

# Public Document Pack

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A meeting of the **Cabinet** will be held in the Committee Rooms at East Pallant House Chichester West Sussex on **Tuesday 7 March 2017 at 09:30**

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

## FIRST AGENDA SUPPLEMENT

### APPENDIX 2 TO AGENDA ITEM 6

#### 6 **Consideration of Consultation Responses and Modifications to Chichester District Council's Infrastructure Business Plan 2017-2022** (pages 1 to 170)

In view of its length, appendix 2 is not being circulated with the agenda report in hard copy format (although a copy will be placed in the Members Room) but it may be viewed electronically herewith on the committee papers page for this meeting via Chichester District Council's web-site or (in the case of members and officers) in the relevant final reports folder for this meeting.

# Chichester District Council

## Infrastructure Business Plan

2017/2022



January 2017

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

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# Foreword

This Infrastructure Business Plan covers the area of the Chichester Local Plan, therefore it does not relate to the parts of Chichester District which are in the South Downs National Park. The South Downs National Park Authority will plan for the provision of infrastructure in the national park area.

A concern that local communities frequently raise is that the provision of infrastructure (by which we mean roads, flood defences, schools, doctors' surgeries, children's playgrounds etc.) does not keep pace with the rate of new house building.

One purpose of the Infrastructure Business Plan (IBP) is to ensure that infrastructure is provided at the right time and in the right place to accompany new homes so that this problem does not get worse in the future.

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

- Customer bills – to telephone and broadband companies and water companies to supply fresh water and to take away and treat wastewater.
- Government grants, to help provide school places (or other grant sources from Europe or the Local Economic Partnership).
- Planning obligations – S106/S278 (infrastructure that provides site specific mitigation).
- Community Infrastructure Levy (*a levy on certain types of new development which creates net additional floorspace*)

Sometimes different funding sources have to be combined to pay for the infrastructure that is needed. The IBP shows which funding sources will contribute to each infrastructure item/project and where and when it will be provided. It also shows that there will be a funding shortfall.

Because of the funding shortfall, the IBP has identified a way of selecting which infrastructure is needed most, where it is needed and when it will be provided.

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

The IBP can never be precise about the amount of money that will be available; it is just the best estimate at any given point in time. Because of this it is a 'living' document which will be kept under review, and updated and rolled forward each year to reflect how much money has been made available, how much development has occurred, and how much of each type of infrastructure is still needed.

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

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

Councillor Susan Taylor  
Cabinet Member for Housing and Planning

## How to use this document

The Executive Summary, pages 6-10 summarises the key information contained within this document. The sections within the main body of the document provide this information in greater detail and the appendices provide further useful reference material.

Section 4, pages 30-32 shows the criteria for prioritising projects.

Section 5, pages 33-40, table 3 lists CIL projects which have been identified to be delivered in the first five years into the priority categories using the methodology in section 4.

Section 6, pages 41-49, table 4 shows the amount of homes to be delivered in each parish, together with the total estimated CIL receipts for the Local Plan period. Table 5 shows the estimated amount of CIL receipts to be handed over to each parish, broken down year by year for the first five years. This information should be used by the City, Town and Parish Councils when selecting and prioritising their own CIL spending projects.

Table 10 shows the total cost of projects put forward for each five year period, assessed before any projects have been selected for funding. The final row of this table shows whether there are sufficient CIL funds to cover these costs, and if not, the shortfall is shown. Either additional funding will need to be found to meet the shortfall, or the projects will need to be prioritised for funding, and some may remain unfunded and will not be implemented.

Table 11 identifies which projects it is intended should be funded by CIL in each of the first five years. The table is based on conservative estimates throughout. Row 1 shows the collection year, row 2 shows a cautious estimate of the CIL income expected to be collected. Row 3 shows the amount of CIL available once the highest (25%) share has been passed to the parish councils. Row 4 shows the amount of CIL available to the district council once the administrative costs of managing the CIL have been taken into account (maximum of 5%). Rows 9 – 11 show which projects have been selected for CIL funding, and finally, row 12 shows the balance of funds to be banked (after the selected projects have been allocated funding) to be carried forward into the next year.

Section 7, pages 52-54 explains the governance and monitoring arrangements.

Section 8, page 55 provides the conclusions.

# 1 Executive Summary

## The Purpose of the Infrastructure Business Plan

1.1 This Infrastructure Business Plan (IBP) has been prepared by officers from Chichester District Council and West Sussex County Council in close liaison with the City, Town and Parish Councils and Ward Members within the Local Plan area; nominated County Councillors; Strategic Sites developers; and with input from relevant Infrastructure Delivery Commissioners. It sets out the current understanding of infrastructure required to support the delivery of the Chichester Local Plan to 2029 on the basis of a five year rolling programme. It has been prepared in accordance with Regulation 123 of the Community Infrastructure Regulations 2010 (as amended). The infrastructure list is not exhaustive and as time progresses and future IBPs developed it is expected that additional and or alternative infrastructure requirements will be defined. Such projects will require individual assessment and be subject to the same tests that have determined the projects in this IBP. This will confirm the appropriate delivery mechanism such as the Community Infrastructure Levy (CIL) with other identified funding sources or S106/S278. At this time the IBP project list represents the current understanding of projects appropriate to fund via the CIL and therefore confirms that no double counting will take place.

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

1.3 Despite a clear approach to infrastructure prioritisation being set there remains a significant funding gap; this is demonstrated in chapter 6 which presents the current CIL cash flow and spending plan. Whilst the deficit is not unexpected, the IBP will need to scrutinise the cost breakdown of infrastructure projects. This will be facilitated by a more refined appreciation of the development trajectory as time progresses with further details of project delivery known. This greater level of detail will benefit future decision-making as it will show greater detail on the candidate projects for funding support, the ways in which the project will be delivered and managed and any link between CIL funding support and leveraging in other private/public funding sources.

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

### Policy Context

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

Local Planning Authorities should work with other authorities and providers such as Southern Water, Highways England and the Environment Agency to:

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

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

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

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

- Cross-authority projects
- Spatial Planning Areas as identified in the Local Plan
  - East – West Corridor
  - Manhood Peninsula
  - North of Plan Area.

### **Infrastructure Projects**

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

1.10 Section 3 therefore provides a comprehensive list of currently identified projects including those to be funded under CIL, S106/S278 or by other identified funding sources. Please note that no CIL projects have been identified as being ‘critical’. This is because the critical projects – the Tangmere Wastewater Treatment Works is to be funded by Southern Water through future water bills, and A27 improvements are to be funded by a grant from central government to Highways England, together with a contribution from West Sussex County Council, and a contribution from developers through S278 agreements. This detailed level of appreciation is critical in order to appropriately undertake a process of prioritisation for CIL funding. An indicative project cost has been established for all projects which are based on current cost estimates. The costs associated with projects will be kept under



review. Once a project has been selected for CIL funding, the project will be delivered with the infrastructure delivery partner in accordance with the Council's S106 and CIL Protocol, which is published on the Council's website.

### **CIL Infrastructure Prioritisation**

1.11 Section 4 of this IBP provides a clear approach and process for prioritising infrastructure. This is necessary because CIL receipts will not cover the cost of all infrastructure required within the Plan area. Prioritisation facilitates a considered approach towards infrastructure delivery and will support the effective management of resources.

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

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

1.13 Infrastructure delivery is aligned with growth and the mitigation of impacts arising from development. The development trajectories detailed in Appendix B of this paper represent current projections aligned with the Local Plan housing trajectory as adjusted through the annual monitoring of the Infrastructure Business Plan.

1.14 Prioritisation of projects should be consistent and agreed by all stakeholders is essential if an appropriate approach is to be established towards the phased funding and delivery of infrastructure. The methodology for prioritising projects is set out in section 4 of this IBP, Table 1.

1.15 The final element that supports the prioritisation of infrastructure is the phasing of infrastructure. This is the stage that is central to the Infrastructure Business Plan as it represents the primary evidence base for anticipating cash-flow from infrastructure spending against the receipt of CIL Payments.

### **CIL Implementation Plan**

1.16 Section 5 of this IBP presents the outcomes of the initial infrastructure prioritisation undertaken as part of this IBP providing a more detailed understanding of those projects considered appropriate to fund (in part or in whole) under the CIL. This is provided by Spatial Planning Area and clearly indicates the short, medium and long term delivery requirements. (short is defined as 2017 to 2022, and medium/long term from 2022 – 2029).

1.17 The joint Chichester District Council/West Sussex County Council officers (Growth and Infrastructure) Group will work with stakeholders in order to refine projects to facilitate the production of a more detailed understanding of cash flow modelling. A clear understanding of CIL receipts against anticipated expenditure requirements is essential to provide a robust Infrastructure Business Plan that can effectively manage the call on resources and requirements to mitigate pressures arising from growth. The ability to identify appropriate funding sources is essential given the anticipated funding gap. Table 3 in section 5 summarises the projects

identified for the short term (2017-2022) to date, where the costs/phasing is known. This will change as further project information is known.

