Bracklesham	WSCC - Community Issues List	East Wittering and Bracklesham
IBP/464	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		Funding allocation potentially for 2015/16	Short term (2016-2021)						4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Apuldram Parish Meeting	WSCC - Community Issues List	Apuldram Parish Meeting

IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL, S106 or Other	Planning Ref	Priority Category	Project Status	Parish Area	Org Type	Org Name
			scheme) and the Manhood Peninsula													
IBP/464	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	Short term (2016-2021)						4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Birdham	WSCC - Community Issues List	Birdham Parish Council
IBP/464	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	Short term (2016-2021)						4 Desirable	Parish may wish to consider funding from their CIL	Donnington Parish Council	WSCC - Community Issues List	Donnington Parish Council
IBP/464	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	Short term (2016-2021)						4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Earnley Parish Council	WSCC - Community Issues List	Earnley Parish Council

IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL, S106 or Other	Planning Ref	Priority Category	Project Status	Parish Area	Org Type	Org Name
IBP/464	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	Short term (2016-2021)						4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Hunston Parish Council	WSCC - Community Issues List	Hunston Parish Council
IBP/464	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	Short term (2016-2021)						4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	North Mundham Parish Council	WSCC - Community Issues List	North Mundham Parish Council
IBP/464	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	Short term (2016-2021)						4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Oving Parish Council	WSCC - Community Issues List	Oving Parish Council
IBP/464	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		Funding allocation potentially for 2015/16	Short term (2016-2021)						4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Selsey	WSCC - Community Issues List	Selsey

IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL, S106 or Other	Planning Ref	Priority Category	Project Status	Parish Area	Org Type	Org Name
			coastal realignment scheme) and the Manhood Peninsula													
IBP/464	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	Short term (2016-2021)						4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	West Itchenor Parish Council	WSCC - Community Issues List	West Itchenor Parish Council
IBP/464	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	Short term (2016-2021)						4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	West Wittering Parish Council	WSCC - Community Issues List	West Wittering Parish Council
IBP/464	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	Short term (2016-2021)						4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Wittering & Bracklesham Parish Council	WSCC - Community Issues List	East Wittering & Bracklesham Parish Council

IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL, S106 or Other	Planning Ref	Priority Category	Project Status	Parish Area	Org Type	Org Name
IBP/475	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.	West Itchenor	WSCC - Community Issues List	West Itchenor
IBP/476	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.	Earnley	WSCC - Community Issues List	Earnley
IBP/477	Transport	Local road network	Traffic Management - Almodington 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.	Earnley	WSCC - Community Issues List	Earnley
IBP/478	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.	Birdham	WSCC - Community Issues List	Birdham
IBP/479	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.	Birdham	WSCC - Community Issues List	Birdham

IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL, S106 or Other	Planning Ref	Priority Category	Project Status	Parish Area	Org Type	Org Name
IBP/480	Transport	Car parking	Parking - Hawthorn Close - Parking TRO									4 Desirable	City Council may wish to consider funding from their CIL	Chichester	WSCC - Community Issues List	Chichester
IBP/481	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.	Bosham	WSCC - Community Issues List	Bosham
IBP/482	Transport	Pedestrian infrastructure	School Safety Zone - Walton Road									4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Bosham	WSCC - Community Issues List	Bosham
IBP/483	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	Consider selecting if match funding is identified as this project supports the growth of the area provided it is for genuine community use.	Bosham	WSCC - Community Issues List	Bosham
IBP/483	Transport	Cycle infrastructure	Cycle Improvements - A259 - Main Road - Improve cycling provision between	Improve cycling provision between Emsworth and Chichester								3 Policy High	Consider selecting if match funding is identified as this project supports the growth of the	Chidham and Hambrook	WSCC - Community Issues List	Chidham and Hambrook

IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL, S106 or Other	Planning Ref	Priority Category	Project Status	Parish Area	Org Type	Org Name
			Emsworth and Chichester										area provided it is for genuine community use.			
IBP/483	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	Consider selecting if match funding is identified as this project supports the growth of the area provided it is for genuine community use.	Southbourne	WSCC - Community Issues List	Southbourne
IBP/484	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.	Bosham	WSCC - Community Issues List	Bosham
IBP/485	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.	Bosham	WSCC - Community Issues List	Bosham
IBP/486	Transport	Local road network	Village centre - 20mph Scheme									4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Bosham	WSCC - Community Issues List	Bosham
IBP/487	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.	Bosham	WSCC - Community Issues List	Bosham

IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL, S106 or Other	Planning Ref	Priority Category	Project Status	Parish Area	Org Type	Org Name
IBP/488	Transport	Car parking	Parking restrictions - Caspian Way									4 Desirable	Parish may wish to consider funding from their CIL	Fishbourne	WSCC - Community Issues List	Fishbourne
IBP/489	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	Fishbourne	WSCC - Community Issues List	Fishbourne
IBP/490	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	Fishbourne	WSCC - Community Issues List	Fishbourne
IBP/491	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	Fishbourne	WSCC - Community Issues List	Fishbourne
IBP/492	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	Fishbourne	WSCC - Community Issues List	Fishbourne
IBP/493	Transport	Local road network	Speed Reduction - Main Road - Speed Indicator Device on									4 Desirable	Parish may wish to consider funding from their CIL	Fishbourne	WSCC - Community Issues List	Fishbourne

IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL, S106 or Other	Planning Ref	Priority Category	Project Status	Parish Area	Org Type	Org Name
			A259													
IBP/494	Transport	Local road network	Village Centre - 20 mph throughout village									4 Desirable	Parish may wish to consider funding from their CIL	Fishbourne	WSCC - Community Issues List	Fishbourne
IBP/496	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	Fishbourne	WSCC - Community Issues List	Fishbourne
IBP/497	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	Fishbourne	WSCC - Community Issues List	Fishbourne
IBP/498	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	Fishbourne	WSCC - Community Issues List	Fishbourne
IBP/499	Transport	Local road network	Speed Reduction - Salthill Road - possible extension northwards of 30 mph limit from the Fishbourne/Funtington village boundaries or the establishmen									4 Desirable	Parish may wish to consider funding from their CIL	Fishbourne	WSCC - Community Issues List	Fishbourne

IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL, S106 or Other	Planning Ref	Priority Category	Project Status	Parish Area	Org Type	Org Name
			t of a 40 mph limit													
IBP/500	Transport	Pedestrian infrastructure	Clay Lane - Footpath Improvements									4 Desirable	Parish may wish to consider funding from their CIL	Fishbourne	WSCC - Community Issues List	Fishbourne
IBP/501	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	Fishbourne	WSCC - Community Issues List	Fishbourne
Page 95 IBP/502	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	Fishbourne	WSCC - Community Issues List	Fishbourne
IBP/503	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.	Bosham	WSCC - Community Issues List	Bosham

IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL, S106 or Other	Planning Ref	Priority Category	Project Status	Parish Area	Org Type	Org Name
IBP/504	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.	Bosham	WSCC - Community Issues List	Bosham
IBP/506	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.	Chidham and Hambrook	WSCC - Community Issues List	Chidham and Hambrook
IBP/505	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	Chidham and Hambrook	WSCC - Community Issues List	Chidham and Hambrook
IBP/508	Transport	Pedestrian infrastructure	School Safety Zone and Safer Routes to School Scheme - Chidham Parochial Primary School, Chidham Lane	Pedestrian Safety								4 Desirable		Chidham and Hambrook	Parish Council	Chidham and Hambrook
IBP/508	Transport	Pedestrian infrastructure	School Safety Zone and Safer Routes to School Scheme - Chidham Parochial Primary School, Chidham	Pedestrian Safety								4 Desirable	Parish may wish to consider funding from their CIL	Chidham and Hambrook	WSCC - Community Issues List	Chidham and Hambrook

IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL, S106 or Other	Planning Ref	Priority Category	Project Status	Parish Area	Org Type	Org Name
IBP/509	Transport	Cycle and pedestrian infrastructure	Lane 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.	Chidham and Hambrook	WSCC - Community Issues List	Chidham and Hambrook
IBP/510	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	Chidham and Hambrook	WSCC - Community Issues List	Chidham and Hambrook
IBP/511	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	Chidham and Hambrook	WSCC - Community Issues List	Chidham and Hambrook
IBP/512	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	Southbourne	WSCC - Community Issues List	Southbourne
IBP/513	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	Southbourne	WSCC - Community Issues List	Southbourne
IBP/514	Transport	Pedestrian infrastructure	School Safety Zone - New Road, Southbourne Infants and Junior School									4 Desirable	Parish may wish to consider funding from their CIL	Southbourne	WSCC - Community Issues List	Southbourne

IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL, S106 or Other	Planning Ref	Priority Category	Project Status	Parish Area	Org Type	Org Name
IBP/515	Transport	Local road network	South Lane - Speed reduction request - TRO									4 Desirable	Parish may wish to consider funding from their CIL	Southbourne	WSCC - Community Issues List	Southbourne
IBP/517	Transport	Pedestrian infrastructure	Safer Routes to School - Bourne Community College, Park Road									4 Desirable	Parish may wish to consider funding from their CIL	Southbourne	WSCC - Community Issues List	Southbourne
IBP/518	Transport	Pedestrian infrastructure	Pedestrian Improvements - Controlled Crossing near Southbourne Primary School, Stein Road									4 Desirable	Parish may wish to consider funding from their CIL	Southbourne	WSCC - Community Issues List	Southbourne
IBP/519	Transport	Pedestrian infrastructure	Pedestrian Improvements - Controlled Crossing on Main Road - Lumley Road									4 Desirable	Parish may wish to consider funding from their CIL	Southbourne	WSCC - Community Issues List	Southbourne
IBP/520	Transport	Local road network	Traffic Management - Traffic calming on Main Road									4 Desirable	Parish may wish to consider funding from their CIL	Southbourne	WSCC - Community Issues List	Southbourne
IBP/521	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	Southbourne	WSCC - Community Issues List	Southbourne

IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL, S106 or Other	Planning Ref	Priority Category	Project Status	Parish Area	Org Type	Org Name
IBP/522	Transport	Local road network	Traffic Management - One way system on New Road - TRO									4 Desirable	Parish may wish to consider funding from their CIL	Southbourne	WSCC - Community Issues List	Southbourne
IBP/523	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.	Westbourne	WSCC - Community Issues List	Westbourne
IBP/524	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.	Westbourne	WSCC - Community Issues List	Westbourne
IBP/525	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.	Westbourne	WSCC - Community Issues List	Westbourne
IBP/526	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.	Westbourne	WSCC - Community Issues List	Westbourne
IBP/527	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.	Westbourne	WSCC - Community Issues List	Westbourne

IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL, S106 or Other	Planning Ref	Priority Category	Project Status	Parish Area	Org Type	Org Name
IBP/528	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.	Westbourne	WSCC - Community Issues List	Westbourne
IBP/529	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.	Westbourne	WSCC - Community Issues List	Westbourne
IBP/530	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.	Westbourne	WSCC - Community Issues List	Westbourne
IBP/531	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.	Westbourne	WSCC - Community Issues List	Westbourne
IBP/533	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	Short term (2016-2021)	£45,000		Russell Kempton, South east Coast Ambulance Service NHS Foundation Trust	CIL		2 Essential	Consider selecting if match funding is identified as this project supports the growth of the area provided it is for genuine community use.	Chichester	Infrastructure Commissioner	South East Coast Ambulance Service NHS Foundation Trust

IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL, S106 or Other	Planning Ref	Priority Category	Project Status	Parish Area	Org Type	Org Name
IBP/534	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	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.	Chichester	Infrastructure Commissioner	Sussex Police
IBP/536	Education	Primary, Secondary, sixth form and special educational needs	Expansion of existing primary school provision by 5 places per year of age in the Billingshurst locality falling within Chichester District.	To meet statutory duty to ensure sufficient supply of school places for pupils arising from new development (mitigation)	Expansion of primary education provision by 32 places in the Billingshurst locality	Short term (2016-2021)	£200,000	Basic Needs Grant will need to be secured to reduce the funding required from CIL.	WSCC / academy provider	CIL		2 Essential	Select for CIL match funding as the WSCC has a statutory duty to provide school places, subject to match funding.	Kirdford, Lynchmere, Loxwood, Plaistow, Ifold and Wisborough Green	WSCC	WSCC
IBP/537	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 Environmenta	Improvement			£200,000	CIL	WSCC	CIL		3 Policy High	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Sidlesham and Selsey	WSCC - Community Issues List	WSCC

IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL, S106 or Other	Planning Ref	Priority Category	Project Status	Parish Area	Org Type	Org Name
			I Agency tidal bund.													
IBP/538	Transport	Local road network	Oving Road crossroads closure	Shopwyke mitigation				S106	Developer	S106	O/11/05 283/OUT - APPROVED	2 Essential	Committed	Chichester	WSCC	WSCC
IBP/539	Transport	Public transport	Extension/diversion of number 55 bus route	Shopwyke mitigation				S106	Developer	S106	O/11/05 283/OUT - APPROVED	2 Essential	Committed	Chichester	WSCC	WSCC
IBP/540	Transport	Cycle infrastructure	Oving cycle route	Shopwyke mitigation				S106	Developer	S106	O/11/05 283/OUT - APPROVED	2 Essential	Committed	Chichester	WSCC	WSCC
IBP/541	Transport	Cycle infrastructure	Oving cycle route	Shopwyke mitigation				S106	Developer	S106	O/11/05 283/OUT - APPROVED	2 Essential	Committed	Oving	WSCC	WSCC
IBP/541	Transport	Public transport	Direct and frequent bus services between Tangmere and Chichester City.	Mitigation for Tangmere SDL				S106	Developer	S106		2 Essential	Committed	Tangmere	WSCC	WSCC
IBP/542	Transport	Public transport	Regular bus services between west of Chichester SDL and the City centre.	Mitigation for West of Chichester SDL				S106	Developer	S106		2 Essential	Committed	Chichester	WSCC	WSCC
IBP/543	Transport	Public transport	Regular bus services between Westhampnett SDL and the City centre.	Mitigation for Westhampnett SDL				S106	Developer	S106		2 Essential	Committed	Westhampnett	WSCC	WSCC

Page 102

IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL, S106 or Other	Planning Ref	Priority Category	Project Status	Parish Area	Org Type	Org Name
IBP/544	Transport	Cycle and pedestrian infrastructure	Hunston Road cycle scheme - shared use pedestrian/cycle path to link the proposed Highways England footbridge at Whyke roundabout with the south of the A27	Improvement					WSCC			3 Policy High	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Hunston and North Mundham	WSCC	WSCC
IBP/554	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.	Short term (2016-2021)				CIL		2 Essential	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Westbourne	Parish Council	Westbourne
IBP/555	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.	Westbourne	Parish Council	Westbourne
IBP/556	Social Infrastructure	Community facilities	Two more picnic benches required at Monks Hill due to success of those already installed.				£700					4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Westbourne	Parish Council	Westbourne

IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL, S106 or Other	Planning Ref	Priority Category	Project Status	Parish Area	Org Type	Org Name
IBP/557	Social Infrastructure	Community facilities	Public seats around the parish could do with replacing. On the corner of East Street, the Parish Council is having to get rid of two.									4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Westbourne	Parish Council	Westbourne
IBP/558	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.	Westbourne	Parish Council	Westbourne
IBP/559	Social Infrastructure	Community facilities	The Meeting Place - The hall would benefit from refurbishment to make it a better more sophisticated community facility.									4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Westbourne	Parish Council	Westbourne
IBP/563	Social Infrastructure	Community facilities	Development of a parish hall.	Westbourne doesn't have a parish hall and is very reliant on the facilities provided by the Baptist Church and St Johns Church.						CIL		4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Westbourne	Parish Council	Westbourne
IBP/565	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	The play equipment at Monks Hill needs replacing.	The play equipment is approaching the end of its sell-by-date								4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Westbourne	Parish Council	Westbourne

IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL, S106 or Other	Planning Ref	Priority Category	Project Status	Parish Area	Org Type	Org Name
IBP/567	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Rebuilding of Camelsdale pavilion,	Existing pavilion is outdated, newer larger facilities are needed to meet modern requirements and accommodate the hugely increased community, & sport based use.	Over the next 24 months	Short term (2016-2021)	£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.	Lynchmere	Parish Council	Lynchmere
IBP/568	Social Infrastructure	Community facilities	Purchase of St. Michael's Hall, Linchmere Road	Hall being sold and is needed to supplement lack of community facilities for numerous local groups/activities	Within the next 6 months	Short term (2016-2021)	£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.	Lynchmere	Parish Council	Lynchmere
IBP/569	Social Infrastructure	Community facilities	Renovations to St. Michael's Hall & Hardman Hoyle Memorial Hall Linchmere Road	Increase in community activity groups more community space for local use required.	When funds available (within next 12-18 months)	Short term (2016-2021)	£60,000	Community fundraising & grants.	Parish Council	Other		4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Lynchmere	Parish Council	Lynchmere
IBP/570	Green Infrastructure	Flood and coastal erosion risk management	Coast Protection - Selsey – Wittering Beach Management 2021-2026	Policy 10 of Draft Local Plan "Mitigating and adapting to climate change"	2020-2025	Medium to long term (2021-2029)	£1,000,000	FDGIA est. £750k CDC est. £250k	CDC	CIL		3 Policy High	Reserved for next phasing period	Selsey	CDC	CDC
IBP/571	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	2014/2016	Short term (2016-2021)	£8,000			S106	LX/13/02 025/FUL - APPROVED	2 Essential	Committed	Loxwood	Parish Council	Loxwood

IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL, S106 or Other	Planning Ref	Priority Category	Project Status	Parish Area	Org Type	Org Name
				with enhanced sight-lines is required.												
IBP/572	Social Infrastructure	Community facilities	Enlargement of men's toilet in North Hall	Increased numbers using North Hall puts the men's toilet under pressure. Removal of redundant water heater and addition of two more urinals would solve the problem.	2015	Short term (2016-2021)	£4,000			S106	LX/13/02025/FUL - APPROVED	2 Essential	Committed	Loxwood	Parish Council	Loxwood
IBP/577	Social Infrastructure	Community facilities	Extension to storage facility.	An increasing number of North Hall regular (weekly) users have used all of the available storage space. Various options to increase space are being considered.	2015/2016	Short term (2016-2021)	£40,000			S106	LX/13/02025/FUL - APPROVED	2 Essential	Committed	Loxwood	Parish Council	Loxwood
IBP/579	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	Westbourne	Parish Council	Westbourne

IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL, S106 or Other	Planning Ref	Priority Category	Project Status	Parish Area	Org Type	Org Name
IBP/580	Utility Services	Utility services	Broadband roll out to 13,452 premises (100% of premises) of these 9,429 (70%) connected to enable superfast fibre broadband connection. 2,372 (17.6%) connected to enable basic (between 2 and 24Mbps) fibre broadband connection. 726 premises (5.4%) built by commercial roll out or other county (cross border)	Improve business and social communication.	2016	Short term (2016-2021)		Public and commercial funding	Openreach/WSCC	Other		3 Policy High	Committed	District Wide	Infrastructure Commissioner	BT Openreach
IBP/582	Transport	Local road network	Railway crossing improvements at Basin Road and Southgate/Stockbridge Road	To improve accessibility in to and out of Chichester City.		Short term (2016-2021)		CIL, Network Rail and WSCC	WSCC	CIL		3 Policy High	Details of project insufficient	Chichester City	Infrastructure Commissioner	Chichester City Centre Partnership
IBP/583	Utility Services	Utility services	Free wifi in Chichester City Centre	Improved accessibility for visitors and businesses		Short term (2016-2021)	£100,000	LEP, BID	Business Improvement District (BID)	CIL		4 Desirable	Details of project insufficient	Chichester City	Infrastructure Commissioner	Chichester City Centre Partnership
IBP/584	Education	Early years and childcare	A pre-school									4 Desirable	Parish may wish to consider funding from their CIL	Lavant	Parish Council	Lavant Parish Council

IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL, S106 or Other	Planning Ref	Priority Category	Project Status	Parish Area	Org Type	Org Name
IBP/585	Transport	Pedestrian infrastructure	Footpath maintenance									4 Desirable	Parish may wish to consider funding from their CIL	Lavant	Parish Council	Lavant Parish Council
IBP/586	Green Infrastructure	Biodiversity measures	New visitor centre at Pagham Harbour Local Nature Reserve	This project will contribute to achieving the first objective of Policy 22 and objective 3.27 of the Local Plan.	2018-2022	Short term (2016-2021)		to be confirmed	RSPB	Other		3 Policy High		Sidlesham	Infrastructure Commissioner	RSPB
IBP/587	Green Infrastructure	Employment/Economic	Selsey Haven	Coastal defence; security, safety and sustainability of the fishing industry; tourism; economy.	2017	Short term (2016-2021)		DEFRA, European and Marine Fisheries Fund, LEADER, Coast to Capital, LEP	CDC	CIL		3 Policy High		Selsey	Parish Council	Selsey Town Council
IBP/588	Social Infrastructure	Community facilities	Improvements to the Village Hall.	Current building needs modernisation, improved accessibility for all and storage.	within next 5 years	Short term (2016-2021)				CIL		4 Desirable	Parish may wish to consider funding from their CIL	Wisborough Green	Parish Council	Wisborough Green Parish Council
IBP/589	Social Infrastructure	Community facilities	Improvements to public toilets	Modernisation and DDA compliance.						CIL		4 Desirable	Parish may wish to consider funding from their CIL	Wisborough Green	Parish Council	Wisborough Green Parish Council
IBP/590	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Village Green drainage	To reduce water logging.						CIL		4 Desirable	Parish may wish to consider funding from their CIL	Wisborough Green	Parish Council	Wisborough Green Parish Council
IBP/591	Transport	Pedestrian infrastructure	Provision of new footway and dropped kerbs - Malcolm Road junction						WSCC and Tangmere Parish Council	S106		4 Desirable	Parish may wish to consider funding from their CIL	Tangmere	WSCC - Community Issues List	Tangmere

IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL, S106 or Other	Planning Ref	Priority Category	Project Status	Parish Area	Org Type	Org Name
			with Tangmere Road													
IBP/592	Green Infrastructure	Public open space	Tangmere SDL specific green infrastructure (all types)	Local Plan policy 18, Tangmere Neighbourhood Plan, policies 2 and 8. Separates out projects specific to this SDL.				SDL S106	Developers	S106		3 Policy High		Tangmere	Parish Council	Tangmere Parish Council
IBP/593	Education	Preschool and Primary school	For the west of Chichester SDL 40 new nursery places to be provided as part of new primary school.	Require new nursery classroom as the number of nursery places is dependent upon national requirements introduced through the Child Care Bill.					WSCC	CIL		2 Essential		Chichester	WSCC	WSCC
IBP/594	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Maintenance of playgrounds	Health and safety and to increase use.					Lavant Parish Council	CIL		4 Desirable		Lavant	Parish Council	Lavant Parish Council
IBP/595	Green Infrastructure	Flood and coastal erosion risk management	Maintenance of ditches	To keep ditches clear to prevent flooding.					Lavant Parish Council	CIL		4 Desirable		Lavant	Parish Council	Lavant Parish Council
IBP/598	Transport	Local road network	Speed restrictions of 30mph on the peninsula and along the A259 through the Parish	Speed reduction					WSCC	CIL		4 Desirable		Chidham and Hambrook	Parish Council	Chidham and Hambrook
IBP/599	Transport	Local road network	Reduce speed limit on the Bosham straight from 60mph to 50 mph	Speed reduction					WSCC	CIL		4 Desirable		Chidham and Hambrook	Parish Council	Chidham and Hambrook

IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL, S106 or Other	Planning Ref	Priority Category	Project Status	Parish Area	Org Type	Org Name
IBP/600	Transport	Cycle infrastructure	Provision of dedicated cycle route the whole length of the Parish	Support the Chemroute campaign					WSCC	CIL		4 Desirable		Chidham and Hambrook	Parish Council	Chidham and Hambrook
IBP/601	Transport	Pedestrian infrastructure	Resurface /improve walking and pavement routes : Chidham Lane, Broad Road , Main Road from Chidham Lane to Cot Lane and Drift Lane to Broad Road	improve walking and pavement route					WSCC	CIL		4 Desirable		Chidham and Hambrook	Parish Council	Chidham and Hambrook
IBP/602	Transport	Pedestrian infrastructure	Provision of pavement on West side of Broad Road from Post Office to Children's Play Area	Safety					WSCC	CIL		4 Desirable		Chidham and Hambrook	Parish Council	Chidham and Hambrook
IBP/603	Social Infrastructure	Car parking	Improve residents' parking in the following areas: East side of Chidham Lane to the Meadow, both sides of Broad Road by Broad Meadow, outside Mansfield Cottages, bottom of Cot Lane	Improve parking					WSCC	CIL		4 Desirable		Chidham and Hambrook	Parish Council	Chidham and Hambrook

IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL, S106 or Other	Planning Ref	Priority Category	Project Status	Parish Area	Org Type	Org Name
IBP/604	Social Infrastructure	Car parking	Identify areas for and provide unobtrusive parking for visitors, resurface layby opposite The Barleycorn for visitors' use						WSCC	CIL		4 Desirable		Chidham and Hambrook	Parish Council	Chidham and Hambrook
IBP/605	Education	Primary, Secondary, sixth form and special educational needs	Work to sustain Chidham Parochial Primary School to accommodate expanding capacity	Support the school to keep the admission numbers manageable and increase the percentage attending from catchment					WSCC	CIL		4 Desirable		Chidham and Hambrook	Parish Council	Chidham and Hambrook
Page 111 IBP/607	Health	Community healthcare, primary care facilities & improvements	Actively pursue the case for a walk-in / satellite surgery / health facility / pharmacy						Parish Council	CIL		4 Desirable		Chidham and Hambrook	Parish Council	Chidham and Hambrook
IBP/611	Social Infrastructure	Community facilities	Maximum refurbishment of the Village Hall						Parish Council	CIL		4 Desirable		Chidham and Hambrook	Parish Council	Chidham and Hambrook
IBP/612	Social Infrastructure	Community facilities	Create a Community Recreation Centre with outdoor facilities for all ages						Parish Council	CIL		4 Desirable		Chidham and Hambrook	Parish Council	Chidham and Hambrook
IBP/614	Green Infrastructure	Public open space	The Dell (Chidham Lane) to be maintained to a						Parish Council	CIL		4 Desirable		Chidham and Hambrook	Parish Council	Chidham and Hambrook

IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL, S106 or Other	Planning Ref	Priority Category	Project Status	Parish Area	Org Type	Org Name
			satisfactory level													
IBP/616	Social Infrastructure	Streetscene and built environment	Improve signage to Parish amenities						Parish Council	CIL		4 Desirable		Chidham and Hambrook	Parish Council	Chidham and Hambrook
IBP/617	Green Infrastructure	Landscaping, planting and woodland creation and public rights of way	Restore all deficient rights of way and their signage						WSCC	CIL		4 Desirable		Chidham and Hambrook	Parish Council	Chidham and Hambrook
IBP/620	Public and Community Services	Public transport	Improve bus services in the Parish						Parish Council	CIL		4 Desirable		Chidham and Hambrook	Parish Council	Chidham and Hambrook
IBP/622	Utility Services	Utility services	Improve Broadband provision throughout the Parish						Utility companies	CIL		4 Desirable		Chidham and Hambrook	Parish Council	Chidham and Hambrook
IBP/624	Utility Services	Utility services	Install WiFi to the Village Hall						Parish Council	CIL		4 Desirable		Chidham and Hambrook	Parish Council	Chidham and Hambrook
IBP/625	Utility Services	Utility services	Provide mains gas to all areas of the Parish						Utility companies			4 Desirable		Chidham and Hambrook	Parish Council	Chidham and Hambrook
IBP/626	Utility Services	Utility services	Improve continuity of mains electricity						Utility companies	CIL		4 Desirable		Chidham and Hambrook	Parish Council	Chidham and Hambrook
IBP/627	Utility Services	Utility services	Extend mains drainage to all areas						Utility companies	CIL		4 Desirable		Chidham and Hambrook	Parish Council	Chidham and Hambrook
IBP/628	Utility Services	Utility services	Press for satisfactory waste water disposal in the Parish						Utility companies	CIL		4 Desirable		Chidham and Hambrook	Parish Council	Chidham and Hambrook

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
East-West Corridor								
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	75	75	75	225	1,025	1,250
- <i>Westhampnett/NEC (part)</i>	0	0	0	0	0	0	200	200
- <i>Chichester City North</i>	0	40	60	60	0	160	0	160
- <i>Other identified sites</i>	0	0	0	0	21	21	0	21
- <i>Chichester parish housing</i>	0	0	0	0	0	0	201	201
Chichester city total	0	40	135	135	96	406	1,426	1,832
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	0	25	25	0	50	0	50
Southbourne total	0	0	25	25	40	90	15	105
Tangmere (including SDL)								
- <i>Tangmere SDL</i>	0	0	0	75	75	150	850	1,000
- <i>Non-strategic NP sites</i>	0	0	0	0	12	12	30	42
Tangmere total	0	0	0	75	87	162	880	1,042
West Thorney	0	0	0	0	0	0	0	0
Westbourne	0	0	0	0	0	0	25	25
Westhampnett (part of SDL) ⁴	0	0	65	65	65	195	105	300

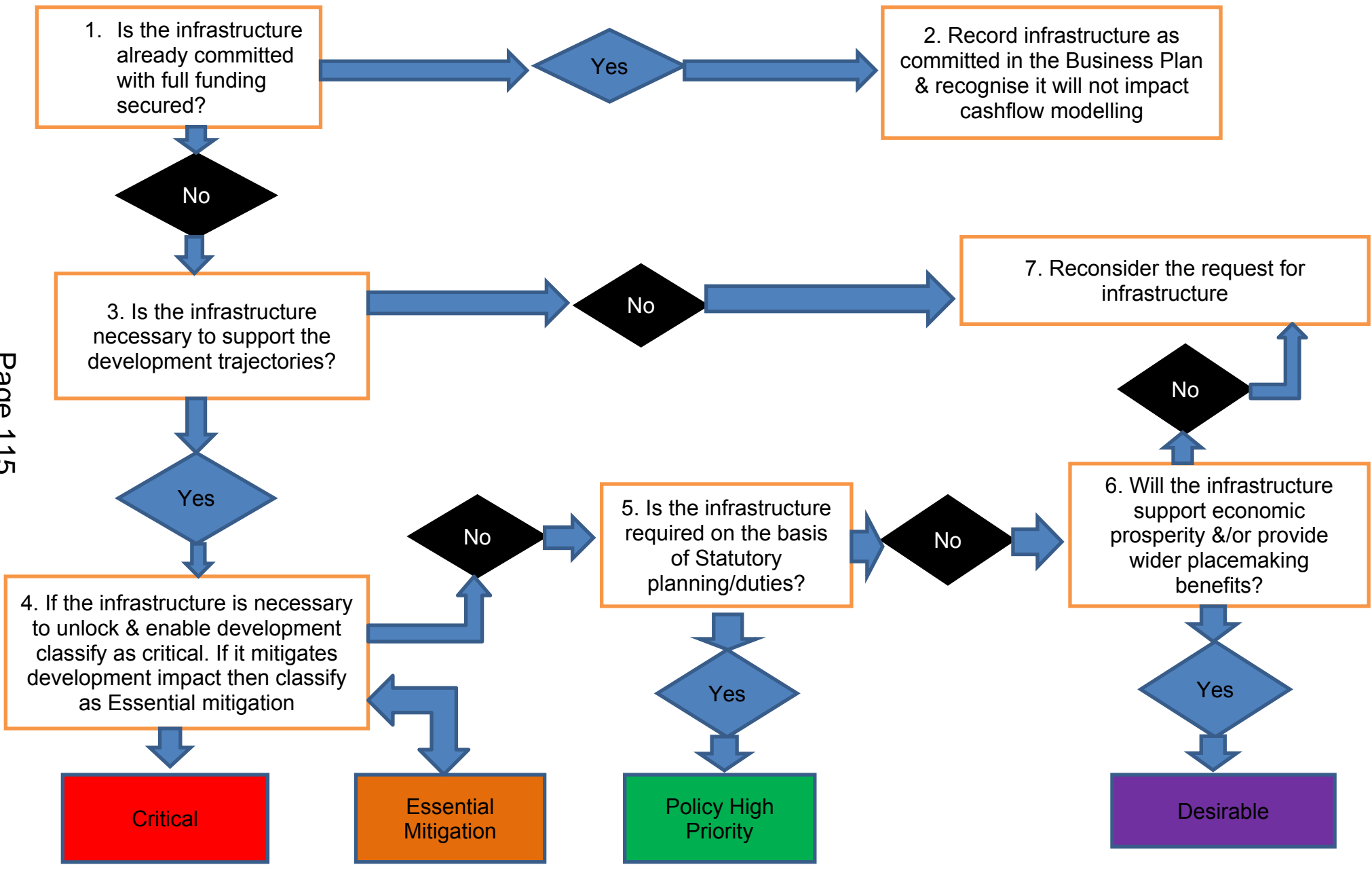
	Projected housing development (dwellings per year)							
	2016-17	2017-18	2018-19	2019-20	2020-21	Total 2016-2021	Total 2021-2029	Total 2016-2029
Sub-total	0	65	225	300	288	878	2,541	3,419
Manhood Peninsula								
Appledram	0	0	0	0	0	0	0	0
Birdham	0	0	0	0	0	0	0	0
Donnington	0	0	16	0	0	16	0	16
Earnley	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
Sub-total	0	0	16	0	0	16	137	153
Plan Area (North)								
Lynchmere	0	0	0	0	0	0	10	10
Kirdford	10	10	10	10	5	45	15	60
Loxwood	0	0	20	23	0	43	0	43
Plaistow & Ifold	0	0	0	0	0	0	10	10
Wisborough Green	0	0	11	0	0	11	22	33
Sub-total	10	10	41	33	5	99	57	156
TOTAL	10	75	282	333	293	993	2,735	3,728

APPENDIX C

Infrastructure Prioritisation Process

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

Page 115



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:

- Page 116
- Environmental health
 - Housing
 - Leisure and recreation
 - Planning applications
 - Waste collection

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

The themes are as follows:

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

West Sussex County Council

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

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

The 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.

Page 117

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

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

Page 122
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.

122
In planning their AMPs the utility companies will want assurance that the predicted additional demand will become a reality. Otherwise, they may find they are committed to infrastructure costs for potential demand that may not materialise, or alternatively situations where they provide significant up-front infrastructure that could then be used by another supplier. Companies are also not able to provide significant infrastructure in advance of any development, as they have a duty to maintain and improve services for their existing customers.

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

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

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

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

Education

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

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

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

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

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

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

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

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

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

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

Key data required in an ACMF submission includes:

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

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

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

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

Targeted Basic Need Programme

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

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

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

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

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

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

Potential future funding sources

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

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

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

Our analysis has focused on three categories:

- Cash and Funds – funding from sources of ‘investment capital’, including grant funding and commercial finance, potentially delivered through a joint venture mechanism;
- Assets – funding sources that arise from capturing an increase in land value; and

- Fiscal – funding that comes from the application of main stream fiscal tools (e.g. business rates).

Cash and Funds

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

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

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

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.

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.

Page 129

Tax Increment Financing (TIF)

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

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

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

Option 1

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

Option 2

Under this option, which would be implemented in addition to option 1, additional business rates growth (resulting from the Tax Increment Financing project) within a defined area would be retained for a defined period of time. During this period, it would not be subject to the levy and would be disregarded in any reassessment of top ups and tariffs. This approach offers the benefit of a guarantee that business rates growth in a defined area could be used to service debt and would not be at risk of reduction from the levy and resets. However, since the business rate growth in the area would be protected from the levy and from resets, there would be less money in the levy pot to manage significant volatilities and potentially a smaller proportion of resources would be available for re-balancing at any reset. With no controls over numbers of Tax Increment Financing schemes, this effect could be substantial. As a result, this approach would require government control or approval in order to limit the number of schemes coming forward and maintain resources available for re-balancing at any reset. This could be done through a central government competition or bidding process.

PF2

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

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

- **More efficient delivery** - An 18-month limit on procurement will be introduced. Failure to meet this limit will see the respective public sector body lose funding.
- **Future debt finance** - the tender process will require bidders to develop a long-term financing solution where bank debt does not provide the majority of the financing requirement. Institutional investment will, therefore, become an important source of finance for PF2.

Summary

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

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

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

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

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

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

LEP	Coast to Capital LEP	Capital funding to be repaid in future	Grant above. Yes
Other competitive central government funding pots such as the Local Investment Fund	Central Government	Generally there is a new targeted fund	Possibly (depends on the specific terms & conditions)

Potential Sources of revenue for repayment of capital

Type	Mechanism	Debtor
Planning Obligations	S106	Private Sector Developers
Tax Incremental Funding (TIF)	% of Future Business Rates in designated areas	Private Sector Businesses
Enterprise Zones	retained business rates to encourage more business to locate/relocate	Private Sector Businesses
New Homes Bonus	Direct grant paid to Local Authorities for delivery of new homes	Central Government (CLG)
Council Tax	Agreed additional annual charge added to Council Tax	Council tax payers
LTP Capital Funding	Annual proportion set aside to fund capital repayment	WSCC
Local Business Rates Retained (LBRR)	Increase in tax base stimulated by new infrastructure	Private Sector Businesses

Appendix E Project Pro-forma

Infrastructure categories

Below are the categories to be used in the IDP:

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

Table to be produced for each infrastructure delivery commissioner:

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

Page 133

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

Appendix F Regulation 123 list

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

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

	specifically as a result of a new development
	Affordable housing provision and contributions

Appendix G - IBP Glossary

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

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

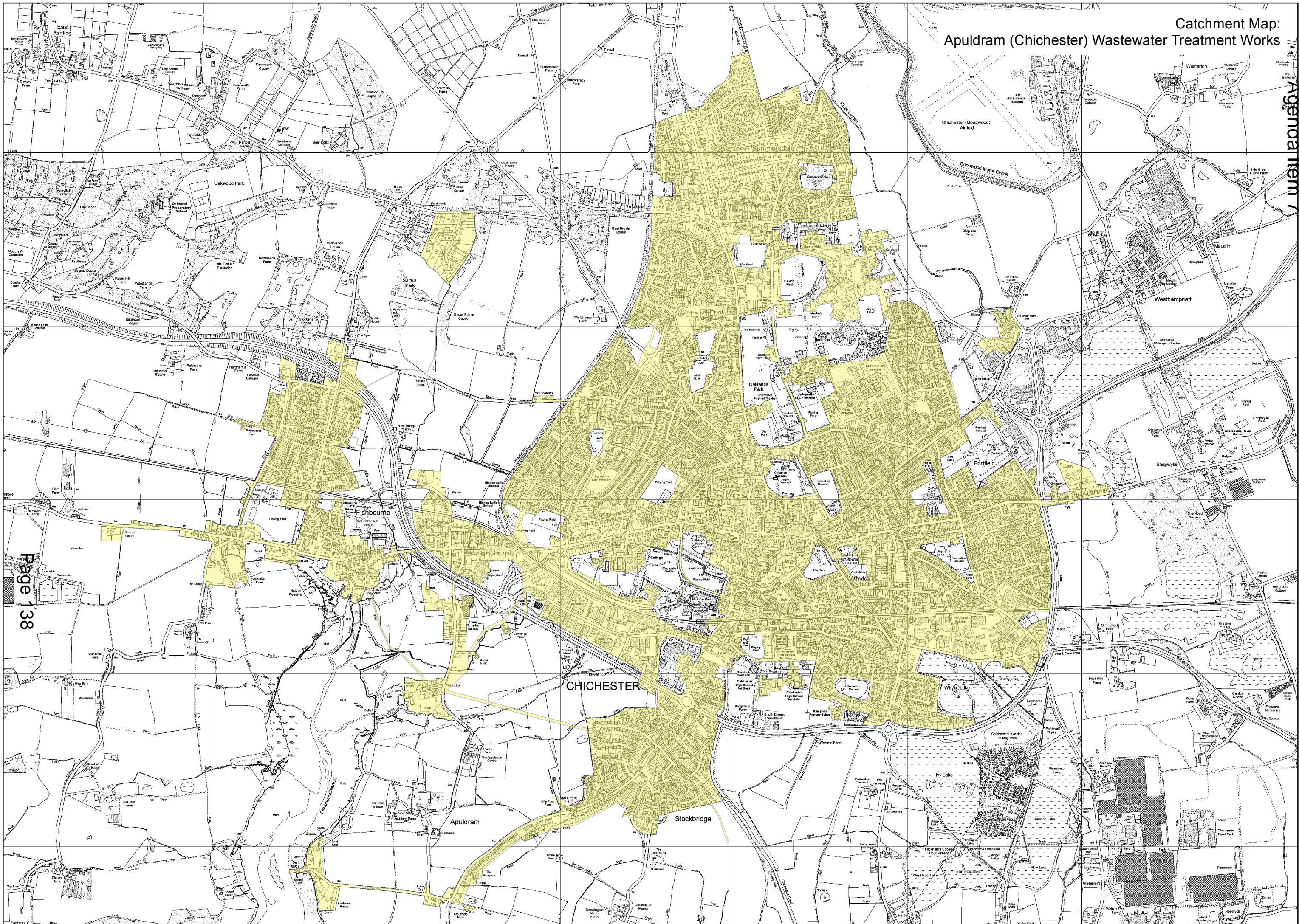
FDGiA - Flood Defence Grant in Aid. It is an Environment Agency grant which risk management authorities can apply for in order to carry out flood and coastal erosion risk management. This does not have to be applied for in order to carry out emergency coastal protection works.