## Cash flow and Spending Plan

1.18 Section 6 identifies how much CIL is likely to be generated and in which period, and sets out the CIL spending priorities. The CIL spending plan is reproduced below:

Year 2016/17	Year 2017/18	Year 2018/19	Year 2019/20	Year 2020/21	Year 2021/22
Actual CIL collected £547,250 & CIL demanded £250,645 to date (24 November 2016) Total £797,895	Expected CIL income £0 (although this figure is £0 for projected strategic CIL, there is currently (24 November 2016) <b>£834,244</b> issued in liability notices. This is not shown in this table as it is not known in which year or if these developments will commence).	Expected CIL income £435,960	Expected CIL income £2,139,480	Expected CIL income £1,990,800	Expected CIL income £2,502,360
Less parish share £158,869 = £639,026	Less 25% = 0	Less 25% = £326,970	Less 25% = £1,604,610	Less 25% = £1,493,100	Less 25% = £1,876,700
Less admin share £39,995 = £599,131	Less 5% = 0	Less 5% = <b>£305,172</b>	Less 5% = <b>£1,497,636</b>	Less 5% = <b>£1,393,560</b>	Less 5% = <b>£1,751,582</b>
<b>Amount available to CDC for CIL spend once 25% Neighbourhood proportion and 5% admin costs are deducted</b>					
<b>£599,131</b>	<b>£0 + £580,762 = *£580,762</b>	<b>£305,172 + *£570,762 = 875,934</b>	<b>£1,497,636 - *£14,066 = £1,483,570</b>	<b>£1,393,560 + £453,570 = £1,847,130</b>	<b>£1,751,582 - *£502,870 = £1,248,712</b>
<b>Projects selected for funding</b>					
Ambulance response post, Chichester south project 533 Delivered October 2016 £18,368.90		Primary School places E-W project 330 Chichester £800,000 (subject to further detail & evaluation)	Primary School places Bournes. Project 331 £800,000 (subject to further detail & evaluation)	Primary School places Manhood Peninsula. Project 332 £800,000 (subject to further detail & evaluation)	
		School access improvements at expanded primary school(s) Chichester. Project 657 £50,000	Primary School places north of district. Project 536 £80,000 (subject to further detail & evaluation)	Medical Centre W of Chichester. Project 398 £1.3m (subject to further detail & evaluation)	
			School access improvements at expanded primary school(s) Bournes. Project 660 £50,000	School access improvements at expanded primary school(s) Manhood. Project 659 £50,000	
			School access improvements at expanded primary school(s) North of District. Project 661 £50,000	Sustainable transport corridor – City Centre to Portfield part of project 656 £50,000	
	Enhancements to the Lavant Biodiversity Opportunity Area -the stretch of the Lavant north of the Westhampnett SDL. Project 194 £10,000	Enhancements to the Lavant Biodiversity Opportunity Area - the stretch of the Lavant north of the Westhampnett SDL. Project 194 £40,000	Sustainable transport corridor – City Centre to Portfield part of project 656 £25,000	Sustainable transport corridor – City Centre to Westhampnett. Project 353 £50,000	Sustainable transport corridor – City Centre to Portfield. Part of project 656 £425,000
					Sustainable transport corridor – City Centre to Westhampnett. Project 353

					£425,000
			Sustainable transport corridor – City Centre to Westhampnett. Project 353 £25,000		
				Local land drainage East Beach Sea Outfall. Project 293 £100,000	
	Brandy Hole Copse project 196 £10,000				
*Balance to be banked and carried forward into year 2017/18 £580,752	*Balance to be banked and carried forward into year 2018/19 £570,762	*Balance to be banked and carried forward into year 2019/2020 - £14,066	*Balance to be banked and carried forward into year 2020/21 £453,570	*Balance to be banked and carried forward into year 2021/22 - £502,870	*Balance to be banked and carried forward into year 2022/23 £398,712

## Next Steps

1.19 The following timetable shows the next steps that will lead to the publication of the March 2017 Infrastructure Business Plan.

Action	Date
Workshops with locational groups	April 2016
Joint officer group meeting to prioritise infrastructure	29 June 2016
Infrastructure Joint Member Liaison Group to consider CIL spending priorities	2 Sept 2016
Development Plan and Infrastructure Panel (DPIP) to consider the IBP priorities	15 Sept 2016
Cabinet to consider IBP & any suggested changes resulting from joint CDC/WSCC member liaison group	20 Sept 2016
Council to approve IBP for consultation	20 Sept 2016
Draft IBP to stakeholders for 6 week consultation	3 Oct – 14 Nov 2016
Proposed modifications and revised IDP to Infrastructure Joint Member Liaison Group, with draft Cabinet report for approval to go to Cabinet	8 Dec 2016
IBP to go to DPIP	19 January 2017
IBP to be approved by Cabinet	7 Feb 2017
Budget and allocation of CIL to be approved by Council	7 March 2017

## 2 Purpose of the Infrastructure Business Plan

### Introduction

2.1 This Infrastructure Business Plan (IBP) sets out the current understanding of infrastructure required to support the delivery of the Chichester Local Plan to 2029, and sets out an approach to prioritising infrastructure requiring funding through the Chichester Community Infrastructure Levy (CIL), which came into force on 1 February 2016. It has been prepared in accordance with Regulation 123 of the Community Infrastructure Levy Regulations 2010 (as amended) and builds upon the Regulation 123 List. This approach will remain common to future IBPs that will allow periodic review of the infrastructure project list and ensure all projects necessary to support the delivery of the Local Plan are considered with appropriate funding mechanisms identified.

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

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

2.4 There will be a funding gap as infrastructure costs will exceed the funds available. CIL will help bridge the gap, but won't completely fill it. There will therefore be a need for prioritisation along with exploration of external funding opportunities and innovative approaches to financing which will require strong partnership working arrangements with infrastructure providers.

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

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

## **Policy and legislative context**

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

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

## **The National Context**

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

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

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

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

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

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

## CIL Regulations

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

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

2.14 Since April 2015, the regulations restricted the pooling of S106 contributions to no more than 5 obligations meaning that CIL will be the main mechanism for providing infrastructure from the cumulative impact of development. However, Section 106 obligations will still be used to deliver affordable housing and certain site-specific infrastructure needs and mitigation measures. In addition, section 278 agreements will be used to secure highway improvements to mitigate the impact of new development.

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

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

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

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

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

2.18 Subject to viability considerations CIL can be levied on most types of new building development where the gross internal area of new build is 100 square metres or more. That limit does not apply to new homes, and a charge can be levied on a single home of any size unless it is built by a 'self-builder' (See CIL Regulation 54A and 54B). Once adopted, CIL is mandatory for all eligible development and is chargeable on net additional new floorspace of 100 square metres or more gross internal area. It is based on a calculation related to pounds (£) per square metre of development. All new build development will be expected to pay although the regulations allow applications for CIL relief in regard to identified uses for example affordable housing.

### **Neighbourhood Proportion**

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

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

### **Local Context**

2.21 The Chichester Local Plan: Key Policies 2014-2029 sets the strategic planning framework for development within the Chichester plan area. Its broad spatial strategy is to steer major development away from the most environmentally sensitive areas and towards locations that have the widest access to employment opportunities and community facilities, or where development can contribute to addressing an under provision of such facilities. It therefore concentrates new development mainly in the east-west corridor between Southbourne and Tangmere; especially around Chichester City itself. This includes planning for new neighbourhoods to the west of Chichester city and at Shopwyke, and providing for the expansion of Tangmere, Westhampnett (including land north east of the city) and Southbourne. More limited new development is proposed for the Manhood Peninsula, in recognition of the transport and environmental and flooding constraints. Some development is proposed at Selsey and East Wittering/Bracklesham to help meet the economic and social objectives for the area. Elsewhere in the Plan area, development will be restricted to small scale housing and employment to meet local needs, whilst seeking to protect and enhance local services and facilities. Development is primarily directed towards the larger and more sustainable villages. It therefore follows that new infrastructure will be concentrated towards the areas that will experience this growth. The Local Plan includes strategic policies to manage growth and guide new development.

2.22 The Local Plan vision states:

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

- *Find a range of jobs that match different skills and pay levels and meet their aspirations for employment;*
- *Use their entrepreneurial flair to start and grow creative, innovative and competitive businesses;*
- *Follow a socially responsible and more environmentally friendly way of life;*

- Pursue a healthy lifestyle and benefit from a sense of well-being supported by good access to education, health, leisure, open space and nature, sports and other essential facilities;
- Enjoy a vibrant historic city, thriving towns and villages and areas of attractive, accessible and unspoilt harbours, coast and countryside;
- Have a quality of life that is enriched through opportunities to enjoy our local culture, arts and a conserved and enhanced heritage;
- Afford good quality homes to suit their incomes, needs and lifestyles;
- Live in sustainable neighbourhoods supported by necessary infrastructure and facilities;
- Feel safe and secure;
- Move around safely and conveniently with opportunities to choose alternatives to car travel;
- Take advantage of new communication technologies; and
- Feel a sense of community, and feel empowered to help shape its future”.