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

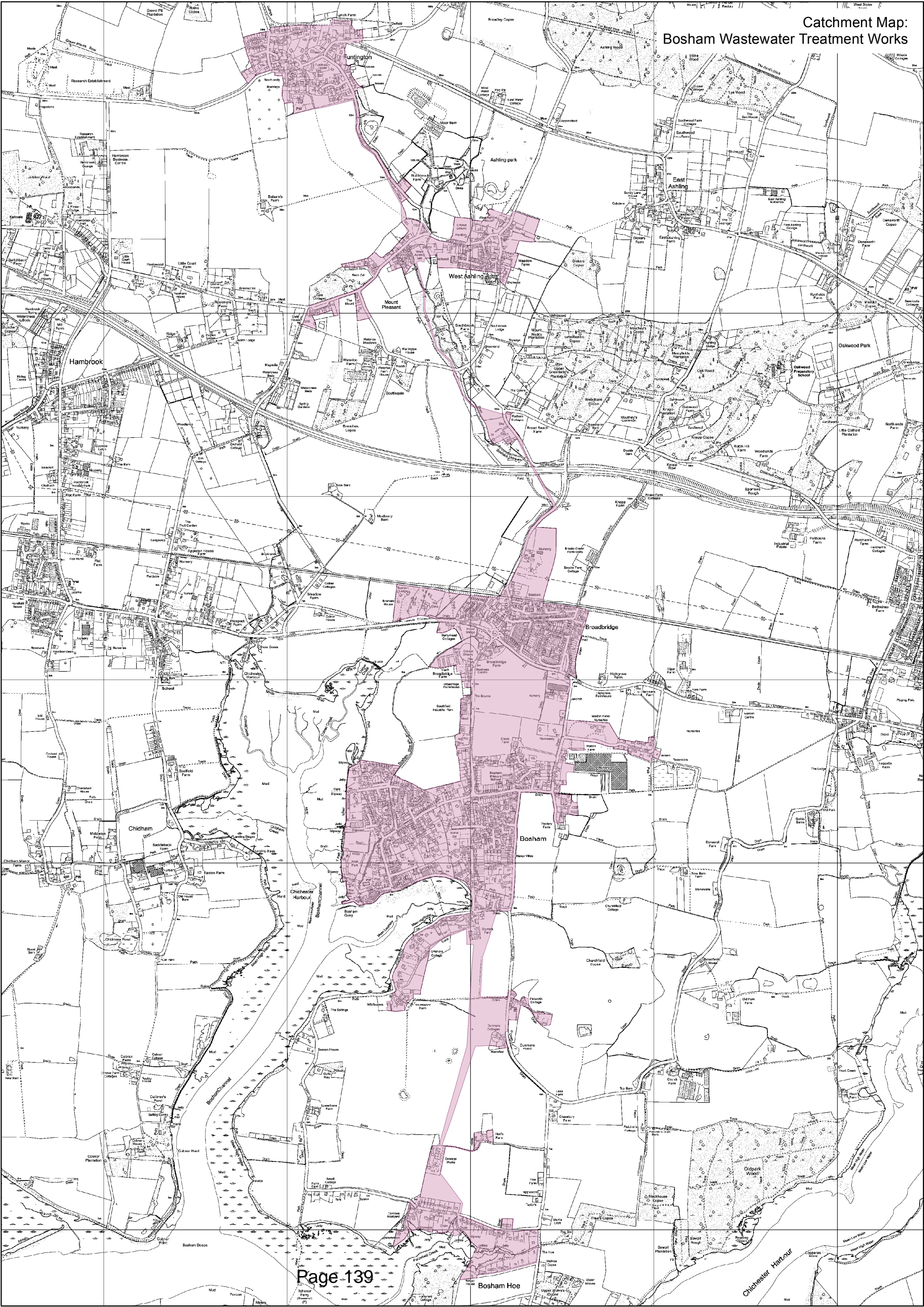
SEA - Strategic Environmental Assessment. It is a statutory procedure (set out in the Environmental Assessment of Plans and Programmes Regulations 2004) which requires the formal environmental assessment of certain plans and programmes which are likely to have significant effects on the environment.

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

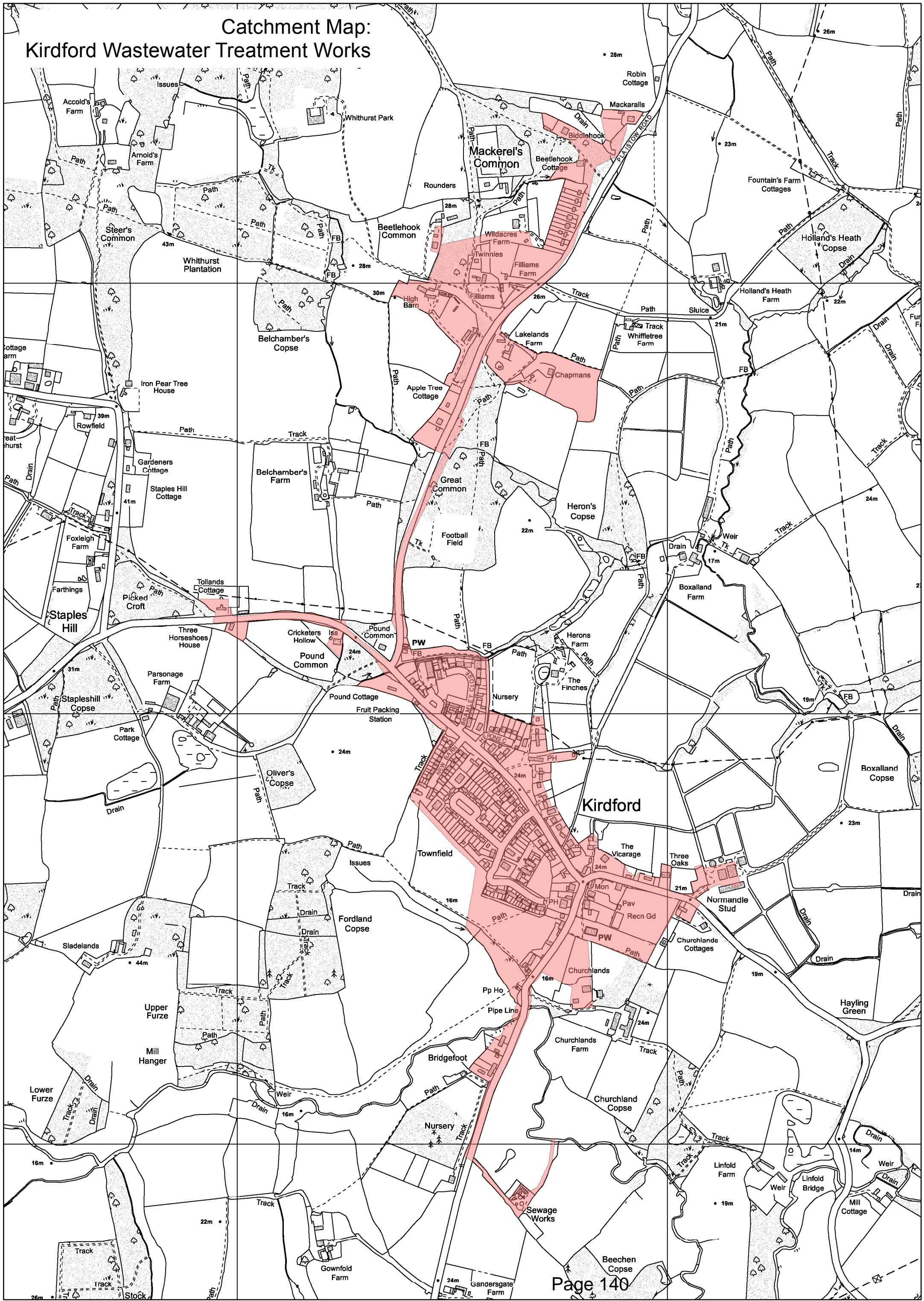
Catchment Map:
Apuldram (Chichester) Wastewater Treatment Works



Catchment Map:
Bosham Wastewater Treatment Works

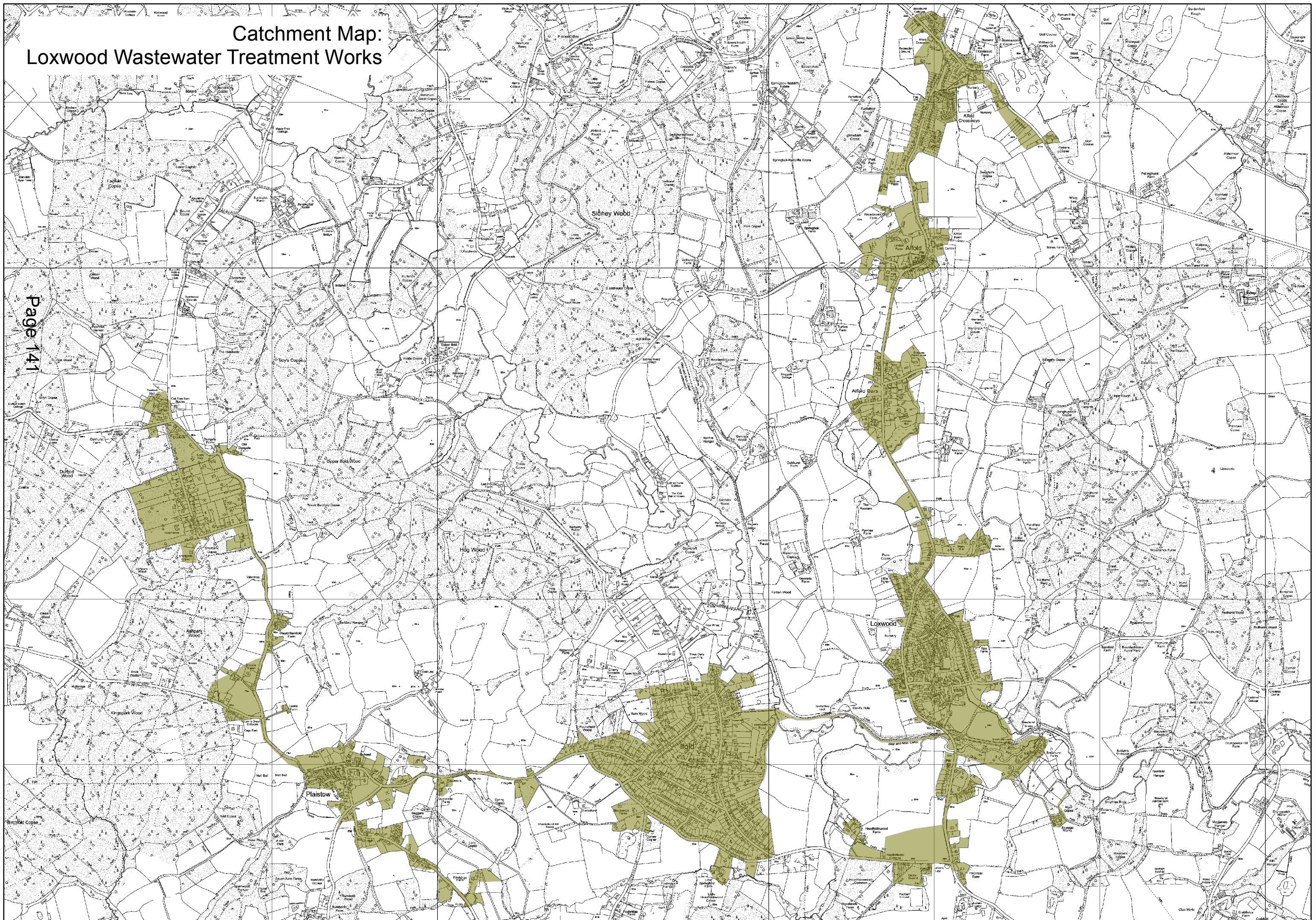


Catchment Map: Kirdford Wastewater Treatment Works

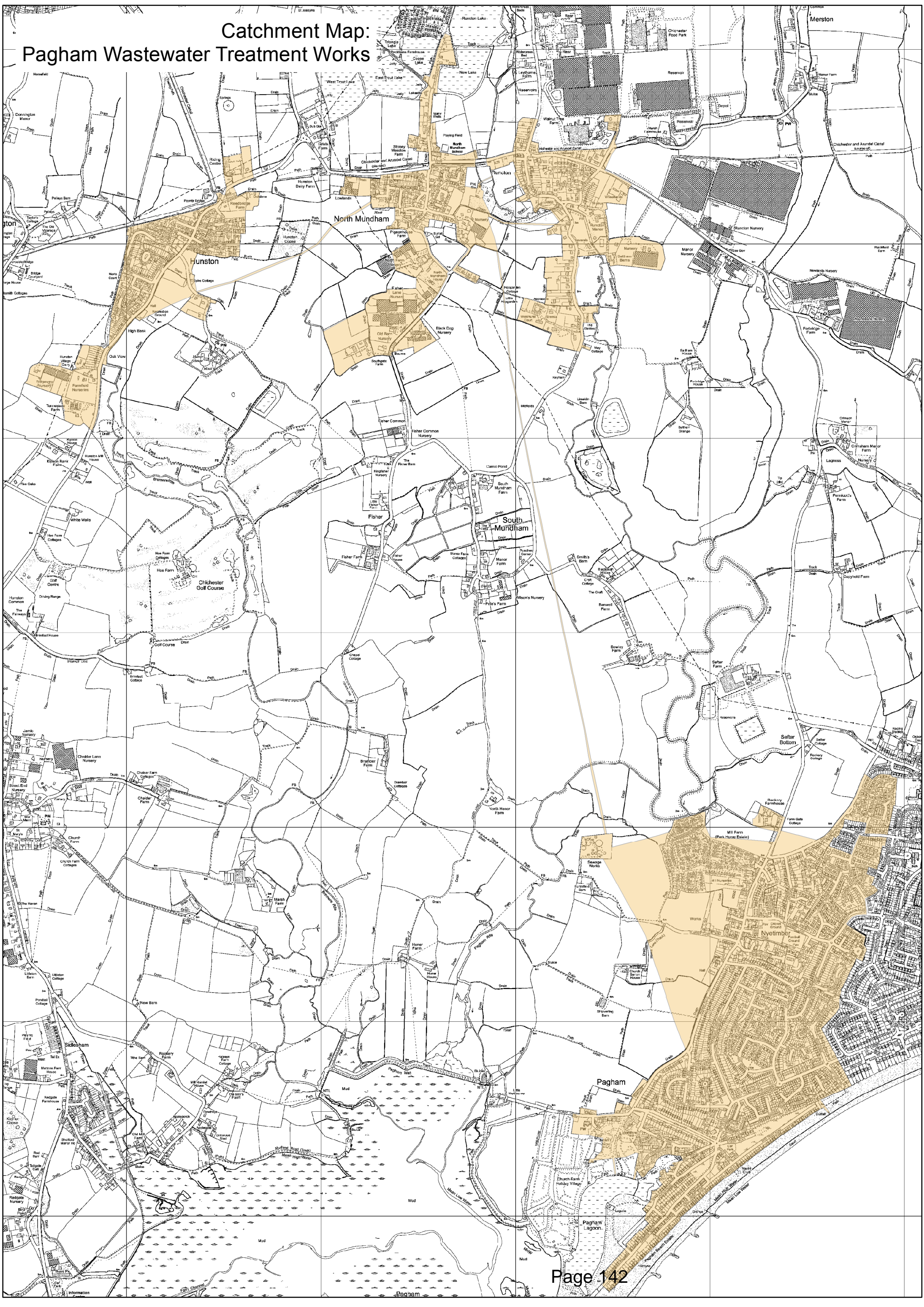


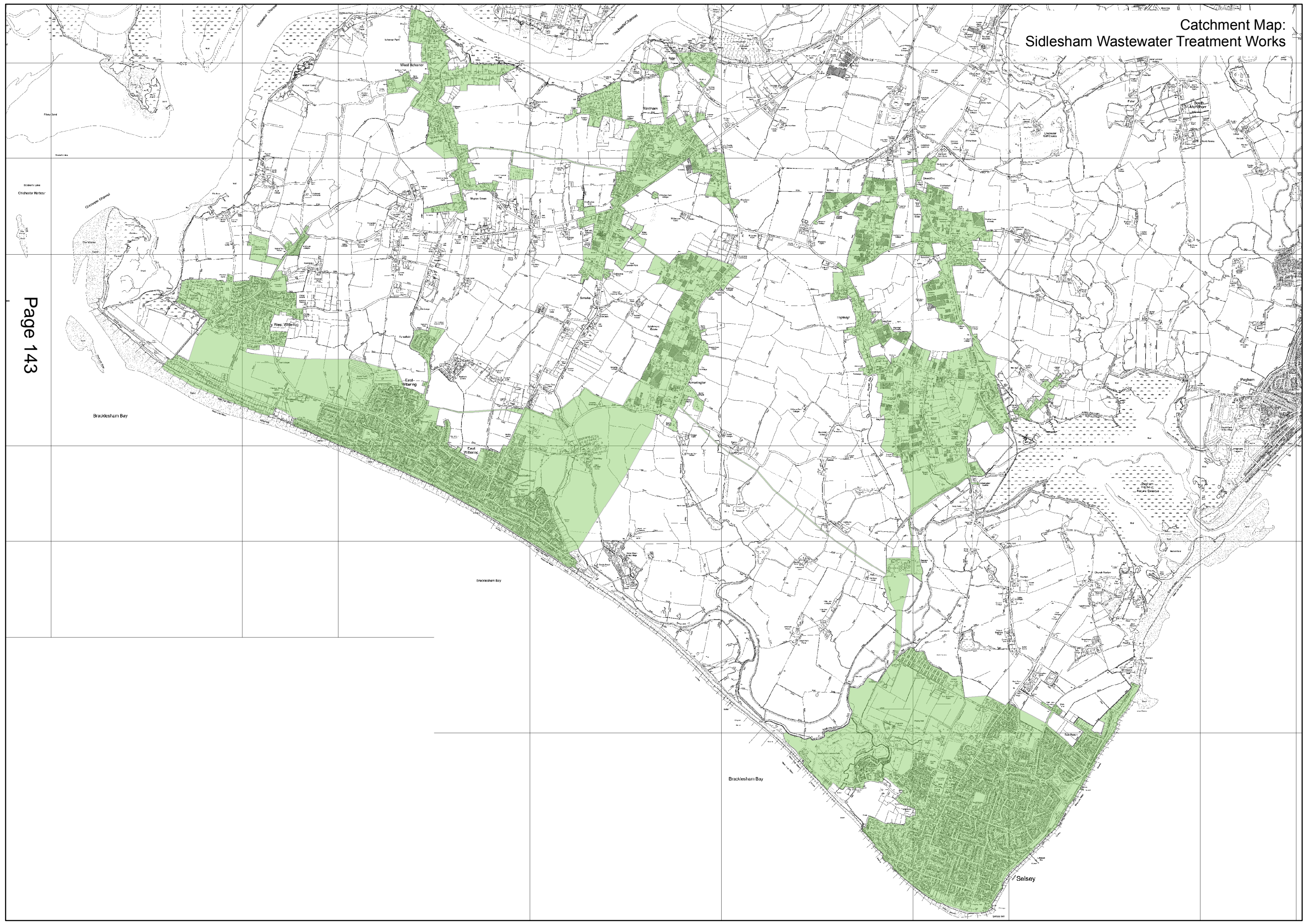
Catchment Map: Loxwood Wastewater Treatment Works

Page 141

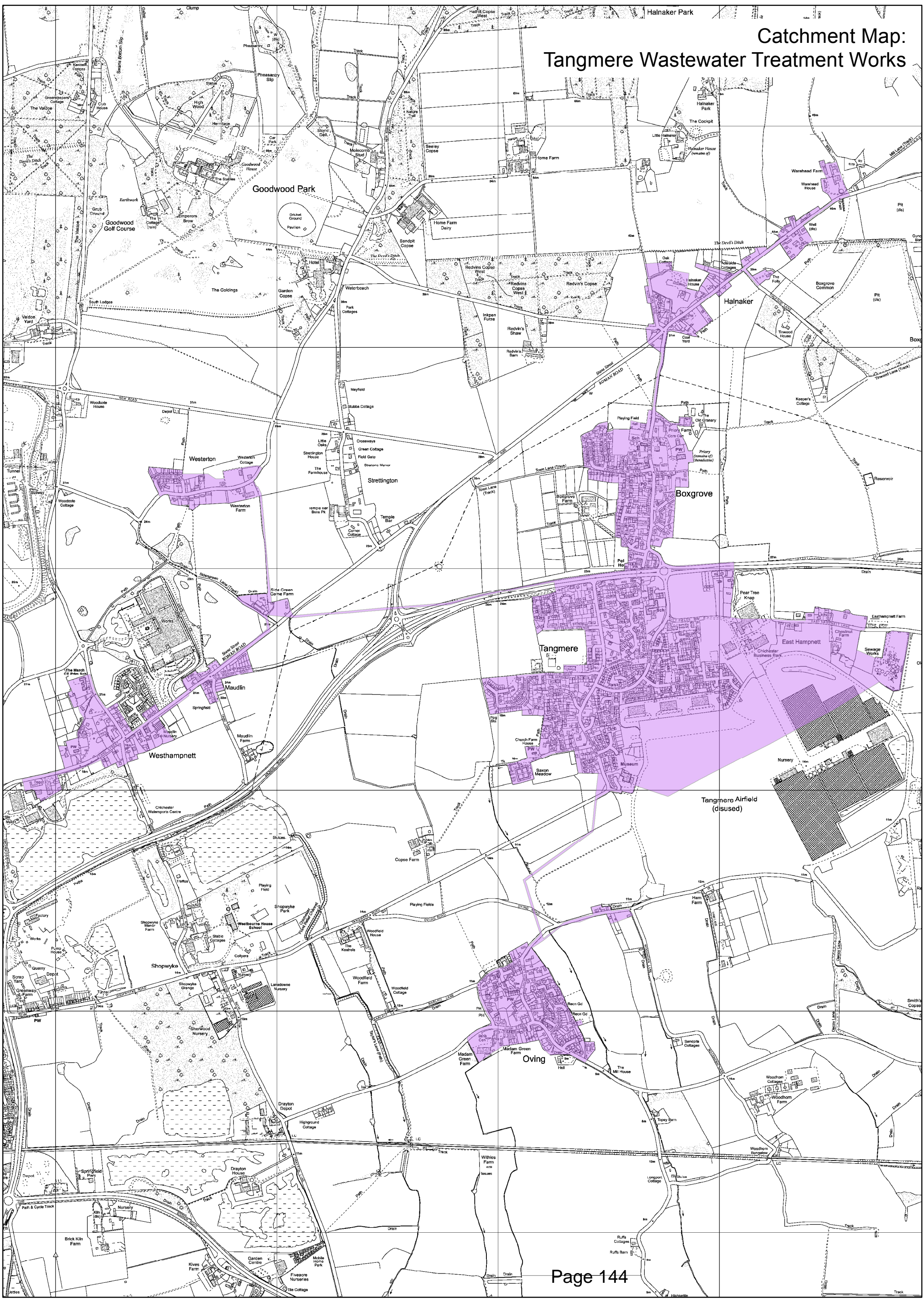


Catchment Map: Pagham Wastewater Treatment Works

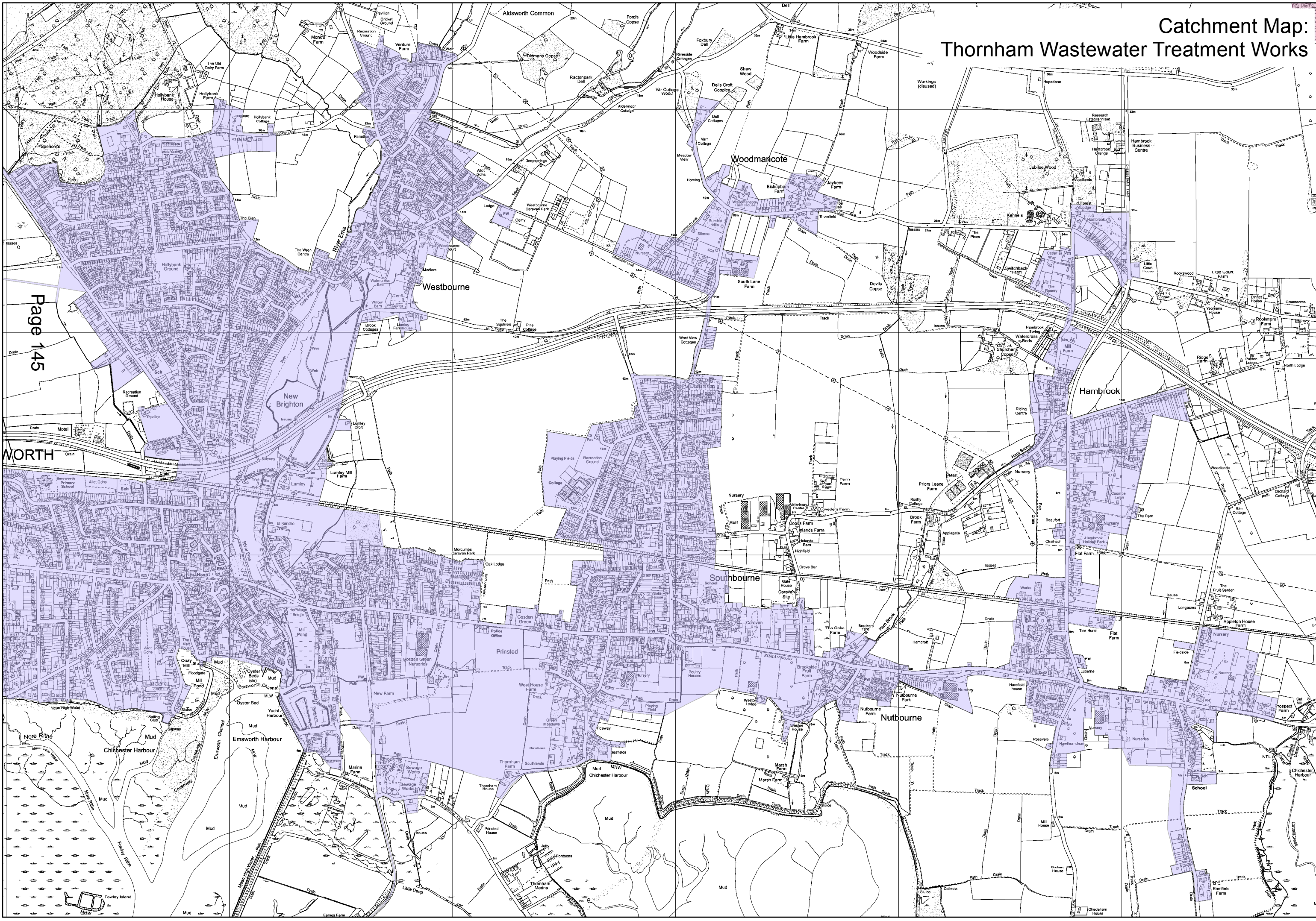




Catchment Map: Tangmere Wastewater Treatment Works

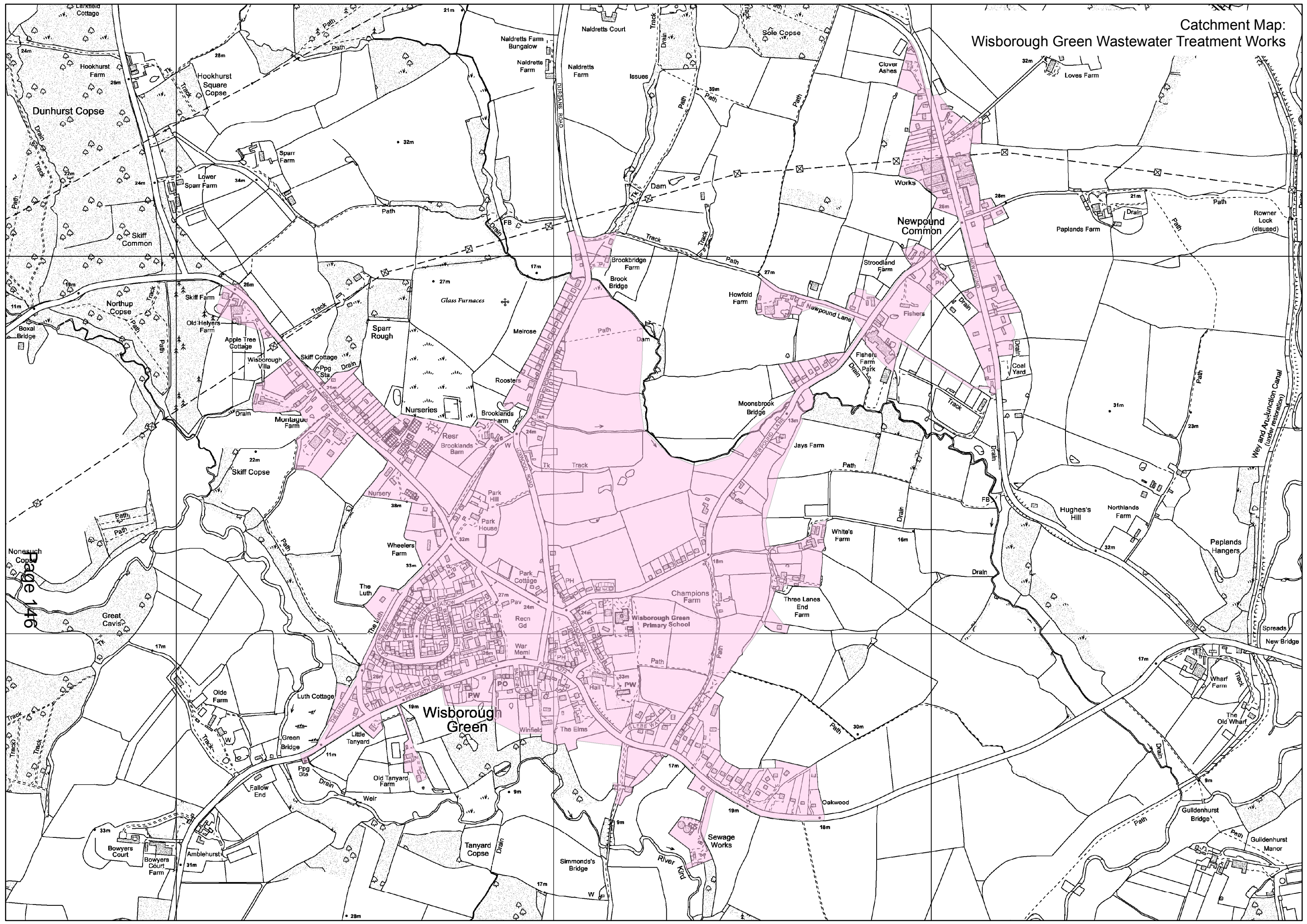


Catchment Map: Thornham Wastewater Treatment Works



NORTH

Catchment Map:
Wisborough Green Wastewater Treatment Works



Project appraisal report
 Authority scheme reference
 CDC/11.01

National project number
 SOS005C/009A/30CA

Authority applying for a grant
 Chichester District Council
 Scheme name

Selsey, Bracklesham and East Wittering
 Beach Management Plan. 2016-2021



1. Shingle Losses around Selsey Bill between 2003 and 2014 (Channel Coastal Observatory, 2014)



2. Shingle losses at East Wittering between 2004 and 2014 (Channel Coastal Observatory, 2014)



3. Overtopping at Selsey East Beach 14th December 2012



4. Breastwork failure at East Wittering as a result of undermining due to low beach levels 6th January 2014

Project appraisal report for

Selsey, Bracklesham and East Wittering Beach Management Plan 2016-2021

Version	Status	Signed off by	Date signed	Date issued
01	Draft			

1 Contents

1	Executive Summary	5
1.1	Introduction and Background	5
1.2	Problem.....	6
1.3	Options Considered	6
1.4	Preferred Option	6
1.5	Recommendation.....	10
1.6	Briefing Paper	10
1.7	Key Plans.....	12
2	Introduction and background	18
2.1	Purpose of this Report	18
2.2	Background.....	18
2.3	Current Approach to Flood & Erosion Risk Management	23
3	Problem definition and objectives.....	24
3.1	Outline of the problem.....	24
3.2	Consequence of Doing Nothing	24
3.3	Strategic Issues	26
3.4	Key Constraints.....	26
3.5	Objectives	26
4	Options for Managing Flood and Erosion Risks	28
4.1	Potential FCERM Measures	28
4.2	Long List of Options	28
4.3	Options rejected at the preliminary stage	28
4.4	Options Shortlisted for Appraisal	28
5	Options Appraisal and Comparison	29
5.1	Technical Issues	29
5.2	Environmental Assessment	29
5.3	Social and Community Impacts	30
5.4	Option Costs	30
6	Selection and details of the preferred option	32
6.2	Sensitivity Testing	32
6.3	Details of the Preferred Option	32
7	Implementation.....	35
7.1	Project Planning.....	35
7.2	Delivery Risks	35
7.3	Please read through this form and the guidance notes that came with it. Please write clearly in the answer spaces.....	37
7.4	only	40

Approval History sheet

1 Review			
Project title	Selsey, Bracklesham and East Wittering Beach Management Plan yrs. 2016-2021		
Authority project code		Date of PAR	January 2016
Lead authority	Chichester District Council		
Consultant	Royal Haskoning DHV	Version number	01
Job title	Name	Signature	Date
Senior Engineer	David Lowsley		
'I have reviewed this document and confirm that this project meets our quality assurance requirements, all of the required environmental obligations and Defra investment appraisal conditions. I confirm that all internal approvals, including member approval, have been completed for this project and recommend we apply to the Environment Agency for a capital grant of £ 1,250,000			
Authority Project Executive	Alison Stevens		
'I have reviewed this document and confirm that it meets the current PAR guidelines for local authority and Internal Drainage Board applications.'			
PAR reviewer			
'I confirm that I have consulted with the Director of Business Finance and that we are ready to send the project for assurance.'			
Area Flood Risk Manager			
NPAS Assurance <input checked="" type="checkbox"/> Projects <£10m (Tick the appropriate box)	Large project review group (LPRG) <input type="checkbox"/> Projects >£10m		
Recommended for approval (Lead Assurer or NPAB Chair)		Date	Version number
Capital grant of £			
2 Project approval			
Financial Scheme of Delegation (FSoD approval):			
Limit	Approval		
Over £20m	Chief Executive in consultation with Executive Director of Operations and Director of Business Finance		
Up to £20m	Executive Director of Operations and Director of Business Finance		
Up to £10m	Director of Operations and Director of Business Finance		
Up to £1m	Area Manager and Director of Business Finance		
Up to £100k of combined FCERM GiA and Local Levy expenditure (and with a total project value below £1m)	Area FCRM Manager even if the project value is greater than £100k (but less than £1m) including contributions from other parties		
Name		Date	
Name		Date	
Name		Date	
3 Defra approval			
Date sent to Defra (or write N/A)		Version number (if different)	
Date approved by Defra (or write N/A)			
Comments			

1 Executive Summary

1.1 Introduction and Background

- 1.1.1 This application seeks FDGiA to continue the successful work that has been carried out over the past 5 years under the first tranche (2011-2016) of the Selsey, Bracklesham and East Wittering BMP and this project should be viewed as a second tranche of work required to maintain the momentum of improving beach conditions in the longer term. As with the first tranche, this project covers the open coastal frontages of Selsey and Bracklesham / East Wittering, but for the period 2016-2021. The plan excludes the low-lying Medmerry coastal frontage, which divides the two. These frontages are located on the coastline of the Manhood Peninsula, south of Chichester, between Pagham Harbour and Chichester Harbour, West Sussex (see Plan 1, Section 1.7). The Selsey coastal frontage is 5.1km long and Bracklesham / East Wittering frontage is 3.1km, giving a total BMP length of 8.2km. Many of the properties along the proposed BMP frontages are on higher land and erosion risks need to be managed. There is also the need to manage flooding risks due to areas of lower land, particularly at East Beach, Selsey. Chichester District Council (CDC) manage the Selsey and Bracklesham / East Wittering frontages, whereas the Environment Agency (EA) manage the Medmerry frontage. All these frontages are covered by the Pagham to East Head Coastal Defence Strategy (PEHCDS), which was adopted by all operating authorities in 2009.
- 1.1.2 The policy for Selsey and Bracklesham / East Wittering is 'Hold The Line – Sustain'. The preferred option established by the PEHCDS was to implement the policy by beach management. The two frontages have been grouped into the same BMP, to drive efficiencies and avoid the high costs of planning the management of each frontage separately. Efficiencies are also identified as part of this proposal by recognising the value of employing a single contractor to carry out works on a term contract basis which includes using the contractors spending power to procure materials more cheaply than would be possible by the authority alone.
- 1.1.3 The Medmerry frontage is not included in the proposed BMP as the management option here is 'Managed Realignment' and a scheme has already been completed by the EA. The BMP will continue to look in detail at the Medmerry Managed Realignment scheme to explore how the coastal processes link between this frontage and the proposed BMP frontages to ensure effective management of all three frontages together.
- 1.1.4 If a region wide BMP is instigated by the EA the Council is willing to participate and ensure that its BMP engages fully with the EA model.

History of Flooding and Coastal Erosion

- 1.1.5 Prior to the construction of coastal defences, Selsey and Bracklesham / East Wittering experienced significant rates of erosion. East Beach, Selsey retreated 150m between 1896 and 1956 and Bracklesham / East Wittering experienced erosion rates of between 1 and 2m per year up until the 1950s.
- 1.1.6 Since defences were built along these frontages in the 1950s, these rates have been reduced but have resulted in general lowering of the foreshore. Ongoing maintenance has extended the life of the defences well beyond the original design period. Should the defences fail the effect would be rapid and result in loss of property and amenity and would severely affect the security of the coastal communities. With a reduction in beach levels over the last decade due to complex coastal processes and a lack of shingle supply, the defences have become more exposed to wave energy and they are now at an age where failures are being experienced. For example, in 2007 a 40m section of seawall at Selsey West Beach collapsed during a 1 in 1 year storm (100% Annual Exceedance Probability). This placed 5 properties at immediate risk of collapsing, although on this occasion, CDC were able to prevent this through emergency works, later followed by permanent repairs. At Bracklesham / East Wittering, beach levels were so low in 2009 that the rear defence breastworks were undermined, resulting in 1m of erosion to the land behind within one tide, before works were undertaken to increase the depth of the breastwork planking.

1.2 Problem

1.2.1 Over the next 20 years there are 429 properties at flood risk and 78 properties at erosion risk over the Selsey and Bracklesham / East Wittering frontages combined. These losses are expected to begin within the next 5 years without timely intervention. Many of the assets were given a life expectancy of less than 5 years when surveyed in 2009. In 100 years, there will be at least 2,239 properties at flood risk and without intervention 1,019 properties are likely to have been lost to erosion along the Selsey and Bracklesham / East Wittering frontages.

1.3 Options Considered

1.3.1 Potential Flood and Coastal Erosion Risk Management (FCERM) measures were identified with the PEHCDS and included:

- No Active Intervention;
- Do Minimum;
- Hold The Existing Defence Line (Maintain, Sustain or Improve);
- Managed Realignment;
- Adaptive Management.

1.3.2 A long list of options were identified from the potential FCERM measures, which were then short-listed. Economic, technical and environmental issues were all considered as part of the option selection, as discussed in Section 4.

1.4 Preferred Option

Description

1.4.1 The preferred option is a combined BMP for Selsey and Bracklesham / East Wittering to achieve the adopted PEHCDS management option of 'Hold The Line – Sustain' along these frontages. Over the next 100 years, a sequential 5-year BMP to maintain critical beach levels and maximise the life of our coast defence assets, is recommended. This will be supported by capital, major coast defence schemes approximately every 25 years to replace / increase the height of key defence assets as they come to the end of their useful lives. This achieves a positive Outcome Measure score and allows time for collection of contributions towards the larger capital schemes as explained further in Sections 5 and 6.

1.4.2 This Project Appraisal Report seeks funding for the second 5-year tranche of the BMP. If approved the BMP will be reviewed by CDC, with construction works including defence upgrading, beach recharging and beach recycling to be completed; as advised by the BMP.

Environmental Considerations

1.4.3 Bracklesham / East Wittering beaches are nationally designated as a SSSI and this frontage, along with Selsey is adjacent to sites of international importance. The PEHCDS concluded that to 'Hold the Line – Sustain' along these frontage would not have any significant detrimental effect on the environment. Natural England provided a letter of support for the management options recommended by the PEHCDS in view of the fact that environmentally sustainable solutions have been proposed. Natural England will be consulted throughout the writing of the BMP to ensure any adverse effects to the environment are avoided / controlled.

Benefits

1.4.4 The key benefits of the BMP are the protection of 429 properties from flooding and 78 properties from erosion over the next 5 years (with a rolling 5-year BMP until year 25 when the defences are likely to require significant capital expenditure). The project value of the assets at risk over the next 100 years totals £167,300,000, as extracted from the PEHCDS. Other benefits include the protection of the tourist economy, which is vitally important to these coastal communities.

Costs

1.4.5 The costs of this 5-year BMP are £1,250,000. This 5-year BMP has been assessed as stage 2 of a 100 year 'Hold The Line – Sustain' management plan. The long-term management plan involves sequential 5-year BMPs over the next 100 years with major capital expenditure likely every 25 years. The 100 year present value cost of these works is £8,652,000.

Economic summary and Outcome Measures

1.4.6 The combined Selsey and Bracklesham / East Wittering BMP achieves an Outcome Measure of 152%. This is illustrated in Table 1.2. The proposed BMP is high priority for these frontages and funding has been allocated through the Medium Term Plan (MTP) process.