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

<b>CIL Charging Schedule</b>	
<b>Use of Development</b>	<b>Levy (£per square metre)</b>
*Residential – South of the District with 30% affordable housing	£120
*Residential – North of the District with 30% affordable housing	£200
Retail (wholly or mainly convenience)	£125
Retail (wholly or mainly comparison)	£20
Purpose Built Student Housing	£30
Standard Charge (applies to all development not separately defined)	£0

\*This charge applies to the creation of one or more dwellings, and residential extensions or annexes which are 100 square metres or more gross internal area which are not for the benefit of the owner/occupier. See further guidance provided at <http://planningguidance.communities.gov.uk/blog/guidance/community-infrastructure-levy/relief/self-build-exemption/>

This charge does not apply to residential institutions (C2)



# 3 Infrastructure Projects

## Introduction

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

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

3.3 The IDP has subsequently been updated through this Business Plan to reflect the latest infrastructure requirements up to 2029. The projects presented in this chapter were reviewed by the IBP officers group between April and June 2016. The projects were reviewed in light of the following key factors and, therefore, the project list included within this IBP reflects current understanding and must not be taken to represent an exhaustive list of requirements through to 2029:

- Infrastructure demand levels and adequacy of the infrastructure project list based on the latest understanding of housing and other development proposals
- The timing of project delivery based on the latest housing trajectory (November 2016)
- Best information currently available for existing or planned infrastructure capacity across the plan area

3.4 It should be noted that costs identified for a project are indicative as, in many cases, full design and implementation costs have not yet been determined. The indicative project cost is based on 2016 figures and will be reviewed where necessary as part of the annual update of the Infrastructure Delivery Plan.

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

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

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

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

**Table 2: List of all projects from all funding sources (excluding City Town and Parish projects)  
Short term projects (2017-2022)**

IBP Id	Location	Category	CIL S106 Other	Planning app.	Scheme	Funding Sources	Delivery Lead	Cost Range	Total Max Cost £
IBP/679	District Wide	Transport	CIL		Smarter choices Bike It project	CIL	Developers / WSCC / CDC	£75,000	£75,000.00
IBP/350	District Wide	Transport	CIL		Smarter choices Bike It project	CIL	Developers / WSCC / CDC	£60,000	£60,000.00
IBP/680	District Wide	Transport	CIL		Smarter choices Bike It project	CIL	Developers / WSCC / CDC	£75,000	£75,000.00
IBP/288	District Wide	Green Infrastructure	Other		Local Drainage - Local watercourse network improvements identified on the West Sussex Local Flood Risk Managements Priority List.	WSCC	PC, CDC & WSCC	£250k	£250,000.00
IBP/580	District Wide	Utility Services	Other		Broadband roll out to 13,452 premises (100% of premises) of these 9,429 (70%) connected to enable superfast fibre broadband connection. 2,372 (17.6%) connected to enable basic (between 2 and 24Mbps) fibre broadband connection. 726 premises (5.4%) built by commercial roll out or other county (cross border)	Public and commercial funding	Openreach/WSCC		£0.00

IBP Id	Location	Category	CIL S106 Other	Planning app.	Scheme	Funding Sources	Delivery Lead	Cost Range	Total Max Cost £
IBP/656	East West Corridor	Transport	CIL		Sustainable Transport Corridor - City Centre to Portfield and improvements to sustainable transport facilities on Oving Road corridor.		WSCC	£500,000	£500,000.00
IBP/353	East West Corridor	Transport	CIL		Westhampnett Road/ St Pancras/ Spitalfield Lane/ St James Road double mini roundabouts junction improvement. To include improvements to sustainable transport facilities along Westhampnett Road.	CIL	WSCC / CDC	£1.8m - £2.1m	£2,100,000.00
IBP/355	East West Corridor	Transport	CIL		RTPI screens at key locations		WSCC	£150,000 (20 screens)	£150,000.00
IBP/655	East West Corridor	Transport	CIL		Following recent Road Space Audit, area-wide parking management required in West Chichester.		WSCC	250,000	£250,000.00
IBP/657	East West Corridor	Transport	CIL		School access improvements - Chichester. Drop off/pick up arrangements at expanded schools.		WSCC	£50,000	£50,000.00
IBP/658	East West Corridor	Transport	CIL		City Centre cycle parking.		WSCC	£250,000	£250,000.00
IBP/660	East West Corridor	Transport	CIL		School access improvements - Bourne. Drop off/pick up arrangements at expanded schools.		WSCC	£50,000	£50,000.00
IBP/665	East West Corridor	Transport	CIL		Following recent Road Space Audit, area-wide parking management in Chichester City.		WSCC		£0.00
IBP/681	East West Corridor	Transport	CIL		Smarter choices Bike It project	CIL	Developers / WSCC / CDC	£80,000	£80,000.00
IBP/654	East West Corridor	Transport	CIL		Following recent Road Space Audit, area-wide parking management required in North East Chichester.		WSCC	250,000	£250,000.00

IBP Id	Location	Category	CIL S106 Other	Planning app.	Scheme	Funding Sources	Delivery Lead	Cost Range	Total Max Cost £
IBP/669	East West Corridor	Transport	CIL		Provision of public bridleway from B2145 along public footpath 190 to new A27 foot and cycle bridge	CIL	WSCC	£100,000	£100,000.00
IBP/670	East West Corridor	Transport	CIL		Provision of cycle route between Whitehouse Farm development (west of Chichester) and Salthill Road	CIL	WSCC	£65,000	£65,000.00
IBP/676	East West Corridor	Transport	CIL		Improve links between the communities of Hambrook and Woodmancote by upgrading FP251 to bridleway	CIL	WSCC	£120,000	£120,000.00
IBP/678	East West Corridor	Transport	CIL		Improve the surface of the Chichester Canal towpath for walkers and cyclists.	CIL	WSCC	£170,000	£170,000.00
IBP/340	East West Corridor	Transport	S106	CC/08/03533/OUT	Graylingwell cycle route 1 Wellington Road – Oaklands Way	S106	Developer	Directly providing	£0.00
IBP/346	East West Corridor	Transport	S106	O/11/05283/OUT	Foot / cycle bridge across the A27 to Coach Road	S106	Developer	Directly providing	£0.00
IBP/347	East West Corridor	Transport	S106	O/11/05283/OUT	Shared footway / cycleway along south side of A27 to new access to Shopwyke site	S106	Developer	Directly providing	£0.00
IBP/348	East West Corridor	Transport	S106	O/11/05283/OUT	Shopwyke Road diversion	S106	Developer	Directly providing	£0.00
IBP/345	East West Corridor	Transport	S106	O/11/05283/OUT	Foot / cycle bridge across the A27 south of Portfield Roundabout	S106	Developer	Directly providing	£0.00
IBP/344	East West Corridor	Transport	S106	CC/08/03533/OUT	Kingsmead Avenue / Palmers Field Avenue traffic management	S106	Developer	Directly providing	£0.00
IBP/341	East West Corridor	Transport	S106	CC/08/03533/OUT	Graylingwell cycle route 2 along north side of Westhampnett Road (opp St James' Road to connect with existing footpath rear of Story Road)	S106	Developer	Directly providing	£0.00
IBP/343	East West	Transport	S106	CC/08/03533/OUT	Westhampnett Road / Portfield Way (nr Sainsbury's) junction	S106	Developer	Directly providing	£0.00

IBP Id	Location	Category	CIL S106 Other	Planning app.	Scheme	Funding Sources	Delivery Lead	Cost Range	Total Max Cost £
	Corridor				improvement				
IBP/539	East West Corridor	Transport	S106	O/11/05283/O UT	Extension/diversion of number 55 bus route	S106	Developer		£0.00
IBP/342	East West Corridor	Transport	S106	CC/08/03533/OUT	Toucan crossing on Oaklands Way	S106	Developer	Directly providing	£0.00
IBP/339	East West Corridor	Transport	S278		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).	S278 developers, WSCC and Highways England.	Highways England	£12.8m	£12,800,000.00
IBP/331	East West Corridor	Education	CIL		Expansion of existing primary schools across the Bourne locality in excess of 1/2 Form Entry	Basic Needs Grant will need to be secured to reduce the funding required from CIL.	WSCC / academy provider	£2 million for half form entry Subject to feasibility & site assessment	£2,000,000.00
IBP/330	East West Corridor	Education	CIL	SB/14/02800/OUT	Expansion of existing primary school(s) across the Chichester locality by up to 1/2 Form Entry	Basic Needs Grant will need to be secured to reduce the funding required from CIL.	WSCC / academy provider	£2 million for half form entry Subject to feasibility & site assessment	£2,000,000.00
IBP/378	East West Corridor	Education	Other		Music Teaching Building	University funded	University	ca £3.5m	£3,500,000.00
IBP/377	East West Corridor	Education	Other		Academic Teaching Building	University funded	University	ca £5.9m	£5,900,000.00
IBP/329	East West Corridor	Education	S106		Site for a 1 Form Entry primary school expandable to 2Form Entry with contributions towards a new 1Form Entry primary school from Graylingwell site	S106 & Basic Need Grant	WSCC / academy provider	£4.8 - £5.4m (1Form Entry)	£5,400,000.00