Table 1.1 Project Costs (£k)

	Economic Appraisal	Whole Life Cash Cost	Approval
Costs up to PAR (outline design)	Does not apply – sunk costs		
Costs after PAR			
Existing staff costs		25	
Further staff costs			
Consultants' fees		100	
Contractors' fees			
Cost consultants' fees			
Site investigation and survey			
Construction		1000	
Environmental mitigation			
Environmental enhancement			
Site supervision			
Compensation			
Risk contingency		125	
95%ile (represents x% of project FSoD approval)			
50%ile			
Inflation	Does not apply	Does not apply	
Future costs (construction + maintenance)	(PV)	(Cash)	Does not apply
Other			
Contributions Chichester District Council		0	
DEFRA (FDGIA)		1250	
Total		1250	

Table 1.2 DEFRA outcome measures and score (summarised from Appendix C Economic Report)

Contributions to outcome measures	
Outcome 1 – Ratio of whole-life benefits to costs	
Present value benefits (£ thousands)	28010
Present value costs (£ thousands)	1250
Benefit: cost ratio	22.41
Outcome 2 – Households at reduced risk (number – nr)	
2b – Households moved from very significant or significant risk to moderate or low risk (nr)	429
2c – Proportion of households in 2b that are in the 20% most deprived areas (nr)	0
Outcome 3 – Households with reduced risk of erosion (nr)	
3b – Proportion of those in 3 protected from loss within 20 years (nr)	78
3c – Proportion of households in 3b that are in the 20% most deprived areas (nr)	0
Outcome 4 – Water framework directive	
4a – Hectares of water-dependent habitat created or improved (ha)	0
4b – Hectares of intertidal habitat created (ha)	0
4c – Kilometres of river protected (km)	0
Raw Partnership Funding score (%)	152
Non-Flood Defence Grant in Aid (FDGiA) contributions towards the scheme's whole-life costs	0
Adjusted Partnership-Funding score (%)	152

Funding and contributions

- 1.4.7 The Council are seeking a total of £1,250,000 FDGiA over the next 5 years for this scheme. (£250K per year). The Council are exploring options including putting aside funds on an annual basis (up to £50k annually) which would be available as an external contribution in year 25, when major capital works are expected to be required. This PAR has also been written in-house, already saving a significant amount of money, compared to recruiting Consultants – which also demonstrates the Council's belief and commitment in delivering these works.
- 1.4.8 Further to this, the Council is actively seeking contributions towards future coastal defence works. Selsey Town Council are putting aside funds annually towards coastal defence works to protect Selsey from erosion and flooding. This contribution could be saved towards year 25 when major capital works are likely to be required to strengthen and heighten the sea wall, and replace ageing groynes. The BMP is essential, to extend the life of the fixed defences as far as possible, allowing a greater contribution to be collected. The Council intends to have similar discussions with East Wittering and Bracklesham in the future.

		Approved estimates (£)	Total final spending (£)	Breakdown of final spending (£)
(a)	PAR preparation	10		
	Specific to the scheme			
	Preliminary studies			
(b)	Construction work (fill in as appropriate)	1000		
	<ul style="list-style-type: none"> • Authority's own or hired manual 			
	<ul style="list-style-type: none"> • Authority's own or hired plant 			
	<ul style="list-style-type: none"> • Materials 			
	<ul style="list-style-type: none"> • Work carried out by contract (list contractors) 			
	1 To be appointed by competitive tender (framework agreement)			
(c)	Land-purchase payments (including fees) (please specify in part D)	0		
(d)	Compensation payments (including fees) (please specify in part D)	0		
(e)	Existing staff costs totally associated with	25		
	<ul style="list-style-type: none"> • Design 			
	<ul style="list-style-type: none"> • Authority's project management staff 			
(f)	Further staff costs totally associated with	0		
	<ul style="list-style-type: none"> • Design 			
	<ul style="list-style-type: none"> • Authority's project management staff 			
(g)	Professionals' and consultants' fees	90		
(h)	Contingencies	125		
(i)	Other costs (please specify)	0		
(j)	Total (j)	1250		
(k)	Less deductible contributions received or receivable			
	CDC contribution	0		
(l)	Less cost increases not approved and (please specify)			
(m)	Net spending (eligible for a grant) (j) - (k) - (l)	1250		

Key delivery risks

Table 1.2 Risks and mitigation

Key Delivery Risk	Mitigation
Not securing FDGiA funding to progress schemes.	<ul style="list-style-type: none"> Seek alternative funding sources, which may be difficult in the short term; If above cannot be achieved, develop Exit Strategy.
Further collapses on Selsey West Beach Sea Wall	<ul style="list-style-type: none"> Continued monitoring of existing defences and beach levels; general repairs made.
Failure of sections of the East Wittering and Bracklesham defences (medium to high risk).	<ul style="list-style-type: none"> Monitor existing defences and make necessary repairs within revenue budgets; Develop beach recycling/recharge to maximise standard of protection provided.
Weather Conditions delaying construction activities (low risk).	<ul style="list-style-type: none"> Ensure contract deals with possible delays adequately. 5-year programme gives greater flexibility to deal with delays.
Community opposition to shingle deliveries (low risk – major lorry deliveries successfully achieved throughout first tranche of BMP 2011-16).	<ul style="list-style-type: none"> Consult with community throughout BMP process; Identify less disturbing methods and routes of supplying shingle; Carefully plan timing of works to avoid unsociable hours.
Environmental Concerns leading to delays (low risk).	<ul style="list-style-type: none"> Consult with Natural England throughout the BMP process (particularly whilst writing the BMP) to address any issues.

1.5 Recommendation

- 1.5.1 To release £1,250,000 FDGiA funding over the next 5 years to continue the BMP at Selsey and Bracklesham / East Wittering to improve and prolong the life of existing coastal defence assets, allowing time for the planning and collection of contributions towards future capital schemes.

1.6 Briefing Paper

Risk management authority	Chichester District Council		Project Executive	David Lowsley	
Project title	Selsey, Bracklesham and East Wittering BMP (5yrs from 2016/17 to 2021/22)		Code	SOS005C/009A/30CA	
Consultant	Royal Haskoning DHV (economics)	Contractor	TBC	Cost consultant	N/A
The problem	Lowering beach levels combined with ageing defences resulting in increased erosion and flood risk				
Assets at risk from flooding	Residential property & loss of local tourism				
Existing standard of flood protection	Variable across frontage		Proposed standard of flood protection	1 in 75 yrs	
Description of proposed scheme	Second 5 year tranche of BMP at Selsey and Bracklesham / East Wittering to improve the standard of protection and reduce the risk of erosion to the coastal communities.				
Costs (Pvc) (100-year life)	8,652	Benefits (PVb)	£ 167,300	Average benefit:cost ratio	19.34

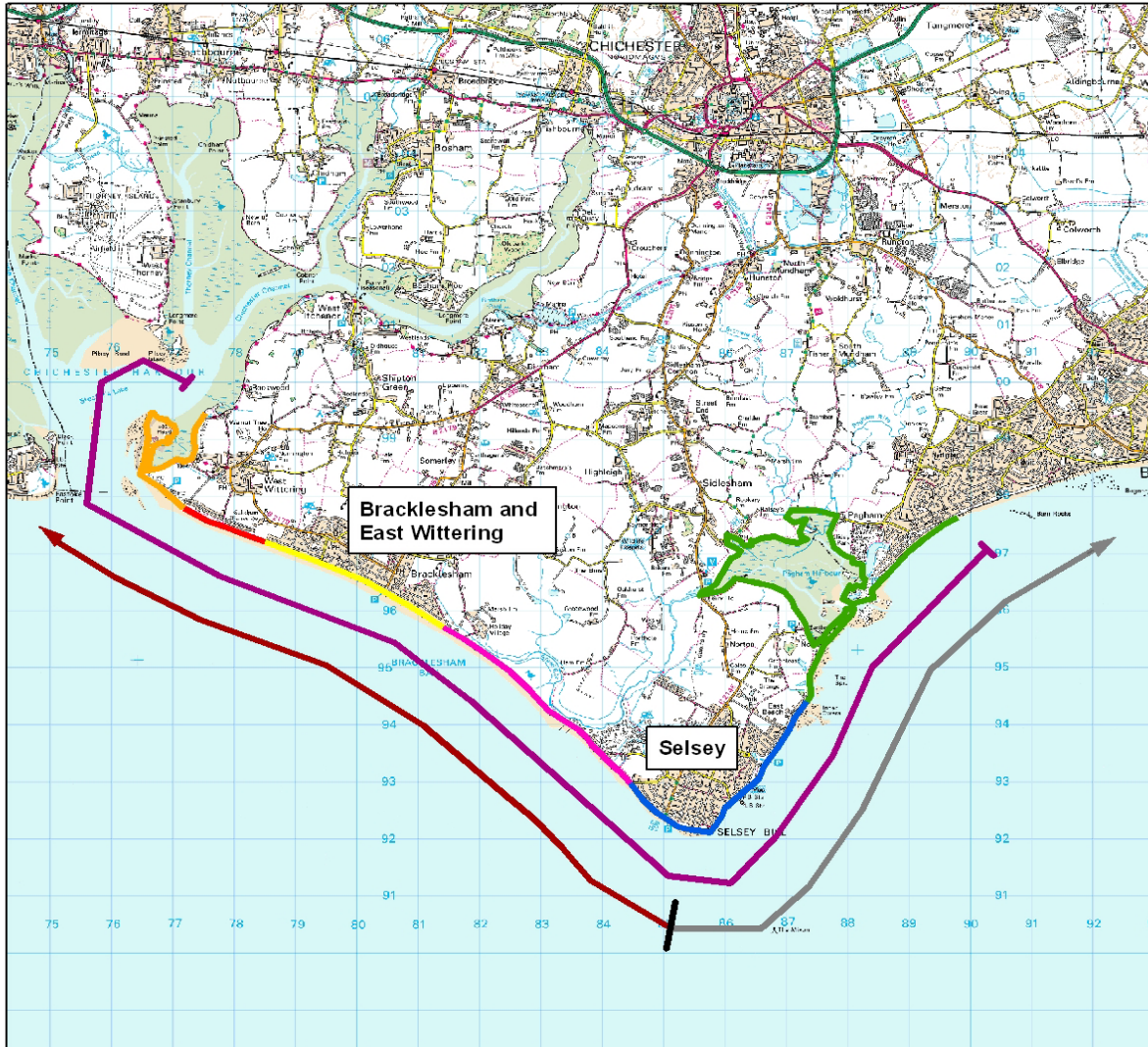
Form FCERM 2: Flood risk management scheme – application for grant funding

including maintenance)				(PVb/PVc)	
NPV		Incremental benefit:cost ratio	22.41	Whole-life cost £ (cash value)	
Choice of preferred option	Beach Management				
Total eligible cost of the capital grant applied for					£1.25m
Delivery programme	Planning approval		N/A		
	Award construction contract		Oct-Jan annually		
	Start date of construction		October 2016		
	End date of construction		March 2022		
	End of project		March 2022		
Are funds available for the delivery of this project?		Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>			
External approvals	To be obtained before construction commences				
Partnership Funding and Outcome Measures	Contributions to Outcome Measures 1-4		OM1 : 22.41; OM2: 429; OM3 78; OM4 0		
	Raw Partnership Funding score		152		
	Adjusted score		152		

1.7 Key Plans

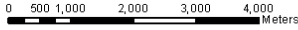
1.7.1 Plan 1





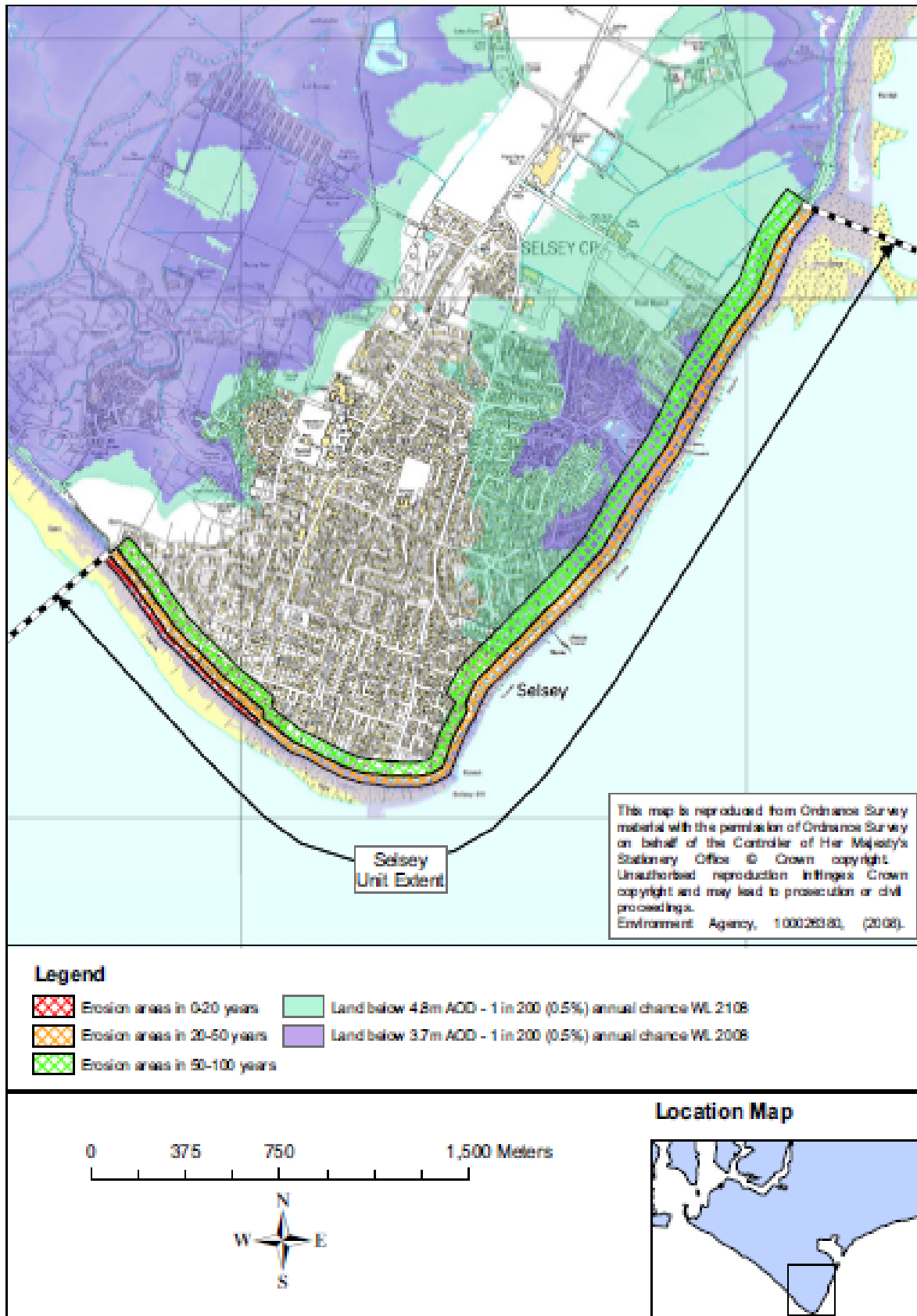
- Beachy Head to Selsey Bill SMP (2007)
- North Solent SMP (2011)
- Pagham to East Head Coastal Defence Strategy (2009)
- West Wittering Policy Unit (Adaptive Management at East Head plus improved defences for West Wittering)
- Cakeham Policy Unit (Hold the Existing Defence Line - Sustain)
- **East Wittering and Bracklesham Policy Unit (Hold the Existing Defence Line - Sustain)**
- Medmerry Policy Unit (Managed Realignment)
- **Selsey Policy Unit (Hold the Existing Defence Line - Sustain)**
- Pagham Policy Unit (Adaptive Management)

Plan 2: Strategy Frontages and SMP Boundaries
 Location: Selsey, Bracklesham and East Wittering BMP
 Date: 09/2011
 Scale: 1:100,000



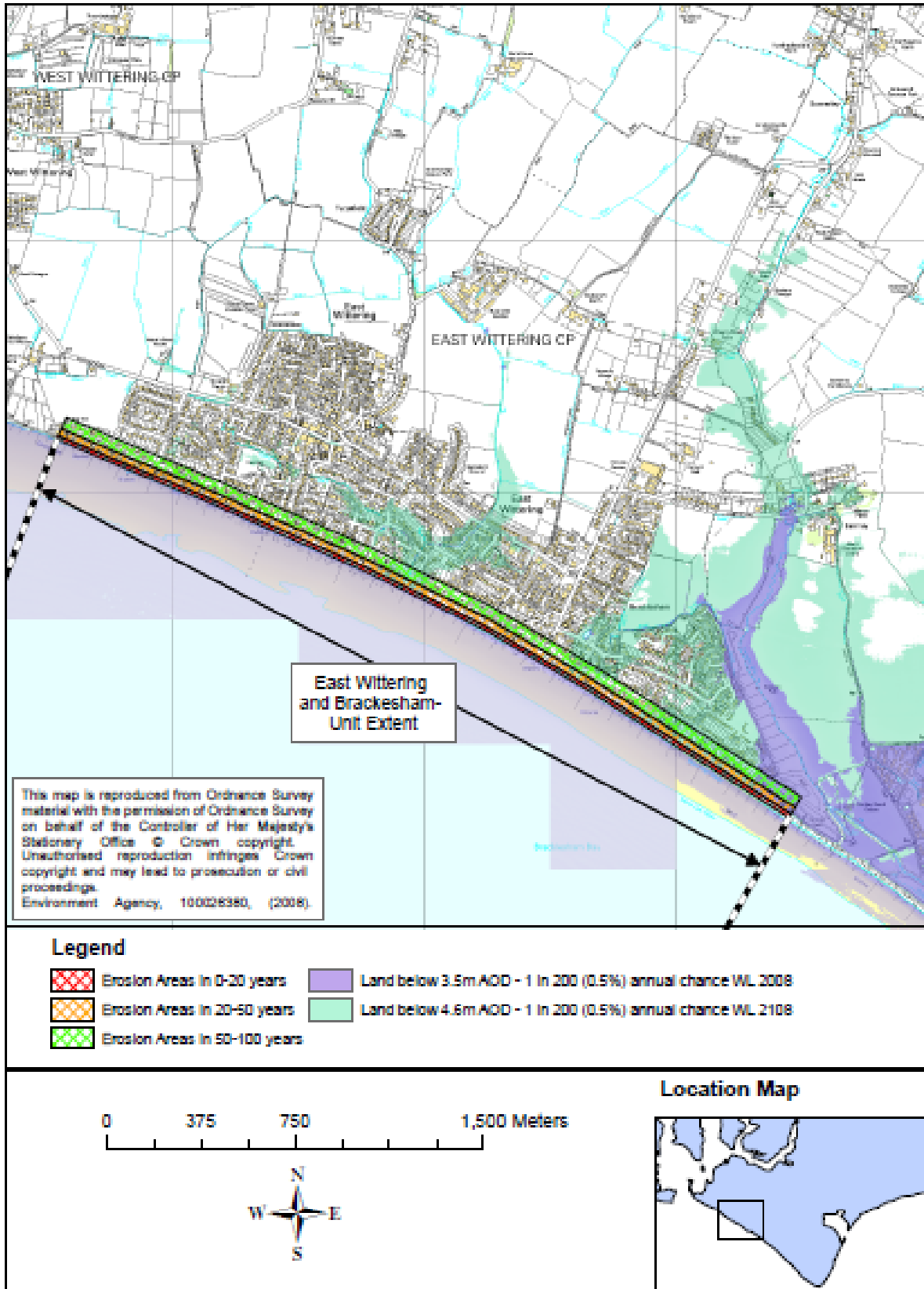
Produced on GIS by Gavin Holder, Coast and Land Drainage Officer
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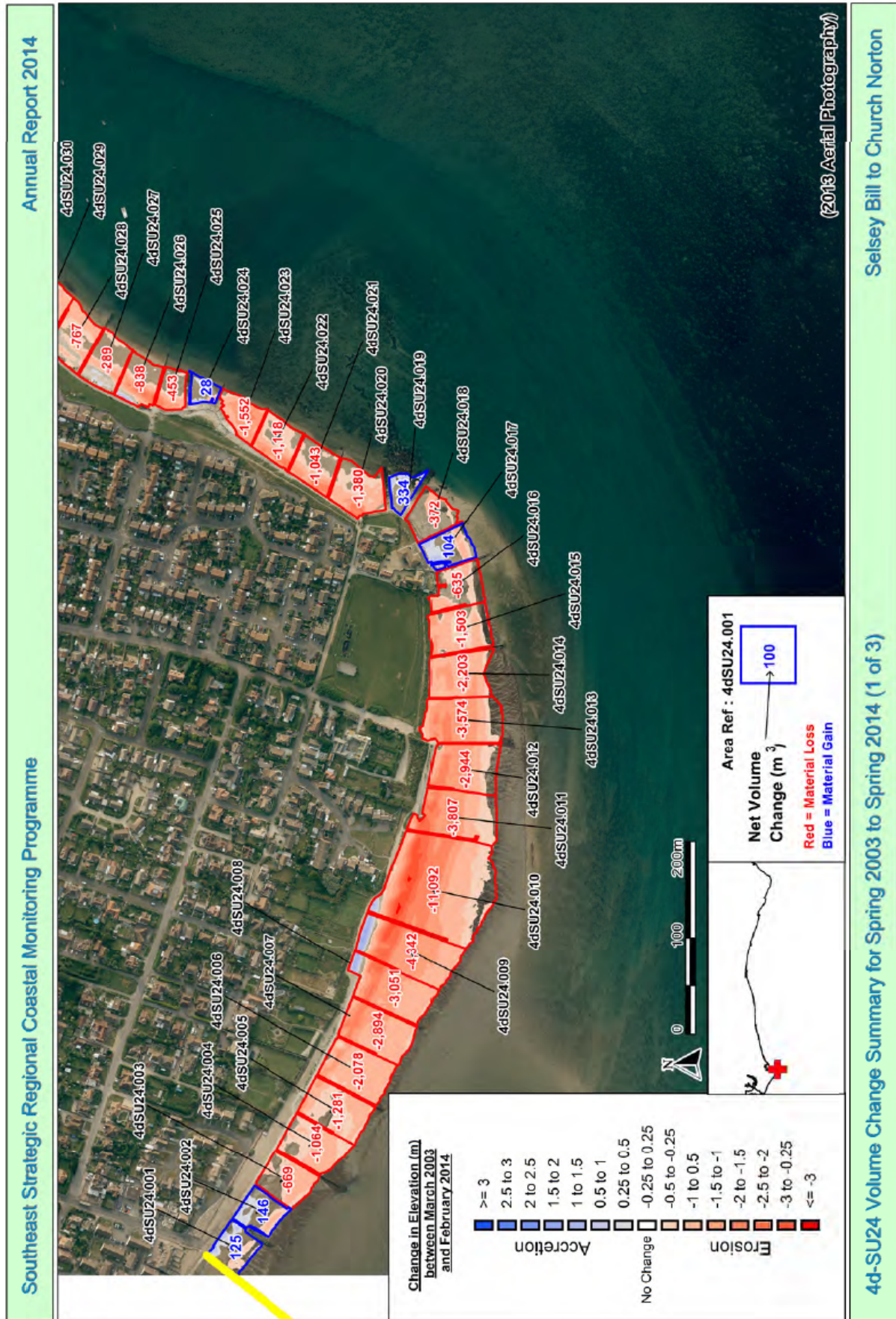


Extracted from the Pagham to East Head Coastal Defence Strategy Approval Report

1.7.4 Plan 4



Extracted from the Pagham to East Head Coastal Defence Strategy Approval Report



Selsey West Beach and Bill Difference Models with Volume change (m³) between spring 2003 and spring 2014. Extracted from the Strategic Regional Coastal Monitoring Programme, Beachy Head to Selsey Bill Report November 2014. (Images courtesy of Channel Coastal Observatory, www.channelcoast.org.uk)

1.7.6 Plan 6



Selsey East Beach Difference Models with Volume change (m³) between spring 2013 and spring 2014. Extracted from the Strategic Regional Coastal Monitoring Programme, Beachy Head to Selsey Bill Report November 2014. (Images courtesy of Channel Coastal Observatory, www.channelcoast.org.uk)

2 Introduction and background

2.1 Purpose of this Report

2.1.1 This report seeks Flood Defence Grant in Aid (FDGiA) to:

Update the Beach Management Plan (BMP) for Selsey, Bracklesham and East Wittering for the next five years – 2016/17 to 2021/22.

Undertake beach recycling and recharge activities to extend the life of the fixed coastal defence assets and delay the need for major reconstruction of them. This in turn allows time for collection of external contributions for when major reconstruction is required (from year 25 (2036 onwards) if this BMP is approved).

Gradually improve the fixed coastal defence assets over time, adjusting the height of beach retaining structures and rear defences as necessary, to achieve the policy of 'Hold The Line – Sustain' along these frontages.

2.1.2 The decision was taken to undertake a single BMP for the Selsey, Bracklesham and East Wittering frontages (either side of the Medmerry frontage) to secure efficiency.

2.1.3 If a region wide BMP is taken forward by EA Officers, the Selsey and Bracklesham / East Wittering BMP will be able to be readily incorporated into it. However due to the urgency for works along these proposed BMP frontages, it is essential to undertake a stand alone BMP and annual works now. In addition, the Selsey West Beach and Bracklesham / East Wittering frontage are unlikely to be covered by the EA's proposed region wide BMP.

2.1.4 This appraisal has been completed in accordance with the Defra Flood and Coastal Defence Project Appraisal Guidance. A plan illustrating the BMP coverage is included within Section 1.7 (Plan 1).

2.2 Background

Strategic and legislative framework

2.2.1 The Selsey Bill and East Beach coastal frontages are covered by the Beachy Head to Selsey Bill SMP 2007. The Selsey West Beach, Bracklesham and East Wittering frontages are covered by the North Solent SMP (Hurst Spit to Selsey Bill) 2011. Within these two SMPs, all these frontages have an adopted policy option of 'Hold The Line'. Plan 2 (Section 1.7) illustrates the coverage of these SMPs along the coastline under Chichester District Council's jurisdiction.

2.2.2 In addition, all of the above frontages are covered by the Pagham to East Head Coastal Defence Strategy (PEHCDS) 2009, all with an adopted policy option of 'hold the line – sustain' over the next 100 years. Works proposed by the Strategy include:

Selsey: Raising the height of the existing seawall and groynes, and ongoing beach recycling / recharge.

Bracklesham and East Wittering: Adaptation of the existing defence structures; rebuilding of some structural elements; general beach management including re-distribution of material.

2.2.3 Chichester District Council (CDC) as the Coast Protection Authority has permissive powers under the Coast Protection Act 1949 to carry out the works proposed by this PAR

2.2.4 Appropriate licenses and consents will be obtained before any works commence for all frontages. This will include an MMO licence and any planning permission required. An extensive EIA was completed as part of the PEHCDS.

2.2.5 From October 2016 onwards, recharge and recycling operations will be underway, continuing to increase the BMP beach levels towards their design standard.

Previous studies

2.2.6 There have been numerous previous studies for coastal defence works at Selsey, Bracklesham and East Wittering, all of which identify the ongoing requirement for beach management works. These include:

2010 Project Appraisal Report (PAR) for Selsey West Beach Coast Protection Beach Recharge: This report sought FDGiA for work at Selsey West Beach to carry out minor repairs to the seawall, placement of a rock revetment to the base of the weaker sections of seawall, refurbishment and

heightening of key groynes and a 45,000 tonne beach recharge. The PAR also highlighted the need for ongoing beach management works at £100,000 per year over the next ten years, which were built into the Council's Medium Term Plan submission for 2010/11, which this PAR aims to secure.

2007 PAR for Selsey West Beach Coast Protection W15-W19 Permanent Repairs: This report sought funding to undertake permanent repair works to a part of the Selsey West Beach sea wall that collapsed during a 100% Annual Exceedance Probability (AEP) storm in 2007. The objectives of the repairs were to minimise economic losses and damage by maintaining and protecting the Selsey Beach frontage.

2006 PAR for upgrading of East Wittering Coast Protection: This report was developed as many of the seawalls; timber breastworks and groynes dating as far back as the 1950s are coming towards the end of their useful lives, such that upgrading is required. The PAR identified a preferred option that comprised redistribution of beach material, rebuilding and heightening of groynes and rebuilding / heightening of breastworks over the next 65 years.

2005 PAR for upgrading of Selsey West Beach Coast Protection: This report was developed, as the Selsey West Beach frontage suffers from persistently low beach levels, due to natural migration of beach material out of the area. The issue had become more critical leading up to 2005, with both the wear and tear of the defence structures, and the potential for undermining of the seawall increasing. It was identified that there was no prospect of the beach levels recovering under natural processes. The PAR identified a preferred option that comprised three elements:

Priority works – construction of rock revetments, and partial encasement of the seawall;

Capital works – periodic refurbishment of the existing concrete seawall and timber groynes with an initial beach recharge with imported material;

Ongoing works – involving regular recharge of the beach with recycled and/or imported material, together with monitoring and maintenance.

Coastal Asset Surveys: The Council undertakes internal quarterly coastal defence asset condition surveys, and procures an annual external asset survey. The asset survey undertaken in Winter 2009/10 demonstrated that at West Beach, Selsey much of the seawall had a life expectancy of 6 to 10 years, with one section being only 1 to 5 years. At Bracklesham, the majority of breastworks had a life expectancy of 6-10 years and groynes 1 to 5 years. Hence without beach management and capital asset maintenance, much of these 'hold the line' frontages would have begun to fail in the short term.

Southeast Strategic Regional Coastal Monitoring Programme Annual Reports: These reports provide an overview of beach changes along our frontages. Monitoring data between 2003 and 2014 demonstrates considerable losses of beach material from the frontages to be covered by this BMP as illustrated by Plans 5 & 6 (Section 1.7).

Coastal Sediment Transport Study Vol 5 Chichester Harbour to Beachy Head: This research was commissioned by the Standing Conference On Problems Associated with the Coastline (SCOPAC), and written by MJ Bray, DJ Carter and JM Hooke, University of Portsmouth, September 2004. It provides invaluable information on the coastal processes that operate along, and adjacent to the proposed BMP frontages.

- 2.2.7 To summarise, much detailed research and planning has been undertaken along the proposed BMP frontages, beyond the level of SMPs and Strategies. All studies conclude that we should extend the life of the key coastal defence assets for as long as possible, delaying the need for major, costly capital works, allowing time to plan and collect contributions. With appropriate beach management, the life of the capital coast defence assets can be considerably extended, avoiding failure in the short term if nothing is done, as will be explained in later sections. Valuable information from the above studies and research will feed into the BMP.

Social and political background

- 2.2.8 The coastline provides a busy recreation and amenity area for residents and for a significant visiting public.

- 2.2.9 The coastline is heavily developed with almost uninterrupted residential properties along the Bracklesham, East Wittering and West Beach, Selsey frontages and significant green space and amenity areas at East Beach, Selsey
- 2.2.10 Selsey Town Council is committed to supporting coast protection works along it's frontage and has set aside funding for this purpose.

Location and designations

- 2.2.11 Selsey has 5.1km of open coastal frontage stretching between the Eastern end of Park Copse in the East, and West Street in the West, as illustrated by Plan 1 (Section 1.7). Selsey Bill is the southern most tip of the peninsula and has both an east and west-facing coastline. Selsey town is founded on the Bracklesham Beds (40 million years BP), which naturally form soft, eroding cliffs. The natural topography of Selsey is elevated so that erosion rather than flood risk is the main threat, however there is a pocket of low lying land behind the defences at East Beach, which is at flood risk should the defences fail.
- 2.2.12 The Bracklesham and East Wittering frontage consists of 3.1 km open coastline stretching between Bracklesham Drive in the east and Marine Drive West in the west, as illustrated by Plan 1 (Section 1.7). East Wittering and Bracklesham are popular coastal resorts for both locals and tourists with an upper beach walkway separated from a shingle and sand foreshore by timber breastwork and concrete defences. The land use behind the defences is predominantly urban with both residential and commercial properties. The majority of the land is raised, but the eastern end of Bracklesham includes low-lying areas, which could be at risk of flooding following failure of the defences.
- 2.2.13 The managed realignment works at Medmerry have reduced the flood risk to the East, however along the Bracklesham / East Wittering frontage, a breach of the defences at the Eastern end of East Bracklesham Drive, or between Tamarisk Walk and West Bracklesham Drive would lead to localised flooding, as illustrated on plan 4.
- 2.2.14 The beaches below mean high water at Bracklesham and East Wittering are designated as a Site of Special Scientific Interest (SSSI), site name: Bracklesham Bay. Selsey East Beach also has an SSSI in the vicinity of the lifeboat station. Pagham Harbour directly to the east is highly designated both nationally and internationally, we will ensure works at Selsey do not affect this area. Natural England provided a letter of support during the Pagham to East Head Coastal Defence Strategy consultations to confirm their view that the 100-year Strategy and proposed options are likely to lead to environmentally sustainable solutions. This is included as Appendix D.

History of flooding or coastal erosion

- 2.2.15 In Selsey the main area of erosion, prior to sea wall and groyne construction in the mid 1950s, was along East Beach, where the high water mark retreated by approximately 150m over 60 years. The coast is now protected against erosion by a combination of groynes and hard defences.
- 2.2.16 In March 2007 a 40m section of the seawall at West Beach, Selsey suffered a significant failure, during a 1 in 1 year storm event after a significant reduction in beach volume. The concrete apron of the defences was undermined, leading to the loss of fill material below the apron and behind the sea wall, which caused the apron to subside and break up. This in-turn undermined the wall foundation leading to its failure. During the one week period between failure and completion of emergency repair works 15m of land was lost to erosion. Five houses are directly behind this failed area. The Council planned evacuation of at least one of the five properties, however the quick emergency response prevented the need for this. Photo 2.1 illustrates this collapse.



Photo 2.1: Sea wall collapse at Selsey West Beach in 2007 during a 1 in 1 year storm.

2.2.17 Although permanent repairs to the sea wall at this location were completed in 2009, our 2009 coastal defence asset inspection indicated that large sections of the sea wall at Selsey West Beach had a life expectancy of 6-10 years, with one section only having a life expectancy of 1 to 5 years. In addition, the Pagham to East Head Coastal Defence Strategy predicted that almost all the defences along this frontage would have failed within 20 years if nothing were done.

2.2.18 Due to the high risk of further collapses of the seawall at West Beach, groyne refurbishment and beach recharge activities were completed in March 2011. As was explained by the approved PAR for these works (Selsey West Beach Coast Protection Beach Recharge, July 2010), there is a requirement for ongoing maintenance to ensure ten years of additional life to the seawall. Photos 2.2 and 2.3 illustrate beach levels before and after this recharge.



Photo 2.2: West Beach, Selsey. Beach levels prior to the 2011 Selsey West Beach Recharge scheme.



Photo 2.3: West Beach, Selsey. Beach levels following 2011 Selsey West Beach Recharge scheme.

2.2.19 At Bracklesham and East Wittering, before construction of the defences in the 1950s this section of the coast was subject rates of erosion between one and two metres annually. The beach levels were so low in the winter 13/14 after the consecutive storms had prevented beaches from adopting a prestorm profile that the breastworks were undermined. The Council were able to secure, replace planking and extend the depth of the breastworks through replanking, illustrated by photo 2.4.

2.2.20 Our 2009 coastal defence asset inspection indicated that many of the Bracklesham and East Wittering rear breastwork defences only had a life expectancy of 6-10 years and the groynes 1–5 years without defence maintenance and beach management. Without more significant annual expenditure over the short term to maintain these defences and manage the beach levels, major failures will occur along these frontages, with the potential for an emergency situation to develop.



Photo 2.4: January 2014, Low beach levels at East Wittering causing undermining of timber breastworks.

2.2.21 Since the failure in January 2014, in January/February 2014, 8,500m³ of shingle was recycled from the East to significantly improve beach levels. Illustrated by photos 2.5



Photo 2.5 East Wittering, January 2015, Beach levels following beach recycling in 2014.

2.2.22 The excellent performance of the beaches where BMP works had been carried out is an indication of the value attributed to maintaining an adequate beach width and height. The BMP beaches were drawn down and reprofiled by the 7 consecutive storms experienced between Oct 13 and Feb 14 but no significant damage or flooding was recorded. There was some overtopping and although sandbags were deployed and some damage occurred to windows of properties immediately behind the seawall, the defences were maintained and no evacuation was required.

2.3 Current Approach to Flood & Erosion Risk Management

2.3.1 The current approach involves beach management funded by DEFRA (FDGiA) and CDC. The BMP over the past five years has :

- *Provided extension piles to 14 groyne at East Wittering west of Jolliffe Road, in 2011/12*
- *Recycled 8,500m³ of shingle at East Wittering in 2013/14, material taken from eastern end of frontage and deposited west of Shore Road, West Wittering*
- *Recharged 6500t of shingle at West Beach, Selsey in 2013/14, material deposited at drift divide located at Danefield Road and material has distributed by actions of the sea in both easterly and westerly directions.*
- *Reconstructed breastworks at Solent Way, Selsey in 2014/15. This involved replacing collapsed gabion defence with substantial timber breastworks which improves the level of protection to the properties.*
- *Recharged 8000t of shingle at Jolliffe Road, East Wittering 2014/15. This improves the standard of the protection to properties at the western end of the frontage by establishing a beach profile that will absorb wave energy and prevent overtopping.*
- *Improved / raised groyne at East Beach, West Beach Selsey and East Wittering 2011-2016, this work was carried out at various points where beach levels have been improved and this will help stabilise the beach profiles and reduce the risk of erosion*

2.3.2 CDC continue to monitor the condition of beaches and coast protection assets quarterly and carry out repairs and improvements as necessary.

3 Problem definition and objectives

3.1 Outline of the problem

- 3.1.1 The key problem along the Bracklesham, East Wittering and Selsey frontages is the lack of or poor distribution of beach material which is an integral part of the defences which are necessary to manage the risk of erosion and breaching. The rate of attrition had exceeded the Council's ability to fully maintain the beach to a design standard, due to limited budgets, the beach management approach has shown a considerable improvement in standard of beach where work has been carried out.
- 3.1.2 If no beach management activities are undertaken to maintain critical beach levels along these frontages, we will experience further asset failures within 5 years, leading to flooding and erosion of properties that are at risk within the short term (according to both the PEHCDS and 2009 CDC annual asset survey). Over time, climate change leading to rising sea levels will affect flood and erosion risk increasingly. Table 3.1 illustrates the number of properties at flood and erosion risk over the short term (0-20 years), and in the long term (100 years). Plans 3 and 4 illustrate the flood and erosion risks, extracted from the PEHCDS. Appendix E is information provided by the Environment Agency on the number of properties at risk.

Table 3.1 Properties at risk (PEHCDS with 2011 analysis)

Year	Frontage	Number of houses at risk	
		Flooding	Erosion
Short term 1 in 75 yrs (0-20yrs)	Selsey	388	55
	Bracklesham & East Wittering	41	23
	Combined	429	78
2108 1 in 200 yrs	Selsey	1,717	587
	Bracklesham & East Wittering	522	432
	Combined	2,239	1,019

- 3.1.3 It is important to note that the PEHCDS used sea level rise projections from UKCP06, whereas new data and guidance has been developed as UKCP09. In line with EA guidance (Adapting to Climate Change: Advice for Flood and Erosion Risk Management Authorities), the strategy UKCP06 projections have been compared to the newer UKCP09 projections for the BMP frontages and there is little change. The UKCPO9 projections are less than 0.1mm lower for years 2025 onwards, and therefore the strategy figures have been used in the preparation of this PAR.

3.2 Consequence of Doing Nothing

- 3.2.1 Plans 3 and 4 (Section 1.7) illustrate the land at risk to flooding and erosion over the next 100 years at Selsey, Bracklesham and East Wittering, assuming we immediately stop maintaining defences. Each frontage is discussed in turn with information extracted from the PEHCDS.
- 3.2.2 **Selsey East Beach:** in the short term the groynes would likely begin failing within 5-7 years (by 2022). With cessation of maintenance, the loss of beach material in this area will rapidly increase. This would expose the defences to wave attack and increase the rate of failure. Before the defences were built, Selsey East Beach had an average rate of erosion of 1.7m per year with a peak of some 8m per year adjacent to the lifeboat station. In the medium term all the sea defences at Selsey East Beach are likely to be close to failure (by 2030). The topography behind East Beach is like a bowl, with a large number of properties within these low-lying areas (by 2030, 638 properties would be in a 1 in 200 year (0.5%) chance of flooding in any given year according to the PEHCDS). Failure of the seawall would expose some of these properties to frequent flood damage, quickly making them uninhabitable. The coastline would erode with 126 residential and 2 commercial properties likely to be lost either through flooding or erosion over the next 100 years.
- 3.2.3 **Selsey Bill:** in the short term, the sea wall would begin to deteriorate, and the risk of undermining would increase. As the beaches deplete, the resulting wave energy would increase wave overtopping of the seawall. This could lead to the back face of the wall, increasing rates of

degradation. The groyne would begin failing within 5 years (2020) with increasing exposure. The tip of Selsey Bill will not experience significant impacts due to the raised topography. In the medium term (by 2030), it is expected that both the seawall and groyne will be close to failure. Historically there have been pulses of sediment supplied naturally from the Kirk Arrow Spit, offshore of Selsey Bill. Its evolution is unknown but may offer protection in the future. By year 50 (2060) it is anticipated that 3 properties will be lost by erosion. The risk of flooding to Selsey Bill is minimal due to the raised topography, with smaller areas only likely to be affected by overtopping.