IBP Id	Location	Category	CIL S106 Other	Planning app.	Scheme	Funding Sources	Delivery Lead	Cost Range	Total Max Cost £
IBP/327	East West Corridor	Education	S106		School site and provision of a new primary school for the West of Chichester SDL; 1 Form Entry initially but the site should be expandable to 2Form Entry to accommodate the latter phases of development	S106 &WSCC (including Basic Need Grant)	WSCC / academy provider	£4.8 - £5.4m (1Form Entry) £8.3 - £9.5m (2Form Entry)	£9,500,000.00
IBP/328	East West Corridor	Education	S106		School site and provision of a new 1Form Entry primary school for the Tangmere SDL; the site should be expandable to 2Form Entry	S106 &WSCC (including Basic Need Grant)	WSCC / academy provider	£4.8 - £5.4m (1Form Entry) £8.3 - £9.5m (2Form Entry)	£5,400,000.00
IBP/398	East West Corridor	Health	CIL		NHS Medical Centre West of Chichester SDL	£3,300,000 total NHS sources/LIFT/third party development (£2m expected to be funded by LIFT)	Coastal West Sussex Clinical Commissioning Group	3,300,000	£3,300,000.00
IBP/190	East West Corridor	Social Infrastructure	S106		West of Chichester – Temporary community facilities	Provided by Developer under S106	Developer, will require a community lead either Chichester City Council, or other nominated or new group	Unknown	£0.00
IBP/189	East West Corridor	Social Infrastructure	S106	O/11/05283/0 UT	Shopwhyke – Temporary community Facilities	Provide by Developer under S106	Developer, will require a community lead either Oving PC, or other nominated or new group	Unknown	£0.00

IBP Id	Location	Category	CIL S106 Other	Planning app.	Scheme	Funding Sources	Delivery Lead	Cost Range	Total Max Cost £
IBP/171	East West Corridor	Social Infrastructure	S106	WH/04/03947/OUT; WH/15/03524/OUTEIA	Parish Hall	S106 (historic receipt). S106 to be secured. New Homes Bonus	To be delivered by developer in partnership with Westhampnett PC	£1,500,000 (Scale of building still to be determined based on complexity of bringing)	£1,500,000.00
IBP/194	East West Corridor	Green Infrastructure	CIL		Enhancements to the Lavant Biodiversity Opportunity Area – enhancements to the stretch of the Lavant, north of the Westhampnett strategic development site, connecting to the SDNP.	Cost unknown, grant funding, local fundraising.	EA, CDC, Goodwood Estates (Landowner), Sussex Wildlife Trust, Contractor, SDNPA, Southern Water.	50,000	£50,000.00
IBP/196	East West Corridor	Green Infrastructure	CIL		Brandy Hole Copse – restoration and enhancement works at Brandy Hole local Nature Reserve	CIL	CDC, BHC Management Board	£10,000	£10,000.00
IBP/307	East West Corridor	Green Infrastructure	CIL		Establishment and maintenance of an accessible Green Ring around the village of Southbourne, providing a variety of green infrastructure assets, including informal open space, allotments, a playing field, a footpath/cycleway network, children's play areas	Cost unknown, Sport England, Sustrans, WSCC, Parish Council		£? From Developer contributions, Sport England, Sustrans, WSCC	£0.00
IBP/306	East West Corridor	Green Infrastructure	CIL		Youth skate park (Southbourne)	WSCC, Developer contributions and Parish Council		£80k - £120k From WSCC, Developer contributions, Parish Council	£120,000.00

IBP Id	Location	Category	CIL S106 Other	Planning app.	Scheme	Funding Sources	Delivery Lead	Cost Range	Total Max Cost £
IBP/305	East West Corridor	Green Infrastructure	CIL		Provision of Artificial Grass Pitch/MUGA (Southbourne)	Bourne Community College, WSCC, Developer contributions and Sport England		£700k - £1m From WSCC, Developer contributions, Sport England, Bourne Community College	£1,000,000.00
IBP/304	East West Corridor	Green Infrastructure	CIL		Provision of Youth facilities (Southbourne)	WSCC and developer contributions		From WSCC, Developer contributions	£0.00
IBP/302	East West Corridor	Green Infrastructure	CIL		Resite football club (Bosham)	Parish Council		£500k	£500,000.00
IBP/308	East West Corridor	Green Infrastructure	S106		Amenity tree planting Harbour SPA Solent Disturbance & mitigation Project	Parish Council		From Developer contributions, WSCC, CDC	£0.00
IBP/534	East West Corridor	Public services	CIL		Part refurbishment of Chichester Police Station	£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	£1m	£1,000,000.00



IBP Id	Location	Category	CIL S106 Other	Planning app.	Scheme	Funding Sources	Delivery Lead	Cost Range	Total Max Cost £
IBP/391	East West Corridor	Utility Services	Other		Water, drainage and power to support the above developments	University, utility companies and private	University	Not known as yet The cost and allocation of costs to the University, private partners and utility companies is still to be determined	£0.00
IBP/397	East West Corridor	Utility Services	Other		Upgrade to Tangmere Wastewater treatment Works (WWTW)	Investment by Southern Water	Southern Water		
IBP/379	East West Corridor	Housing	Other		Student Residential - Redevelopment of Havenstoke (252 new units) and redevelopment of Hammond (77 new units)	University/private funded	University	ca £15m	£15,000,000.00
IBP/376	Manhood Peninsula	Transport	CIL		Green links across the Manhood. (GLaM project). Pagham to Medmerry Trail - provision of public footpath and permissive cycle route to B2145 to access track that circles the new Environmental Agency tidal bund.	WSCC	WSCC and RSPB	£200,000	£200,000.00
IBP/659	Manhood Peninsula	Transport	CIL		School access improvements - Manhood. Drop off/pick up arrangements at expanded schools.		WSCC	£50,000	£50,000.00
IBP/666	Manhood Peninsula	Transport	CIL		Green links across the Manhood. (GLaM project). Bracklesham to Medmerry Trail - provision of public bridleway route between B2198 and access track that circles the new Environmental Agency tidal bund	WSCC	WSCC and RSPB	£190,000	£190,000

IBP Id	Location	Category	CIL S106 Other	Planning app.	Scheme	Funding Sources	Delivery Lead	Cost Range	Total Max Cost £
IBP/667	Manhood Peninsula	Transport	CIL		Green links across the Manhood. (GLaM project). North Selsey to Medmerry Trail - provision of public bridleway route from Paddock Lane, along Golf Links Lane to access track that circles the new Environmental Agency tidal bund	WSCC	WSCC and RSPB	£100,000	£100,000
IBP/672	Manhood Peninsula	Transport	CIL		Provision of footpath linking East Bracklesham Drive to beach (opposite FP4)		WSCC	£10,000	£10,000
IBP/349	Manhood Peninsula	Transport	S106		A286 Birdham Road / B2201 (Selsey Tram Roundabout) junction improvement	S106	WSCC / Developer	£150,000	£150,000.00
IBP/332	Manhood Peninsula	Education	CIL		Expansion of existing primary schools across the Manhood locality in excess of 1/2 Form Entry	Basic Needs Grant will need to be secured to reduce the funding required from CIL.	WSCC / academy provider	£2 million for half form entry Subject to feasibility & site assessment	£2,000,000.00
IBP/193	Manhood Peninsula	Social Infrastructure	S106	D/07/04732/FUL, D/11/01198/FUL; D/12/04410/FUL	Donnington Church Hall – extension	Local fundraising and private donations, S106, NHB or grants?	Donnington PCC through Management Committee (although are identifying some capacity issues or lack of relevant experience to project manage)	£250-300k	£300,000.00
IBP/290	Manhood Peninsula	Green Infrastructure	CIL		Coast Protection -Selsey – Wittering Beach Management 2016-2021	FDGIA est. £750k CDC est. £250k	CDC	£1,000,000	£1,000,000.00
IBP/292	Manhood Peninsula	Green Infrastructure	CIL		Hunston - Local Drainage - Pelleys Farm Culvert Construction	WSCC estimated £10k possible CDC £5k	WSCC	£20k	£20,000.00