- 3.2.4 **Selsey West Beach:** has already seen a failure of the seawall (2007). This section of seawall was repaired in 2009 and in 2011 a capital beach recharge scheme to increase the beach heights was implemented. The 2011 scheme was required as our annual asset surveys indicated that other sections of the sea wall were expected to collapse within 5 years time (2010 – 2015), due to critically low beach levels. Although this capital beach recharge scheme has improved the situation at Selsey West Beach, if beach levels are not maintained, the seawall could again be at significant risk within 1 - 5 years (2016 - 2020). If other sections of the seawall do collapse, erosion rates will be at least 3 metres per year for the first 5 years following failure, according to the PEHCDS.
- 3.2.5 Experience of the sea wall collapse in 2007 has indicated that this rate of erosion is conservative, as 15m of landward erosion occurred within a week when the seawall collapsed during a 1 in 1 year storm. Therefore the erosion rates illustrated in the SMP are conservative and more properties are believed to be at risk from erosion over the short term (next 20 years) than quoted in the PEHCDS. After 5 years rapid erosion, the PEHCDS predicted that the erosion rate would return to an average of 1m per year.
- 3.2.6 In the medium term, the defences at Selsey West Beach will have long since failed. Between year 15 and 50 (2030 – 2065) this section of coastline is expected to retreat at a steady rate of approximately 1m per year with the loss of 62 residential properties. This number should again be debatably higher, as it does not take into account the rapid rates of erosion we experienced in 2007, as discussed above.
- 3.2.7 **Selsey Combined - Long Term:** In the long term (50 – 100 years), there will be no defences left at Selsey and the coastline will have formed a natural erosive profile, with rates of erosion ranging between 1 and 1.7m per year. In addition, the rates of overtopping will increase as sea level rises, putting more properties at risk of flooding. By 2108 it is anticipated that at least 587 properties will be lost to erosion or 1717 properties will experience frequent flooding across the Selsey frontage. Table 3.1 provides a summary of the properties at risk to flooding and erosion in Selsey in 2008 and 2108, extracted from the PEHCDS.
- 3.2.8 **Bracklesham and East Wittering:** in the short term (2011 - 2030) the PEHCDS identified that the groyne and some of the breastwork and concrete walls comprising the frontage will fail. Consequently the existing defences are likely to fail over the next 15 years. The PEHCDS was completed in 2009, and since this time there have been various failures of the breastworks and groyne along this frontage, due to low beach levels.
- 3.2.9 Works have always been quickly initiated where damage occurs to the Breastworks, to avoid erosion rates of approximately 1 metre per year, as quoted by the PEHCDS. This rate of erosion could result in a loss of 23 properties by 2030 if nothing were done to prevent it. Coastal Engineers who maintain these defences believe this estimate of erosion is too conservative. In 2009, when a section of breastwork was undermined during a 1 in 1 year storm, over one metre of landward erosion occurred in less than a week. The land would have continued to erode without action to prevent it.
- 3.2.10 In the medium term, the current defences at Bracklesham and East Wittering would be totally ineffective with only relic structures remaining, posing health and safety issues. The shoreline would continue to migrate landward at a rate of 1m per year, with a sharp increase in the number of properties lost to erosion. The PEHCDS estimates that 206 residential and 35 commercial properties would be lost by to erosion by year 2050. In the short to medium term, the Environment Agency's Managed Realignment scheme to the immediate east of this frontage (Medmerry) may affect sediment supplies to the eastern end of the Bracklesham frontage, being a barrier to the predominant Longshore Drift of shingle from east to west. This needs to be closely monitored, as the beaches at the eastern end of Bracklesham could become starved as an offshore delta develops following the breach to complete the managed realignment scheme. This was identified within the Medmerry Managed Realignment Environmental Statement, within the Coastal and Hydrodynamic Modelling Report – Phase 2, written by ABPmer in February 2010.

3.2.11 Looking towards the long term, if no beach management is undertaken, it is anticipated that by 2108, 522 residential and 67 commercial properties will be lost to erosion. Due to low lying areas of land within East Wittering, areas will act as sinks to tidal overtopping, resulting in flooding which will affect properties.

3.3 Strategic Issues

3.3.1 The Pagham to East Head Coastal Defence Strategy has been written and adopted by all relevant operating authorities. It recommends 'Hold The Line – Sustain for the Selsey, Bracklesham and East Wittering frontages.

3.4 Key Constraints

3.4.1 The only designation that exists along the proposed BMP frontage is the Bracklesham Bay SSSI. Natural England will be consulted throughout the BMP process in accordance with their statutory role under the Conservation (Natural Habitats & C.) Regulations 1994. The works proposed are not expected to be constrained by this designation, as they will not be detrimental to it. Natural England supported the PEHCDS policy options for these frontages, as to 'hold the line – sustain' will be no more detrimental to these frontages than any other management options assessed by the Strategy. It may be necessary to undertake an Appropriate Assessment should Natural England require this, which would be developed alongside the Beach Management Plan written document.

3.4.2 There are no known archaeological features of international, national or local importance that could be disturbed by the proposed beach management operations.

3.4.3 A further constraint is time, as it is difficult to undertake beach recycling / recharge works during the summer tourist months or during harsh winter months where works are at risk of being delayed, and costs increased. With careful management and planning, the time constraint is easily overcome. Through the BMP process, it will be possible to actively explore opportunities to combine recharge operations with adjacent authorities, to get best value for money and save on mobilisation costs. In addition, as the BMP is a 5-year plan, there is flexibility within this approach to better plan works, group items together and plan timings, all of which can lead to significant efficiencies.

3.5 Objectives

3.5.1 The objectives for these works have been identified via the two SMPs that cover this area, the PEHCDS, and CDC via its annual asset surveys.

3.5.2 In the short to medium term, beach management activities will increase the life of defences to the Selsey, Bracklesham and East Wittering communities, as erosion and flooding will be delayed. During the five year BMP, CDC as the operating authority for these frontages will work with the communities and local businesses to explore contributions towards future major capital works that will be required from year 20 onwards (2030).

3.5.3 The objectives of the proposed works are listed below. They have been grouped to reflect whether they are primarily coastal processes, economic, social or environmental drivers, however most of the objectives demonstrate a mix of these:

Coastal Process:

- To monitor adjacent schemes such as the Medmerry Managed Realignment scheme to the immediate east of Bracklesham to prevent any negative impacts from changes in the natural coastal processes as the scheme develops;
- To make good use of surplus beach material locally, that could be of benefit elsewhere along the frontage (+ economic);
- To maintain beach levels that reduce wave impacts and add to the amenity value (+ social).

Economic:

- To extend the life of the fixed coastal defence assets through beach recharge and delay the need for major capital coast protection works (+ coastal process);

- To sustain the current standard of protection to adapt to sea level rise and avoid damage from frequent overtopping (+ social and coastal process);
- To achieve the management policy from the Pagham to East Head Coastal Defence Strategy and Shoreline Management Plans of 'Hold The Line – Sustain' along these frontages (+ social, environmental and coastal process);
- To ensure the 2011 capital beach recharge works at Selsey West Beach are properly maintained to prolong the effectiveness of the works, as built into the original business case (+ social).

Social:

- To reduce the risk from erosion and flooding to the communities of Selsey, Bracklesham and East Wittering (+ coastal process and economic);
- To involve the community and allow time to consider and raise contributions for major capital works when they are required in the medium term (+ economic);
- To raise community awareness of coastal management issues along these frontages.

Environmental:

- To protect and enhance the environment where possible;
- To work with natural coastal processes and limit disturbance on the geological interest of the SSSI at Bracklesham and East Wittering (+ coastal process).

4 Options for Managing Flood and Erosion Risks

4.1 Potential FCERM Measures

4.1.1 Potential FCERM measures were identified within the PEHCDS. These Strategic Options are summarised in table 4.1.

Table 4.1 Potential FCERM measures identified within the PEHCDS

Strategic Option	Description
No Active Intervention	No maintenance or improvements undertaken allowing the existing defences to deteriorate under the impact of natural coastal processes.
Do Minimum	This option will provide a patch and repair approach on existing assets. This approach will revert to No Active Intervention once the residual life of existing defences is reached and cannot be extended any further.
Hold The Existing Defence Line	Maintaining or changing the standard of protection on the existing defence line. The implementation of this policy can be undertaken using the following approaches: <ul style="list-style-type: none"> ○ Maintain – Defences are maintained at their current level to minimise the damage from failure. Because of the effects of climate change there will be a reduction in the standard of protection over time. ○ Sustain – The defence levels are improved over time to preserve the standard of protection taking into account climate change. ○ Improve – Raise the standard of protection above that already existing.
Managed Realignment	Policies aimed at allowing a landward movement of the shoreline position with some form of management intervention, on both flood and erosion prone frontages.
Adaptive Management	Adaptive Management is an approach, which promotes flexible decision making with an emphasis on sequential decisions and actions in the face of uncertainty. It provides the opportunity for improved management as more understanding of the system is gained over time. A Management Plan is established which sets out its objectives, possible measures to achieve these objectives and a series of trigger points for where intervention may be required. Monitoring forms a key element of the process.

4.1.2 A Beach Management Plan would meet the Hold The Line – Sustain approach.

4.2 Long List of Options

4.2.1 A list of options for the Selsey, Bracklesham and East Wittering frontages were identified and assessed within the PEHCDS

4.3 Options rejected at the preliminary stage

4.3.1 Options were assessed within the PEHCDS and discarded as inappropriate. Each option is a variation on the potential FCERM measures identified in Table 4.1.

4.3.2 The PEHCDS discounted many of the long list options following appraisal of these, leaving a short list of options along each frontage. An economic, technical and environmental analysis was completed on these, which will be discussed in turn for each frontage.

4.4 Options Shortlisted for Appraisal

4.4.1 The remainder of this PAR will focus on the 'Hold The Line – Sustain BMP option in line with the PEHCDS as other management options have already been discounted by this, as discussed. Section 5 will demonstrate how a BMP is justified. Section 6 will go on to explain how delaying the need for major capital works, through the proposed BMP will allow time for contributions to be better explained..

5 Options Appraisal and Comparison

5.1 Technical Issues

- 5.1.1 There was a perceived technical issue with road delivery of material for the first phase of the BMP, but recent experience has highlighted that delivery of shingle by road has been accepted by the local community.
- 5.1.2 Obvious cost savings can be made by combining the Selsey and Bracklesham / East Wittering frontages into one BMP. The frontages are almost identical in the way they need to be managed over the short to medium term and therefore planning for works and carrying out construction works can be combined, saving the costs of looking at these two frontages in isolation. Savings can also be made through procurement and joint working. In addition, both frontages are divided by Medmerry, where the EA managed realignment scheme is currently underway. The BMP can therefore take into account the effects of this scheme on the coastal processes either side, as significant changes may occur as the realignment establishes its normal processes. Section 5 explains the economic justification of combining the two frontages into one BMP.

5.2 Environmental Assessment

- 5.2.1 The proposed BMP for Selsey and Bracklesham / East Wittering has been extracted from the recommendations of the PEHCDS, as it helps achieve the adopted strategic policy option of 'Hold The Line – Sustain' for these frontages.
- 5.2.2 The PEHCDS recommendations were supported by Natural England who noted that the strategic policy options were likely to lead to environmentally acceptable solutions. Natural England will be consulted throughout the preparation of this BMP in accordance with their statutory role under the Conservation (Natural Habitats & C.) Regulations 1994.
- 5.2.3 The PEHCDS Strategic Environmental Assessment (SEA) was undertaken to assess the strategic options for each frontage in the context of the objectives of the Water Framework Directive. Tables 5.2 and 5.3 below illustrate the impact assessments undertaken by the SEA at Selsey and Bracklesham / East Wittering respectively. Table 5.1 illustrates a key to the option assessment tables.

Table 5.1 Key to Option Assessment Tables.

Key to the option assessment tables			
---	Major adverse	+++	Major positive
--	Moderate adverse	++	Moderate positive
-	Minor adverse	+	Minor positive
0	Negligible	N/A	Not applicable
S = Short Term M = Medium Term L = Long Term			

Table 5.2 Option Assessment Table for Selsey

	Objective	No Active Intervention			Do Minimum			Hold the Line (Maintain)			Hold the Line (Sustain)		
		S	M	L	S	M	L	S	M	L	S	M	L
1	Manage flood risk to people, property and the environment	--	---	---	-	--	---	0	-	--	+	++	+++
2	Conserve and enhance biodiversity	0	-	-	0	-	-	0	-	-	0	-	--
3	Maintain and enhance opportunities for recreation and tourism	0	-	--	0	-	-	0	0	-	0	+	++
4	Protect farmland where sustainable to do so	0	-	--	0	0	-	0	0	-	0	0	0
5	Protect and enhance water resources	0	-	--	0	-	-	0	0	-	0	+	+
6	Protect features of archaeology and cultural heritage	0	-	-	0	0	-	0	0	0	0	0	0
7	Maintain and enhance landscape character and visual amenity features	-	-	--	0	-	-	0	0	-	0	-	-
8	Mitigate/minimise future impacts of climate change	---	---	---	--	---	---	-	--	---	+++	+++	+++
9	Promote the principles of sustainable development	++	++	++	+	+	+	-	-	--	-	--	---

Table 5.3 Option Assessment Table for East Wittering and Bracklesham

	Objective	No Active Intervention			Do Minimum			Hold the Line (Sustain)		
		S	M	L	S	M	L	S	M	L
1	Manage flood risk to people, property and the environment	--	---	---	-	--	---	+	++	++
2	Conserve and enhance biodiversity	0	0	0	0	0	0	0	-	-
3	Maintain and enhance opportunities for recreation and tourism	-	-	--	0	-	--	+	+	+
4	Protect farmland where sustainable to do so	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
5	Protect and enhance water resources	0	-	-	0	-	-	0	+	+
6	Protect features of archaeology and cultural heritage	0	-	--	0	-	-	0	+	+
7	Maintain and enhance landscape character and visual amenity features	0	-	-	0	-	-	0	0	0
8	Mitigate/minimise future impacts of climate change	--	---	---	--	---	---	+++	+++	+++
9	Promote the principles of sustainable development	++	++	++	0	0	0	-	--	---

5.2.4 Table 5.2 concludes that the preferred option for the Selsey frontage is to ‘Hold The Line – Sustain’. This provides a long-term sustainable solution to protection of the important assets behind this frontage, while adverse environmental impacts would not be significantly increased over the other options that were considered.

5.2.5 Table 5.3 illustrates that the preferred environmental option for the East Wittering and Bracklesham frontage is also ‘Hold The Line – Sustain’. This would protect the assets and the recreational and amenity interests along this frontage, while any adverse impacts to the SSSI would not be significantly increased the over other options that were considered.

5.3 Social and Community Impacts

5.3.1 A ‘No Active Intervention’ or ‘Do Minimum’ approach along the proposed BMP frontages would have significant detrimental impacts on the large communities of Selsey and Bracklesham / East Wittering in terms of loss of assets and viability of the local tourist economy by the end of the short term. Selsey alone has a population of 10,000, which doubles in the summer, largely due to the influx of tourists to one of Europe’s largest caravan site.

5.3.2 Local residents have developed an improved understanding of coastal management issues, through the PEHCDS consultations and through the recent works of the Pathfinder Project completed by the District Council. The community are aware that funding is not guaranteed to achieve the strategic policy options set by SMPs and PEHCDS. Representatives from the community have explained that they are very keen to see annual beach management works to improve the standard of protection from overtopping and maximise the life of the coastal defences. Selsey Town Council are already putting aside funds for future capital coast protection schemes, when defences need totally renewing / raising to achieve the policy of ‘Hold The Line – Sustain’. Therefore the community require us to extend the life of the defences as long as possible.

5.4 Option Costs

5.4.1 Table 5.4 illustrates a combined economic summary of the short list options extracted from the PEHCDS for the Selsey, Bracklesham and East Wittering frontages over the next 100 years. It also includes an economic summary of the proposed BMP for these frontages on which this bid for FDGiA is based. As can be seen, this option gives the best Benefit: Cost Ratio of 1 to 19.34.

Table 5.4: Economic Summary of Options for Selsey and Bracklesham / East Wittering Combined:

Option (with SoP at year 99)	PV Benefit (£K)	PV Cost (£K)	BC Ratio
No Active Intervention	-	-	-
Hold The Line Maintain	144,542	65,084	2.2
Hold The Line – Sustain	167,648	58,966	2.8
Hold The Line – Sustain: Beach Management Plan (with major capital works every 25 years)	167,300	8,652	19.34

5.4.2 The Hold The Line – Sustain: Beach Management Plan (with major capital works every 25 years) option, has been calculated on the basis that £200,000 will be spent on beach management / defence improvement every year over the next 100 years, and £6 million spent every 25 years (year 25, 50 and 75) as capital works to renew / heighten key coastal defence assets. By significantly extending the life of the defences through beach management works, time is available (up to year 25) to seek significant contributions towards the capital works that will be required.

Table 5.5: Justification of the BMP for the Next 5 Years

Frontage Length (Km)	Flooding Properties (1 in 75 yrs.)	Erosion Properties	PV Assets (£K)	Costs PV (£K)	Raw PF	Contributions	Adjusted PF
8.2	429	78	28,010	1,250	152%	0	152%

All the data within Table 5.5 has been extracted from the partnership funding calculator attached as Appendix C

6 Selection and details of the preferred option

6.1.1 The preferred option is a BMP covering Selsey, Bracklesham and East Wittering over the next 100 years, with the aim to replace and heighten key coastal defence assets over this time, in line with the adopted coastal defence policy option along these frontages of 'Hold The Line – Sustain'.

6.2 Sensitivity Testing

6.2.1 If funding is not secured for the proposed BMP, the Council will only be able to implement a 'Do Minimum' approach to manage the flood and erosion risks along the Selsey, Bracklesham and East Wittering frontages. This will be undertaken using the Council's revenue maintenance budget. Due to the current estimated residual life of defences under this approach, defence collapses would be expected within 5 years, at which point the Council would be seeking emergency funding or begin planning an exit strategy and looking to evacuate residents.

6.3 Details of the Preferred Option

Technical Aspects

6.3.1 In year one, CDC will update the previous BMP, covering the 2011/12 to 2015/16 period. Also during year one the Council intends to import shingle to Danefield Road, Selsey (drift divide) and raise the planking on groynes S1-S32 (East Wittering) to aide retention of the recharge undertaken in 2015.

6.3.2 Works from year two onwards will include further beach recharge, rock placement and defence repairs / improvements. Many of the groynes are not currently high enough to maintain critical beach levels and this will be one of the key aspects to improve over the next five years. The decisions will be based on careful assessment of both Strategic Coastal Monitoring data and the Council's own inspections.

6.3.3 The proposed BMP works are easily achievable along the Selsey and Bracklesham / East Wittering frontages, and are similar to works the Council has had experience of in the past. No technical difficulties are of concern and the 5 year length of the BMP allows flexibility to ensure best value on construction works and on importation of shingle.

6.3.4 During the BMP, one of the most important ongoing actions will be to continue discussions with the Parish and Town Council's and the communities to address the medium term funding issues.

Environmental Aspects

6.3.5 Along the proposed BMP frontage is the Bracklesham Bay SSSI and the East Beach SSSI at East Beach Seksey. Natural England will be consulted throughout the BMP process in accordance with their statutory role under the Conservation (Natural Habitats & C.) Regulations 1994. The works proposed are not expected to be constrained by these designation, as they will not be detrimental to it. Natural England supported the PEHCDS policy options for these frontages, as to 'hold the line – sustain' will be no more detrimental to these frontages than any other management options assessed by the Strategy.

Local Political considerations

6.3.6 Local residents have developed an improved understanding of coastal management issues, through the PEHCDS consultations and through the recent works of the Pathfinder Project completed by the District Council. The community are aware that funding is not guaranteed to achieve the strategic policy options set by SMPs and the PEHCDS. Representatives from the community have explained that they are very keen to see annual beach management works to extend the life of the coastal defences as much as possible. Selsey Town Council are already securing funding for future capital coast protection schemes, when defences need totally renewing / raising to achieve the policy of 'Hold The Line – Sustain'. Therefore the community require us to extend the life of the defences as long as possible.

Costs for the Preferred Option

Table 6.1: Project Costs for Preferred Option (£k)

Row	Items	Year 1	Year 2	Year 3	Year 4	Year 5	Total
A	CDC Costs	5	5	5	5	5	25
B	Consultant costs	20	20	20	20	20	100
C	BMP Activity costs (C1+C2)	200	200	200	200	200	1000
	<i>C1 Recharge / Recycling</i>	<i>175</i>	<i>175</i>	<i>170</i>	<i>170</i>	<i>170</i>	<i>860</i>
	<i>C2 Timber Works</i>	<i>25</i>	<i>25</i>	<i>30</i>	<i>30</i>	<i>30</i>	<i>140</i>
D	Contingency	25	25	25	25	25	125
E	Total Expenditure (A+B+C+D)	250	250	250	250	250	1250
F	- Total Contributions Secured	0	0	0	0	0	0
G	Total FDGIA (E-F)	250	250	250	250	250	1250

6.3.7 Table 6.1 provides a summary of the BMP costs over the next 5 years. £100,000 has been allocated towards consultant fees, which are required for procurement of contractors, critical beach design / coastal defence design and general advice throughout the five-year BMP. £1,000,000 remains purely for construction works. In table 2.2, the risk contingency is £125,000 (10% of overall costs). This may be required in the event of unforeseen changes in beach profiles to maintain the standard of defence. The Council has a small remaining budget for coastal maintenance works, which may be available to cover any additional works and the frontage not covered by the BMP.

Contributions, Funding and Efficiency Savings

6.3.8 The Council are seeking a total of £1,250,000 FDGiA over the next 5 years for this scheme (£250k per year).

6.3.9 The Council are exploring options including putting aside funds on an annual basis (up to £50k annually) which would be available as an external contribution in year 25, when major capital works are expected to be required.