IBP Id	Location	Category	CIL S106 Other	Planning app.	Scheme	Funding Sources	Delivery Lead	Cost Range	Total Max Cost £
IBP/293	Manhood Peninsula	Green Infrastructure	CIL		Local land Drainage - East Beach Sea Outfall	FDGIA / LA contributions	CDC	£250k	£250,000.00
IBP/289	Manhood Peninsula	Green Infrastructure	CIL		Local Drainage - Crooked Lane, Birdham Surface Water Drainage Improvements	FDGIA/WSCC	WSCC	£100k	£100,000.00
IBP/197	Manhood Peninsula	Green Infrastructure	Other		FLOW Project (Fixing and Linking Our Wetlands) – improving and enhancing the wetlands habitat on the Manhood Peninsula	Heritage Lottery Funding (tbc - deadline October 2016)	MWHG and FLOW Project Board (including CDC)	£465,500	£465,500.00
IBP/319	North of the District	Transport	CIL		Improve local footpaths, cycle tracks & equestrian ways (Kirdford)				£0.00
IBP/661	North of the District	Transport	CIL		School access improvements - North of the District. Drop off/pick up arrangements at expanded schools.		WSCC	£50,000	£50,000.00
IBP/536	North of the District	Education	CIL		Expansion of existing primary school provision by 5 places per year of age in the Billingshurst locality falling within Chichester District.	Basic Needs Grant will need to be secured to reduce the funding required from CIL.	WSCC / academy provider	£200,000	£200,000.00
IBP/321	North of the District	Social Infrastructure	CIL		Village Social & Recreational Hub (Kirdford)				£0.00
IBP/318	North of the District	Green Infrastructure	CIL		New footpaths & Community Amenity Space (Kirdford)				£0.00
IBP/322	North of the District	Green Infrastructure	CIL		Improvements or rebuild of Sports Association Pavilion to create community sports facility	CIL and other	Sports Association/Parish Council	£500,000	£500,000.00
IBP/320	North of the District	Green Infrastructure	CIL		New Road, Parking area and SUDS pond and play area (Kirdford)				£0.00

Medium to long term projects (2022-2029)

IBP Id	Location	Category	CIL S106 Other	Planning app.	Scheme	Funding Sources	Delivery Lead	Cost Range	Total Max Cost £
IBP/334	District Wide	Education	CIL		New 6 Form Entry secondary school may be required within the Plan period or expansion of existing provision	CIL & WSCC (including Basic Need Grant)	WSCC / academy provider	£26.7 - £28.5m	£28,500,000.00
IBP/629	East West Corridor	Transport			Construction of chord to enable trains to run directly between Bognor Regis and Chichester, rather than via an interchange at Barnham.		Network Rail		£0.00
IBP/360	East West Corridor	Transport	CIL		Summersdale cycle route	CIL	WSCC	£230,000	£230,000.00
IBP/351	East West Corridor	Transport	CIL		Chichester bus / rail interchange improvements (Cross reference IBP/206)	CIL	WSCC / CDC/ Stagecoach / Network Rail	TBC	£0.00
IBP/352	East West Corridor	Transport	CIL		Northgate Gyratory junction improvement	CIL	WSCC / CDC	£986,000 - £1.6m	£1,600,000.00
IBP/354	East West Corridor	Transport	CIL		Bus lane along A259 approaching Bognor Road Roundabout	CIL	WSCC / CDC/ bus operators	£1.2m	£1,200,000.00
IBP/356	East West Corridor	Transport	CIL		Variable Message Signing (VMS)	CIL	WSCC	£8,000	£8,000.00
IBP/357	East West Corridor	Transport	CIL		Southgate Gyratory junction improvement	CIL	WSCC	£200,000	£200,000.00
IBP/358	East West Corridor	Transport	CIL		Gap-filling to complete the Chichester Cycle Network: Whyke, Stockbridge, East of the City Centre.	CIL	WSCC	£500,000	£500,000.00

IBP Id	Location	Category	CIL S106 Other	Planning app.	Scheme	Funding Sources	Delivery Lead	Cost Range	Total Max Cost £
IBP/359	East West Corridor	Transport	CIL		Portfield cycle route	CIL	WSCC	£120,000	£120,000.00
IBP/682	East West Corridor	Transport	CIL		Smarter choices Bike It project	CIL	Developers / WSCC / CDC	£80,000	£80,000.00
IBP/668	East West Corridor	Transport	CIL		Green Links across the Manhood (GLaM project). Public bridleway connection between bridleways 192_1 and 2792 across Vinnetrow Road	CIL	WSCC	£250,000	£250,000.00
IBP/671	East West Corridor	Transport	CIL		Provision of cycle route between Summersdale and East Lavant	CIL	WSCC	£150,000	£150,000.00
IBP/370	East West Corridor	Transport	S106		Sherborne Road / St Paul's Road junction improvement	S106	Developer	£540,000	£540,000.00
IBP/371	East West Corridor	Transport	S106		Cathedral Way / Via Ravenna junction improvement	S106	Developer	£170,000	£170,000.00
IBP/365	East West Corridor	Transport	S106		Road link between A27 / A285 junction and Tangmere Road	S106	Developer		£0.00
IBP/369	East West Corridor	Transport	S106		Sherborne Road traffic calming	S106	Developer	TBC	£0.00
IBP/368	East West Corridor	Transport	S106		Parklands cycle route	S106	Developer	£440,000	£440,000.00
IBP/366	East West Corridor	Transport	S106		North / south link road and improvements to nearby roads connecting with southern access to West of Chichester SDL	S106	Developer	TBC	£0.00

IBP Id	Location	Category	CIL S106 Other	Planning app.	Scheme	Funding Sources	Delivery Lead	Cost Range	Total Max Cost £
IBP/364	East West Corridor	Transport	S106	TG/07/0457 7/FUL; TG/11/0405 8/FUL, TG/12/0117 39/OUT, TG/14/0079 7/FUL	Chichester - Tangmere cycle route	S106	Developer	£630,000	£630,000.00
IBP/367	East West Corridor	Transport	S106		St Paul's cycle route	S106	Developer	£140,000	£140,000.00
IBP/192	East West Corridor	Social Infrastructure	CIL	SB/14/0280 0/OUT	Southbourne – replacement of Age Concern Building (multi-use community building)	Contributions to be sought form a number of Southbourne permissions	Age Concern Southbourne, hopefully with the support of the PC and NP group.	£500k broad estimate (assuming tenure of land secured without purchase)	£500,000.00
IBP/335	East West Corridor	Social Infrastructure	CIL		Library provision as part of a new community centre or school for the West of Chichester SDL; to include shelving and a self- service terminal	CIL	WSCC & developer	£75,000 - £100,000	£100,000.00
IBP/336	East West Corridor	Social Infrastructure	CIL		Library provision as part of a new community centre for the Tangmere SDL; to include shelving and a self- service terminal	CIL	WSCC & developer	£75,000 - £100,000	£100,000.00
IBP/396	East West Corridor	Green Infrastructure	Other		Bosham Harbour new inland defences.	FCRM GiA/Contributions	Environment Agency	460,000	£460,000.00
IBP/303	East West Corridor	Green Infrastructure	CIL		New Sports pitch (Bosham)	Parish/WSCC		£100k From WSCC	£100,000.00

IBP Id	Location	Category	CIL S106 Other	Planning app.	Scheme	Funding Sources	Delivery Lead	Cost Range	Total Max Cost £
IBP/291	East West Corridor	Green Infrastructure	CIL		Local Drainage - The Avenue, Hambrook Watercourse re-construction	None	CDC, WSCC	£10k	£10,000.00
IBP/361	Manhood Peninsula	Transport	CIL		Chichester – Selsey cycle route	CIL	WSCC	TBC	£0.00
IBP/363	Manhood Peninsula	Transport	CIL		B2145 / B2166 junction improvement	CIL	WSCC / Developer	£100,000	£100,000.00
IBP/362	Manhood Peninsula	Transport	CIL		Selsey – Witterings cycle route	CIL	WSCC	£200,000	£200,000.00
IBP/673	Manhood Peninsula	Transport	CIL		Provision of public bridleway along public footpaths 75 and 3662	CIL	WSCC	£60,000	£60,000.00
IBP/674	Manhood Peninsula	Transport	CIL		Provision of cycle and equestrian link between Keynor Lane and Highleigh along public footpath 64	CIL	WSCC	£50,000	£50,000.00
IBP/675	Manhood Peninsula	Transport	CIL		Provision of bridleway link between South Mundham and Birdham, possibly along existing public footpaths	CIL	WSCC	£400,000	£400,000.00
IBP/287	Manhood Peninsula	Green Infrastructure	CIL		Coast Protection - Selsey East Beach – Raising of the Sea Wall	FDGIA, a contribution likely to be required (shortfall)	CDC	£5m	£5,000,000.00
IBP/570	Manhood Peninsula	Green Infrastructure	CIL		Coast Protection -Selsey – Wittering Beach Management 2021-2026	FDGIA est. £750k CDC est. £250k	CDC	£1,000,000	£1,000,000.00
IBP/586	Manhood Peninsula	Green Infrastructure	Other		New visitor centre at Pagham Harbour Local Nature Reserve	to be confirmed	RSPB		£0.00

IBP Id	Location	Category	CIL S106 Other	Planning app.	Scheme	Funding Sources	Delivery Lead	Cost Range	Total Max Cost £
IBP/333	North of the District	Education	CIL		Expansion of existing primary schools across the Billingshurst locality by up to 1/2 Form Entry	CIL & WSCC (including Basic Need Grant)	WSCC / academy provider	£2 million for half form entry Subject to feasibility & site assessment	£1,500,000.00



## 4 CIL Infrastructure Prioritisation

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

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

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

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

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

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

### **The Approach towards Infrastructure Prioritisation**

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

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

### ***The Development Trajectory***

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

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

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

**Prioritisation of Infrastructure Projects**

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

**Table 1: Infrastructure Prioritisation Categories**

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

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

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

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

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

# 5 CIL Implementation Plan

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

**Table 3: Long list of short term projects put forward for CIL funding**

**Short term CIL Implementation Action Plan 2017-2022 – Long list of projects put forward**

Prioritisation	Location	Project Type	Project Name	Project Status	Est Cost Funding Sources	Requested CIL	Amount to be granted from CIL by year
1 Critical	No CIL Projects						
2 Essential IBP/657	East West Corridor	Transport	School access improvements - Chichester. Drop off/pick up arrangements at expanded schools. To increase sustainable travel choice and modal shift for the journey to and from school.		£50,000		<b>£50,000 In year 2018-2019</b>
2 Essential IBP/353	East West Corridor	Local road network	Westhampnett Road/ St Pancras/ Spitalfield Lane/ St James Road double mini roundabouts junction improvement. To include improvements to sustainable transport facilities along Westhampnett Road. Chichester City Transport Strategy – to reduce traffic conge	Reserved for next phasing period	£1.8m - £2.1m CIL	£500,000.00	<b>£25,000 in year 2019-2020 £50,000 In year 2020-2021 £425,000 in year 2021/22</b>
2 Essential IBP/350	District Wide	Smarter Choices and promote sustainable modes of transport	Smarter choices Bike It project To increase sustainable travel choice and modal shift for the journey to school and linked to primary school programme and priorities identified through school travel planning (link to Safer Routes to School)		£60,000 CIL	£60,000.00	<b>£0</b>

Prioritisation	Location	Project Type	Project Name	Project Status	Est Cost Funding Sources	Requested CIL	Amount to be granted from CIL by year
2 Essential IBP/654	East West Corridor	Transport	Following recent Road Space Audit, area-wide parking management required in North East Chichester. To better manage demand for parking and network management aspirations (ie sustainable mode priority) for key routes in the area).		250,000	£250,000.00	£0
2 Essential IBP/680	District Wide	Smarter Choices and promote sustainable modes of transport	Smarter choices Bike It project To increase sustainable travel choice and modal shift for the journey to school and linked to primary school programme and priorities identified through school travel planning (link to Safer Routes to School)		£75,000 CIL	£75,000.00	£0
2 Essential IBP/656	East West Corridor	Transport	Sustainable Transport Corridor - City Centre to Portfield and improvements to sustainable transport facilities on Oving Road corridor. To increase sustainable transport mode share. Considering improvements to road space allocation.		£500,000	£500,000	£25,000 in year 2019-20 £50,000 in year 2020-2021 £425,000 in year 2021-22
2 Essential IBP/658	East West Corridor	Cycle infrastructure	City Centre cycle parking. To increase cycling for the short trips to the City Centre.		£250,000		£0
2 Essential IBP/659	Manhood Peninsula	Transport	School access improvements - Manhood. Drop off/pick up arrangements at expanded schools. To increase sustainable travel choice and modal shift for the journey to and from school.		£50,000	£50,000	£50,000 in year 2020-2021
2 Essential IBP/660	East West Corridor	Transport	School access improvements - Bourne. Drop off/pick up arrangements at expanded schools. To increase sustainable travel choice and modal shift for the journey to and from school.		£50,000	£50,000	£50,000 in year 2019-2020

Prioritisation	Location	Project Type	Project Name	Project Status	Est Cost Funding Sources	Requested CIL	Amount to be granted from CIL by year
2 Essential IBP/661	North of the District	Transport	School access improvements - North of the District. Drop off/pick up arrangements at expanded schools. To increase sustainable travel choice and modal shift for the journey to and from school.		£50,000	£50,000	<b>£50,000 in year 2019-2020</b>
2 Essential IBP/665	East West Corridor	Transport	Following recent Road Space Audit, area-wide parking management in Chichester City. To better manage demand for parking and network management aspirations (ie sustainable mode priority) for key routes in the area).				<b>£0</b>
2 Essential IBP/679	District Wide	Smarter Choices and promote sustainable modes of transport	Smarter choices Bike It project To increase sustainable travel choice and modal shift for the journey to school and linked to primary school programme and priorities identified through school travel planning (link to Safer Routes to School)		£75,000 CIL	£75,000.00	<b>£0</b>
2 Essential IBP/681	East West Corridor	Smarter Choices and promote sustainable modes of transport	Smarter choices Bike It project To increase sustainable travel choice and modal shift for the journey to school and linked to primary school programme and priorities identified through school travel planning (link to Safer Routes to School)		£80,000 CIL	£80,000.00	<b>£0</b>
2 Essential IBP/655	East West Corridor	Transport	Following recent Road Space Audit, area-wide parking management required in West Chichester. To better manage demand for parking and network management aspirations (ie sustainable mode priority) for key routes in the area).		250,000	£250,000.00	<b>£0</b>
2 Essential IBP/536	North of the District	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 (mitig	Select for CIL funding as the WSCC has a statutory duty to provide school places, subject to match funding.	£200,000 Basic Needs Grant will need to be secured to reduce the funding required from CIL.	£200,000.00	<b>£80,000 in year 2019-2020</b>

Prioritisation	Location	Project Type	Project Name	Project Status	Est Cost Funding Sources	Requested CIL	Amount to be granted from CIL by year
2 Essential IBP/332	Manhood Peninsula	Primary, Secondary, sixth form and special educational needs	Expansion of existing primary schools across the Manhood locality in excess of 1/2 Form Entry To meet statutory duty to ensure sufficient supply of school places for pupils arising from new development (mitigation)	Select for CIL match funding as the WSCC has a statutory duty to provide school places, subject to match funding.	£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.	£2,000,000.00	<b>£800,000 in year 2020-2021</b>
2 Essential IBP/331	East West Corridor	Primary, Secondary, sixth form and special educational needs	Expansion of existing primary schools across the Bourne locality in excess of 1/2 Form Entry To meet statutory duty to ensure sufficient supply of school places for pupils arising from new development (mitigation)	Select for CIL match funding as the WSCC has a statutory duty to provide school places, subject to match funding.	£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.	£2,000,000.00	<b>£800,000 in year 2019-2020</b>
2 Essential IBP/330	East West Corridor	Primary, Secondary, sixth form and special educational needs	Expansion of existing primary school(s) across the Chichester locality by up to 1/2 Form Entry To meet statutory duty to ensure sufficient supply of school places for pupils arising from new development (mitigation)	Select for CIL match funding as the WSCC has a statutory duty to provide school places, subject to match funding.	£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.	£2,000,000.00	<b>£800,000 in year 2018-2019</b>
2 Essential IBP/398	East West Corridor	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	Select for CIL funding if the majority of money is match funded. This project can demonstrate it can assist the growth of the area.	3,300,000 £3,300,000 total NHS sources/LIFT/third party development (£2m expected to be funded by LIFT)	£1,300,000.00	<b>£1.3m in year 2020-2021</b>
3 Policy High IBP/355	East West Corridor	Smarter Choices and promote sustainable modes of transport	RTPI screens at key locations Chichester City Transport Strategy – to reduce short car trips to and from the city centre	Consider selecting if match funding is identified as this project supports the growth of the area provided it is for genuine community use.	£150,000 (20 screens)	£150,000.00	<b>£150,000 in year 2020-2021</b>

Prioritisation	Location	Project Type	Project Name	Project Status	Est Cost Funding Sources	Requested CIL	Amount to be granted from CIL by year
3 Policy High IBP/376	Manhood Peninsula	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	Not selected for IBP years 2016-2021 as little planned development in this cycle.	£200,000 WSCC	£200,000.00	£0
3 Policy High IBP/194	East West Corridor	Biodiversity measures	Enhancements to the Lavant Biodiversity Opportunity Area – enhancements to the stretch of the Lavant, north of the Westhampnett strategic development site, connecting to the SDNP. To comply with NPPF 109, 114 and 117 and Draft Local Plan Policy 49: Biod		50,000 CIL	£50,000.00	£10,000 in year 2017-2018 & £40,000 in year 2018-2019
3 Policy High IBP/307	East West Corridor	Public open space	Establishment and maintenance of an accessible Green Ring around the village of Southbourne, providing a variety of green infrastructure assets, including informal open space, allotments, a playing field, a footpath/cycleway network, children's play areas	Consider selecting if match funding is identified as this project supports the growth of the area provided it is for genuine community use.	£? From Developer contributions, Sport England, Sustrans, WSCC Cost unknown, Sport England, Sustrans, WSCC, Parish Council	£0.00	£0
3 Policy High IBP/290	Manhood Peninsula	Flood and coastal erosion risk management	Coast Protection -Selsey – Wittering Beach Management 2016-2021 Policy 10 of Draft Local Plan "Mitigating and adapting to climate change"	Select for CIL funding if the majority of money is match funded. This project can demonstrate it can assist the growth of the area.	£1,000,000 FDGIA est. £750k CDC est. £250k	£0.00	£0
3 Policy High IBP/289	Manhood Peninsula	Flood and coastal erosion risk management	Local Drainage - Crooked Lane, Birdham Surface Water Drainage Improvements West Sussex Local Flood Risk Management Strategy 2015	Not selected for CIL funding because this project does not support the growth of the area.	£100k FDGIA/WSCC	£0.00	£0