6.3.10 Further to this, the Council is actively seeking contributions towards future coastal defence works. The Council has already worked with Selsey Town Council who are securing funding specifically towards coastal defence works to protect Selsey. This contribution could be saved up towards year 25 when major capital works are likely to be required to strengthen and heighten the sea wall, and replace ageing groynes. The Council intends to have similar discussions with East Wittering and Bracklesham in the future, whether or not this proves a success.

6.3.11 Efficiencies have been identified in the way we procure work and ensure the best possible return on expenditure and attached as Appendix B is the completed CERT spreadsheet.

Outcome Measures and Funding Priority

6.3.12 Table 6.2 includes key figures extracted from the partnership funding calculator to demonstrate the outcome measures and prioritisation score.

Table Error! No text of specified style in document..2 Outcome Measure Contributions and Prioritisation Score

Outcome Measure	Combined Total (Years 2016/17 to 2021/22)
OM1 The ratio of the whole life present value benefits (PVb) to the whole life present value costs (PVC) from projects in the FDGiA capital investment programme.	22.41
PV Benefits (£k)	28,010
PV Damages (£k)	1,250
OM2 The number of households moved out of any flood probability category to a lower one.	429
OM2b The number of households moved out of the very significant or significant flood probability categories.	429
OM2c The number of households in the 20% most deprived areas moved out of the significant or very significant probability categories.	0
OM3 The number of households with reduced risk of coastal erosion.	78
OM3b The number of households protected against loss in 20yrs from coastal erosion.	78
OM3c The number of households in the 20% most deprived areas protected against loss in 20yrs from coastal erosion.	0
OM4a Hectares of water dependent habitat created or improved to help meet the objectives of the Water Framework Directive.	0
OM4b Hectares of inter-tidal habitat created to help meet the objectives of the Water Framework Directive for areas protected under the EU Habitats/Birds Directive.	0
OM4c Kilometres of rivers protected under the EU Habitats / Birds Directive improved to help meet the objectives of the Water Framework Directive.	0
Outcome Measure Prioritisation Score.	
Raw	152%
With Contributions	152%

7 Implementation

7.1 Project Planning

Phasing and Approach

- 7.1.1 In year one, CDC will update the BMP which covered the period 2011/12 to 2015/16. Also during year one the Council intends to import shingle to Danefield Road, Selsey (drift divide) and raise the planking on groynes S1-S32 to aide retention of the recharge undertaken in 2015.
- 7.1.2 Works from year two onwards will be a mix of beach recharge and improvements to the existing defences as identified by the BMP. Many of the groynes requiring raising to maintain critical beach levels and this will be one of the key aspects to improve over the next five years.
- 7.1.3 On completion of this BMP in 2021/22, the District Council will be preparing a new 5-year BMP for the period 2022/23 to 2026/27 to continue beach management. This 5-year beach management planning will continue on a recurring basis until year 25 (2036/37), when major capital works are likely to be required.
- 7.1.4 The proposed BMP works are easily achievable along the Selsey and Bracklesham / East Wittering frontages, and are similar to works the Council has carried out in the first 5 years. No technical difficulties are of concern and the 5 -year length of the BMP allows flexibility to ensure best value on construction works and on importations of shingle.

Programme and Spend Profile

- 7.1.5 This PAR seeks a total of £1,250,000 FDGiA, this is to be split as shown in table 7.1 over the next five years (2016/17– 2021/22).

Table Error! No text of specified style in document..1 Annualised Spend Profile (£k)

	2011/12	2012/13	2013/14	2014/15	2015/16	Total
Existing Staff costs	5	5	5	5	5	25
Professional Fees	20	20	20	20	20	100
Construction	200	200	200	200	200	1000
Contingency	25	25	25	25	25	125
Environmental mitigation	0	0	0	0	0	0
Environmental enhancement	0	0	0	0	0	0
Compensation	0	0	0	0	0	0
Sub-total	250	250	250	250	250	1250
Less Contributions	0	0	0	0	0	0
Total grant eligible sum *	250	250	250	250	250	1250

- 7.1.6 Table 7.1 illustrates the annualised spend profile across the 5-year BMP. It illustrates the total cost of the 5-year BMP, and the total FDGiA being sought by this PAR.

7.2 Delivery Risks

High-level risk register

7.2.1 A small number of delivery risks have been identified and recorded in table 7.2 below.

Table Error! No text of specified style in document..2 High Level Risk Schedule and Mitigation

Key Project Risk	Adopted Mitigation Measure	Cost
Not securing FDGiA funding to progress schemes.	<ul style="list-style-type: none"> • Seek alternative funding sources, which may be difficult in the short term; • If above cannot be achieved, develop Exit Strategy. 	<ul style="list-style-type: none"> • In-house; • In-house.
Further collapses on Selsey West Beach Sea Wall prior to scheme implementation (low risk due to 2011 Selsey West Beach Scheme).	<ul style="list-style-type: none"> • Continued monitoring of existing defences and general repairs made if FDGiA / contributions available 	<ul style="list-style-type: none"> • £1mill + per 50m stretch
Failure of sections of the East Wittering and Bracklesham defences (medium to high risk).	<ul style="list-style-type: none"> • Monitor existing defences and make necessary repairs within revenue budgets; • Develop beach recycling to maximise standard of protection provided. 	<ul style="list-style-type: none"> • Up to £25k per bay; • £ Variable
Weather Conditions delaying construction activities (low risk).	<ul style="list-style-type: none"> • Ensure contract deals with possible delays adequately. • 5-year programme gives greater flexibility to deal with delays. 	<ul style="list-style-type: none"> • Avoids costs
Community opposition to shingle deliveries (low risk – lorry deliveries successfully achieved in first 5 years).	<ul style="list-style-type: none"> • Consult with community throughout BMP process; • Identify less disturbing methods of supplying shingle; • Carefully plan timing of works to avoid unsociable hours. 	<ul style="list-style-type: none"> • In-house - sunk
Environmental Concerns leading to delays (low risk).	<ul style="list-style-type: none"> • Consult with Natural England throughout the BMP process (particularly whilst writing the BMP) to address any issues. 	<ul style="list-style-type: none"> • Part of BMP process.
Unexpected draw down and non-recovery of beaches due to adverse weather	<ul style="list-style-type: none"> • Use contingency to boost beach profiles in order to maintain standard of protection 	<ul style="list-style-type: none"> • Up to £125k

Safety Plan

7.2.2 Construction shall meet CDM2015 regulations and the contract for construction works will involve appointing a lead designer & lead contractor where applicable to oversee the works (included in estimated consultancy costs). All appropriate risk assessments and method statements will be completed. A health and safety file will be developed before and during the contract, and will remain in force and be held by the Council after the works have been completed.

Flood risk management scheme –
 application for grant funding
 Risk management authority (RMA)



7.3

Please read through this form and the guidance notes that came with it. Please write clearly in the answer spaces.

Please send a signed copy of this form (unless it already forms part of the project appraisal report (PAR)) to the Area Flood and Coastal Risk Manager for approval. Their contact details are on previous letters we have sent you.

- Our general conditions for grants are set out in our grant memorandum. The grant process does not make or form part of the contract between you and us.
- We will not pay a grant for work you begin without our approval. We do not pay a grant for the cost of maintenance.

Contents
 Part A Scheme details
 Part B Certificate of the authority
 Part C The Data Protection Act 1998
 Part D Declaration
 Part E Contact us

Part A Scheme details

A1 Name and address of your authority

Name
 Chichester District Council

Address
 1 East Pallant House
 Chichester

Postcode PO19 1TY

A2 National project number (medium-term plan reference number)

SOS005C/009A/30CA

A3 Name of the scheme and its location

Name
 Selsey, Bracklesham and East Wittering Beach Management Plan yrs. 2016-2021

Location
 Selsey, Bracklesham & East Wittering

Part A Scheme details, continued

A4 Is this a private scheme to be carried out on a main river not maintained by an Internal Drainage Board or local authority?

Yes Please give details below
 No

A5 If you've answered no in question A4, how is the project being funded?

Type	Amount (£ thousands)	Percentage (%)
Flood Defence Grant in Aid (FCERM GiA)	1250	100
Local levy		
Own revenue		
External contribution		
Total contribution		

Part A Scheme details, continued

If external contribution, please give details.

N/A

Internal Drainage Boards only

If funded by a loan:

Over what period do you need the loan?

Have you enclosed a formal application for a loan approval from Defra?

Yes

No

A6 Estimated project costs (taken from your PAR) and grant applied for (not including maintenance)

		Project costs (£ thousands)	Grant applied for (include local levy) (£ thousands)
(a)	Preliminary investigations	10	10
(b)	Instrumentation and machinery		
(c)	Construction work	1000	1000
(d)	Land purchase		
(e)	Compensation		
(f)	Staff salaries and costs	25	25
(g)	Professionals' and consultants' fees	100	100
(h)	Other costs (please specify)		
(i)	Contingencies (please specify)	125	
(j)	Total estimated costs	1250	
(k)	Total grant applied for		1250

Note: the total grant applied for (box k) should be equal to the amount of the FCERM GiA plus the local levy contribution in table A5.

(Contingency funds are noted for management purposes – see section 12 of the grant memorandum.)

A7 Other information, such as the latest partnership funding score percentage (this is often more than 100%)

Partnership funding score: 152%

A8 Who will the work be done by?

Direct labour

Contract

Both

Please give details of who is doing the work.

Work will be completed by either our framework consultant (Royal Haskoning DHV), our framework contractor (JTM Mackley) or appointed via competitive framework tender.

Part C The Data Protection Act 1998

We, the Environment Agency, will process the information you provide so that we can deal with your application, make sure you keep to the conditions of the licence, permit or registration, and process renewals.

We may also process or release the information to:

- offer you documents or services relating to environmental matters;
- consult the public, public organisations and other organisations (for example, the Health and Safety Executive, local authorities, the emergency services, the Department for Environment, Food and Rural Affairs) on environmental issues;
- carry out research and development work on environmental issues;
- provide information from the public register to anyone who asks;
- prevent anyone from breaking environmental law, investigate cases where environmental law may have been broken, and take any action that is needed;
- assess whether customers are satisfied with our service, and to improve our service; and
- respond to requests for information under the Freedom of Information Act 2000 and the Environmental Information Regulations 2004 (if the Data Protection Act allows).

We may pass the information on to our agents or representatives to do these things for us.

Part D Declaration

D1 I have met the responsibilities set out in the following regulations.

SI 1999 number 1783 Land Drainage Environmental Impact Assessment (Land Drainage Improvement Works) Regulations 1999, as amended to date.

D2 I confirm the following:

This application is for the scheme set out in the project appraisal report (PAR) dated (DD/MM/YYYY)

This application is made to the Environment Agency, for grant funding under the Flood Management Act 2010.

I accept the conditions set out in the grant memorandum.

I also accept that the Environment Agency do not accept legal liability or agree to take on any of the risk management authority's obligations.

I have attached all necessary supporting documents to this form and we meet the conditions of the grant memorandum.

Our board or cabinet have agreed the work will start on date (DD/MM/YYYY)

As far as I know, the details that I have given on this form are true and complete.

Part D Declaration, continued

Warning

If you make a false or inaccurate statement you may lose your entitlement to grant funding.

Chief Executive Officer's signature

Date (DD/MM/YYYY)

Name

Title (Mr, Mrs, Miss, Other)

First name

Last name

Job title

Contact numbers, including the area code

Phone

Fax

Mobile

Email

Contact name (for queries)

Phone number

Part E Contact us

If you need help filling in this form, please contact the person who sent you it or contact us as shown below.

Grant Administration Team
Environment Agency
Manley House
Kestrel Way
Exeter
EX2 7LQ

Telephone: 01392 352300

Email: laidbfinance@environment-agency.gov.uk

Website: www.environment-agency.gov.uk

Please tell us if you need information in a different language or format (for example, in large print) so we can keep in touch with you more easily.

For Environment Agency use



7.4

only

Note for AFCRM: Please send this FCERM2, together with the PAR, to the grant administration team for approval, if there is not an FCERM2 already included in the PAR.

This scheme, with a total estimated cost of
£ _____ (box (j), section A6),
is approved on behalf of the Environment Agency for grant
funding of

£ _____ (box (k), section A6)

Name of Area Flood and Coastal Risk Manager

Job title

Signature

Date (DD/MM/YYYY)

Name of chair of Project Approval Board or Large Project
Review Group

Signature

Date (DD/MM/YYYY)

Appendix A Project report information sheet

A.1 General Details

Authority project ref (as in medium term plan)

SOS005C/009A/30CA

Project name
(60 characters
max.)

Selsey & East Wittering BMP 2016 -2021

Name of authority

Chichester DC

Defra reference (if known)

Name

Title Mr

David

Lowsley

Is the project to carry out emergency work?

Yes

No

Strategy plan reference

Pagham to East Head CDS

River basin management plan

N/A

System asset management plan

N/A

Shoreline management plan

North Solent SMP
Beachy Head to Selsey Bill SMP

Project type (list below)

Coast Protection

Shoreline management study/ preliminary study/ strategy plan/prelim. works to strategy/ project within strategy/stand-alone project/
Strategy implementation/sustain sos. coast protection/sea defence/tidal flood defence/non-tidal flood defence/flood warning
Tidal/flood warning - fluvial/special

A.2 Contract details

Estimated start date of works or study (DDMMYY)

01-10-16

Estimated time work or study will take to complete*

53

*In months

Contract type*

Framework

(*Direct labour, framework, non-framework,
design/construct)

A.3 Costs

Application (£000's)

PAR preparation

10

Capital grant for Environment Agency approval

1250

Total whole-life costs (cash)

8,652

For breakdown of costs see Table in Section 5.4

A.4 Contributions

Own resources

0

Windfall contributions

0

Deductible contributions

0

Loans

0

European regional development fund (ERDF) Grant

0

Other items not included

0

A.5 Location (to be completed for all projects)

EA region or area of project site (all projects)	Solent & South Downs	
Name of watercourse (fluvial projects only)	N/A	
District council Area of project (all projects)	Chichester DC	
Grid Reference (all projects)	SZ855922	(OS Grid reference of typical midpoint of project in form ST064055)

A.6 Description

Specific town/district to benefit from the project

Brief project description, including essential elements of the project or study (240 characters maximum)

Undertake Beach Management Plan works, involving recycling and recharging shingle beaches, improving groynes and other defence assets to retain beaches and delay the need for major capital works.

A.7 Details

Design standard (chance per year)	1 in 75	years
Existing standard of protection (chance per year)	Variable depending on frontage	years
Design life of project	5	years
Fluvial design flow (fluvial projects only)	N/A	m ³ /s
Tidal design level (coastal and tidal projects only)	TBC	m
Length of river bank or shoreline improved	8200	m
Number of groynes (coastal projects only)	188 (existing)	
Total length of groynes* (coastal projects only)	9500 (existing)	m
Is it a beach management project?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Is it a water level management project?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Defence type (embankment, walls, storage etc.)	Beach and retaining structures	

*Note this should be the total length of all groynes added together (ignore any river training groynes)

A.8 Further agreements

Maintenance agreements	<input checked="" type="checkbox"/> Does not apply <input type="checkbox"/> Awaited	<input type="checkbox"/> Received
EA region permission	<input checked="" type="checkbox"/> Does not apply <input type="checkbox"/> Awaited	<input type="checkbox"/> Received
Non-statutory objectors	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	(For coastal schemes fill in form CPA1 and CPA2)
Date objections cleared (DDMMYY)	<input type="text"/>	
Other agreements	<input type="text"/>	
	<input checked="" type="checkbox"/> Does not apply	<input type="checkbox"/> Received

A.9 Environmental considerations

Natural England letter (or equivalent)	Letter (Appendix D)	
	<input type="checkbox"/> Does not apply	<input checked="" type="checkbox"/> Received
Date received (DDMMYY)	07/10/05	

A.10 Sites of international importance

Answer 'Yes' if the project is within, next to or could affect the designated site

Special protection area (SPA)	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Special area of conservation (SAC)	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Ramsar site	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
World Heritage Site	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Other (for example, biosphere reserve)	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

A.11 Sites of national importance

Answer 'Yes' if the project is within, next to or could affect the designated site

Environmentally sensitive areas (ESA)	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Site of special scientific interest (SSSI)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
National or regional landscape designation	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
National park or the broads	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
National nature reserve	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Areas of Outstanding Natural Beauty (AONB), Restoring Sustainable Abstraction (RSA), Regional Screening Coordinator (RSC)	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Scheduled ancient monument	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Other designated heritage sites	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

A.12 Other environmental considerations

Listed structure consent	<input checked="" type="checkbox"/> Does not apply <input type="checkbox"/> Awaited	<input type="checkbox"/> Received
Has a water level management plan been prepared?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Does the project need a Food and Environmental Protection Act (FEPA) licence?	<input checked="" type="checkbox"/> Does not apply <input type="checkbox"/> Awaited	<input type="checkbox"/> Received

A.13 Compatibility with other plans

Shoreline management plan	<input type="checkbox"/> Yes <input type="checkbox"/> not apply	<input type="checkbox"/> No	<input checked="" type="checkbox"/> Does
River basin management plan	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> not apply	<input type="checkbox"/> No	<input type="checkbox"/> Does
Catchment flood management plan	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> not apply	<input type="checkbox"/> No	<input type="checkbox"/> Does
Water level management plan	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> not apply	<input type="checkbox"/> No	<input type="checkbox"/> Does

A.14 SEA or environmental impact assessment

Strategic environmental assessment (SEA)	<input type="checkbox"/> Statutory required <input type="checkbox"/> not apply	<input type="checkbox"/> Voluntary	<input checked="" type="checkbox"/> Does
Environmental impact assessment (EIA)	<input type="checkbox"/> Yes (schedule 1) <input type="checkbox"/> not apply	<input type="checkbox"/> Yes (schedule 2)	<input checked="" type="checkbox"/> Does
SEA or EIA status	<input checked="" type="checkbox"/> Scoping report prepared <input type="checkbox"/> Final	<input type="checkbox"/> Draft	<input type="checkbox"/> Draft advertised

Other agreements

	<input type="checkbox"/> Does not apply <input type="checkbox"/> Awaited	<input type="checkbox"/> Received
	<input type="checkbox"/> Does not apply <input type="checkbox"/> Awaited	<input type="checkbox"/> Received
	<input type="checkbox"/> Does not apply <input type="checkbox"/> Awaited	<input type="checkbox"/> Received
	<input type="checkbox"/> Does not apply <input type="checkbox"/> Awaited	<input type="checkbox"/> Received
	<input type="checkbox"/> Does not apply <input type="checkbox"/> Awaited	<input type="checkbox"/> Received
	<input type="checkbox"/> Does not apply <input type="checkbox"/> Awaited	<input type="checkbox"/> Received
	<input type="checkbox"/> Does not apply <input type="checkbox"/> Awaited	<input type="checkbox"/> Received
	<input type="checkbox"/> Does not apply <input type="checkbox"/> Awaited	<input type="checkbox"/> Received

A.15 Benefit Type

Local Authorities only;

For projects done under the Coast Protection Act 1949 please separately identify:

FRM = Benefits from reduction of asset flooding risk, or

CERM = Benefits from reduction of asset erosion risk.

Benefit type (list below)

CM

DEF: reduces risk (contributes to Defra SDA 27); **CM:** capital maintenance; **FW:** improves flood warning; **ST:** study; **OTH:** other projects

A.16 Land area

Total land area to benefit

Ha

Present use of land

FRM

CERM

Agricultural

<input type="text"/>	<input type="text"/>	Ha
----------------------	----------------------	----

Developed

<input type="text"/>	<input type="text"/>	Ha
----------------------	----------------------	----

Environmental or amenity

<input type="text"/>	<input type="text"/>	Ha
----------------------	----------------------	----

Scheduled for development

<input type="text"/>	<input type="text"/>	Ha
----------------------	----------------------	----

A.17 Property and infrastructure protected

Residential

FRM

CERM

Number of properties

429	78
-----	----

Value

4552	4153	£ thousands
------	------	-------------

Commercial or industrial

<input type="text"/>	<input type="text"/>
----------------------	----------------------

Value

<input type="text"/>	<input type="text"/>	£ thousands
----------------------	----------------------	-------------

Critical infrastructure

<input type="text"/>	<input type="text"/>
----------------------	----------------------

Value

<input type="text"/>	<input type="text"/>	£ thousands
----------------------	----------------------	-------------

Key civic sites

Value

£ thousands

Other (description below)

Value

£ thousands

Description

--

A.18 Costs and benefits

Present value of total project whole life costs (see note)

8,652

£ thousands

(include all costs, including those not eligible for a grant)

Will the project meet the statutory requirement?

Yes

No

FRM

CERM

Present value of residential benefits

--	--

£ thousands

Present value of commercial and industrial benefits

--	--

£ thousands

Present value of public infrastructure benefits

--	--

£ thousands

Present value of agricultural benefits

--	--

£ thousands

Present value of environmental and amenity benefits

--	--

£ thousands

Present value of total benefits (FRM and CERM)

167,300	(identified in PEHCDS)
---------	------------------------

£ thousands

Net present value

--	--

£ thousands

Benefit : cost ratio

19.34	
-------	--

Base date for estimate (DDMMYY)

011215