Prioritisation	Location	Project Type	Project Name	Project Status	Est Cost Funding Sources	Requested CIL	Amount to be granted from CIL by year
3 Policy High IBP/293	Manhood Peninsula	Flood and coastal erosion risk management	Local land Drainage - East Beach Sea Outfall Policy 10 of Draft Local Plan "Mitigating and adapting to climate change" West Sussex Local Flood Risk Management Strategy 2015	Select for CIL funding if the majority of money is match funded. This project can demonstrate it can assist the growth of the area.	£250k FDGIA / LA contributions	£100,000.00	<b>£100,000 in year 2020-2021</b>
3 Policy High IBP/292	Manhood Peninsula	Flood and coastal erosion risk management	Hunston - Local Drainage - Pelleys Farm Culvert Construction West Sussex Local Flood Risk Management Strategy 2015	Not selected for IBP years 2016-2021 as little planned development in this cycle.	£20k WSCC estimated £10k possible CDC £5k	£5,000.00	<b>£0</b>
3 Policy High IBP/196	East West Corridor	Biodiversity measures	Brandy Hole Copse – restoration and enhancement works at Brandy Hole local Nature Reserve NPPF policy 117. As above. Policy 15. West of Chichester Strategic Development Site (draft Local Plan)	Consider selecting if match funding is identified as this project supports the growth of the area provided it is for genuine community use.	£10,000 CIL	£10,000.00	<b>£10,000 in year 2020-2021</b>
4 Desirable IBP/319	North of the District	Cycle and pedestrian infrastructure	Improve local footpaths, cycle tracks & equestrian ways (Kirdford) Parish-wide	Parish may wish to consider funding from their CIL		£0.00	<b>£0</b>
4 Desirable IBP/321	North of the District	Community facilities	Village Social & Recreational Hub (Kirdford) On land south east of Townfield	Parish may wish to consider funding from their CIL		£0.00	<b>£0</b>
4 Desirable IBP/302	East West Corridor	Playing fields, sports pitches, related build and children's play areas	Resite football club (Bosham) Shared use of recreation ground public/school/FC unsatisfactory & prohibitive to promotion/advancement	Not selected for IBP years 2016-2021 as little planned development in this cycle.	£500k Parish Council	£500,000.00	<b>£0</b>

Prioritisation	Location	Project Type	Project Name	Project Status	Est Cost Funding Sources	Requested CIL	Amount to be granted from CIL by year
4 Desirable IBP/304	East West Corridor	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	Consider selecting if match funding is identified as this project supports the growth of the area provided it is for genuine community use.	£? From WSCC, Developer contributions WSCC and developer contributions	£0.00	£0
4 Desirable IBP/305	East West Corridor	Playing fields, sports pitches, related build and children's play areas	Provision of Artificial Grass Pitch/MUGA (Southbourne) CDC Open Space, Sport & Recreation Facilities Study 2013-2029. SPNP Pre-Sub Plan Policy 8 and Proposal 2	Consider selecting if match funding is identified as this project supports the growth of the area provided it is for genuine community use.	£700k - £1m From WSCC, Developer contributions, Sport England, Bourne Community College Bourne Community College, WSCC, Developer contributions and Sport England	£885,522.20	£0
4 Desirable IBP/306	East West Corridor	Playing fields, sports pitches, related build and children's play areas	Youth skate park (Southbourne) SPNP Pre-Sub Plan Proposal 2	Consider selecting if match funding is identified as this project supports the growth of the area provided it is for genuine community use.	£80k - £120k From WSCC, Developer contributions, Parish Council WSCC, Developer contributions and Parish Council	£120,000.00	£0
4 Desirable IBP/320	North of the District	Public open space	New Road, Parking area and SUDS pond and play area (Kirdford) Butts Common	Parish may wish to consider funding from their CIL		£0.00	£0
4 Desirable IBP/318	North of the District	Landscaping, planting and woodland creation and public rights of way	New footpaths & Community Amenity Space (Kirdford) Development Site North of Village	Parish may wish to consider funding from their CIL		£0.00	£0

Prioritisation	Location	Project Type	Project Name	Project Status	Est Cost Funding Sources	Requested CIL	Amount to be granted from CIL by year
4 Desirable IBP/322	North of the District	Playing fields, sports pitches, related build and children's play areas	Improvements or rebuild of Sports Association Pavilion to create community sports facility Community social and health improvements Current sports pavilion inadequate – needs updating	Parish may wish to consider funding from their CIL	£500,000 CIL and other	£500,000.00	£0
4 Desirable IBP/534	East West Corridor	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 o	Not selected as Police are directly funded from Council Tax. The refurbishment should fit the Police funded budget identified.	£1m £700k self fund via Sussex Police capital budget.	£300,000.00	£0

# 6 Cash flow and Spending Plan

## Introduction

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

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

## Estimated CIL Receipt Income

6.3 For the purposes of this IBP an estimation of CIL receipts from housing between 2017 and 2029 has been calculated. This information will be updated as further information becomes available. Until the CIL liability is actually known it can only ever be a best estimate, and it has been based on the following assumptions:

- The trajectory of November 2016 has been used.
- An average residential unit has been applied at 90sqm internal floorspace
- An affordable housing rate of 30% has been applied to all developments.
- Calculations are based on a CIL rate of £120sqm for development in the south of the plan area and £200sqm in the north of the plan area. No index linking has been applied to account for inflation over time.
- It does not take into account the payment by instalment policy, so in practice there will be a time delay in the CIL money being collected, particularly for larger schemes.
- No account has been taken for CIL receipts that might be collected from windfall housing sites, student housing or retail developments, this is because these projects are speculative in nature and as such do not have a timeframe attached to them. Once such projects and their phasing is known they will be included in the CIL spending plan.
- It also does not take account of the 5% allowed to be used for administration of the CIL.

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

**CIL revenue by parish - Comparison 2015 to 2016**

Parish <sup>1</sup>	Identified housing potential (Dec 2015)	Identified housing potential (Nov 2016)	Potential CIL revenue (Dec 2015)	Potential CIL revenue (Nov 2016)	Change in figures 2015-2016
<b>East-West Corridor</b>					
Bosham	50	50	£378,000	£378,000	£0
Boxgrove	25	22	£189,000	£166,320	-£22,680
Chichester city					
- <i>West of Chichester</i>	1,250	1,250	£9,450,000	£9,450,000	£0
- <i>Westhampnett/NEC (part)</i>	200	200	£1,512,000	£1,512,000	£0
- <i>Chichester City North</i>	160	0	£1,209,600	£0	-£1,209,600
- <i>Other identified sites</i>	21	21	£158,760	£158,760	£0
- <i>Chichester parish housing</i>	201	0	£1,519,560	£0	-£1,519,560
Chichester city total	1,832	1,471	£13,849,920	£11,120,760	-£2,729,160
Chidham & Hambrook	0	0	£0		
Fishbourne	40	15	£302,400	£113,400	-£189,000
Funtington (part)	0	0	£0	£0	£0
Lavant (part)	0	0	£0	£0	£0
Oving (inc Shopwyke SDL)	0	85	£0	£642,600	£642,600
Southbourne					
- <i>Southbourne village</i>	55	125	£415,800	£945,000	£529,200
- <i>Elsewhere in parish</i>	50	50	£378,000	£378,000	£0
Southbourne total	105	175	793,800	1,323,000	529,200
Tangmere (including SDL)					
- <i>Tangmere SDL</i>	1,000	1,000	£7,560,000	£7,560,000	£0
- <i>Non-strategic NP sites</i>	42	42	£317,520	£317,520	£0
Tangmere total	1,042	1,042	£7,877,520	£7,877,520	£0
West Thorney	0	0	£0	£0	£0
Westbourne	25	12	£189,000	£129,600	-£59,400
Westhampnett (part of SDL)	300	300	£2,268,000	£2,268,000	£0
<b>Sub-total</b>	<b>3,419</b>	<b>3,172</b>	<b>£25,847,640</b>	<b>£24,019,200</b>	<b>-£1,828,440</b>
<b>Manhood Peninsula</b>					

Appledram	0	0	£0	£0	£0
Birdham	0	0	£0	£0	£0
Donnington	16	21	£120,960	£279,720	£158,760
Earnley	0	0	£0	£0	£0
East Wittering & Bracklesham	130	110	£982,800	£831,600	£-151,200
Hunston	7	7	£75,600	£75,600	£0
North Mundham	0	0	£0	£0	£0
Selsey	0	0	£0	£0	£0
Sidlesham	0	0	£0	£0	£0
West Itchenor	0	0	£0	£0	£0
West Wittering	0	0	£0	£0	£0
<b>Sub-total</b>	<b>153</b>	<b>138</b>	<b>£1,179,360</b>	<b>£1,186,920</b>	<b>£7,560</b>
<b>Plan Area (North)</b>					
Lynchmere	10	10	£180,000	£126,000	£-54,000
Kirdford	60	60	£756,000	£756,000	£0
Loxwood	43	60	£541,800	£756,000	£214,200
Plaistow & Ifold	10	10	£180,000	£126,000	£-54,000
Wisborough Green	33	33	£415,800	£415,800	£0
<b>Sub-total</b>	<b>156</b>	<b>173</b>	<b>£2,073,600</b>	<b>£2,179,800</b>	<b>£106,200</b>
<b>TOTAL</b>	<b>3,728</b>	<b>3,483</b>	<b>£29,100,600</b>	<b>£27,385,920</b>	<b>£-1,714,680</b>

This shows that the CIL is expected to raise approximately **£27m** over the lifetime of the plan.

The amount showing the estimated amount of CIL to be passed to the City, Town and Parish Councils is shown in the tables below. The City, Town and Parish Council should use this information to inform their CIL spending priorities. It shows that the Parishes are projected to receive **£5,282,820** of the **£27,385,920** over the lifetime of the plan.

**Table 5 Potential additional parish level CIL receipts showing projected phasing of delivery**

	Neighbourhood plan <sup>1</sup>	Projected additional CIL receipts							
		2017-18	2018-19	2019-20	2020-21	2021-22	Total 2017-2022	Total 2022-2029	Total 2017-2029
<b>East-West Corridor</b>									
Bosham	Yes	£0	£0	£0	£0	£0	£0	£94,500	£94,500
Boxgrove	No	£0	£0	£24,948	£0	£0	£24,948	£0	£24,948

Chichester city									
- West of Chichester	No	£0	£0	£0	£85,050	£113,400	£198,450	£1,219,050	£1,417,500
- Westhampnett/NEC (part)	No	£0	£0	£0	£0	£0	£0	£226,800	£226,800
- Other identified sites	No	£0	£0	£0	£0	£23,814	£23,814	£0	£23,814
Chichester city total		£0	£0	£0	£85,050	£137,214	£222,264	£1,445,850	£1,668,114
Chidham & Hambrook	Yes	£0	£0	£0	£0	£0	£0	£0	£0
Fishbourne	Yes	£0	£0	£0	£0	£0	£0	£28,350	£28,350
Funtington (part)	No	£0	£0	£0	£0	£0	£0	£0	£0
Lavant (part)	No	£0	£0	£0	£0	£0	£0	£0	£0
Oving (inc Shopwyke SDL)	No	£0	£0	£0	£0	£0	£0	£96,390	£96,390
Southbourne									
- Southbourne village	Yes	£0	£0	£56,700	£75,600	£75,600	£207,900	£28,350	£236,250
- Elsewhere in parish	Yes	£0	£0	£47,250	£47,250	£0	£94,500	£0	£94,500
Southbourne total		£0	£0	£103,950	£122,850	£75,600	£302,400	£28,350	£330,750
Tangmere (including SDL)									
- Tangmere SDL	Yes	£0	£0	£0	£0	£141,750	£141,750	£1,748,250	£1,890,000
- Non-strategic NP sites	Yes	£0	£0	£0	£0	£0	£0	£79,380	£79,380
Tangmere total		£0	£0	£0	£0	£141,750	£141,750	£1,827,630	£1,969,380
West Thorney		£0	£0	£0	£0	£0	£0	£0	£0
Westbourne	Yes	£0	£0	£0	£0	£0	£0	£32,400	£32,400
Westhampnett (part of SDL) <sup>2</sup>	No	£0	£0	£45,360	£73,710	£73,710	£192,780	£147,420	£340,200
<b>E-W Corridor sub-total</b>		<b>£0</b>	<b>£0</b>	<b>£174,258</b>	<b>£281,610</b>	<b>£428,274</b>	<b>£884,142</b>	<b>£3,700,890</b>	<b>£4,585,032</b>
<b>Manhood Peninsula</b>									
Appledram	No	£0	£0	£0	£0	£0	£0	£0	£0
Birdham	Yes	£0	£0	£0	£0	£0	£0	£0	£0
Donnington	No	£0	£18,144	£23,814	£0	£0	£41,958	£0	£41,958
Earnley	No	£0	£0	£0	£0	£0	£0	£0	£0
East Wittering & Bracklesham	No	£0	£0	£45,360	£45,360	£34,020	£124,740	£0	£124,740
Hunston	No	£0	£0	£0	£0	£0	£0	£11,340	£11,340
North Mundham	No	£0	£0	£0	£0	£0	£0	£0	£0
Selsey	Yes	£0	£0	£0	£0	£0	£0	£0	£0
Sidlesham	No	£0	£0	£0	£0	£0	£0	£0	£0
West Itchenor	No	£0	£0	£0	£0	£0	£0	£0	£0
West Wittering	No	£0	£0	£0	£0	£0	£0	£0	£0
<b>Manhood Pen sub-total</b>		<b>£0</b>	<b>£18,144</b>	<b>£69,174</b>	<b>£45,360</b>	<b>£34,020</b>	<b>£166,698</b>	<b>£11,340</b>	<b>£178,038</b>
<b>Plan Area (North)</b>									

Lynchmere	No	£0	£0	£0	£0	£0	£0	£18,900	£18,900
Kirdford	Yes	£0	£0	£72,450	£0	£0	£72,450	£116,550	£189,000
Loxwood	Yes	£0	£78,750	£56,700	£0	£0	£135,450	£53,550	£189,000
Plaistow & Ifold	No	£0	£0	£0	£0	£0	£0	£18,900	£18,900
Wisborough Green	Yes	£0	£0	£69,300	£34,650	£0	£103,950	£0	£103,950
<b>Plan Area (N) sub-total</b>		<b>£0</b>	<b>£78,750</b>	<b>£198,450</b>	<b>£34,650</b>	<b>£0</b>	<b>£311,850</b>	<b>£207,900</b>	<b>£519,750</b>
<b>PLAN AREA TOTAL</b>		<b>£0</b>	<b>£96,894</b>	<b>£441,882</b>	<b>£361,620</b>	<b>£462,294</b>	<b>£1,362,690</b>	<b>£3,920,130</b>	<b>£5,282,820</b>
Notes:									

<sup>1</sup> Identifies parishes where there is a made Neighbourhood Plan already in place, or a draft Neighbourhood Plan at an advanced stage of preparation that is expected to be made before the projected date for CIL receipts. Parishes that have made a Neighbourhood Plan receive 25% of total CIL receipts from new development in their area, whereas parishes with no Neighbourhood Plan receive 15% of CIL receipts (capped at £100 per existing Council tax dwelling each year).

<sup>2</sup> Annual CIL receipts for Westhampnett Parish will potentially be capped at £100 per existing Council tax dwelling (currently £33,300 per year) unless a Neighbourhood Plan is made before the projected date for CIL receipts.

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

- **£7,068,600** is available to contribute to the priorities identified during this second IBP period (2017-2022) inclusive of parish proportion or
- **£5,705,910** without parish proportion

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

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

30% affordable housing (CIL exempt) is assumed for developments of 6+ dwellings in designated rural parishes and for 11+ dwellings elsewhere

CIL contribution per dwelling

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

	CIL rate	% AH	Projected additional CIL receipts							
			2017-18	2018-19	2019-20	2020-21	2021-22	Total 2017-2022	Total 2022-2029	Total 2017-2029
<b>East-West Corridor</b>										
Bosham	£10,800	30%	£0	£0	£0	£0	£0	£0	£378,000	£378,000



Boxgrove	£10,800	30%	£0	£0	£166,320	£0	£0	£166,320	£0	£166,320
Chichester city										
- <i>West of Chichester</i>	£10,800	30%	£0	£0	£0	£567,000	£756,000	£1,323,000	£8,127,000	£9,450,000
- <i>Westhampnett/NEC (part)</i>	£10,800	30%	£0	£0	£0	£0	£0	£0	£1,512,000	£1,512,000
- <i>Other identified sites</i>	£10,800	30%	£0	£0	£0	£0	£158,760	£158,760	£0	£158,760
Chichester city total			£0	£0	£0	£567,000	£914,760	£1,481,760	£9,639,000	£11,120,760
Chidham & Hambrook	£10,800	30%	£0	£0	£0	£0	£0	£0	£0	£0
Fishbourne	£10,800	30%	£0	£0	£0	£0	£0	£0	£113,400	£113,400
Funtington (part)	£10,800	30%	£0	£0	£0	£0	£0	£0	£0	£0
Lavant (part)	£10,800	30%	£0	£0	£0	£0	£0	£0	£0	£0
Oving (inc Shopwyke SDL)	£10,800	30%	£0	£0	£0	£0	£0	£0	£642,600	£642,600
Southbourne										
- <i>Southbourne village</i>	£10,800	30%	£0	£0	£226,800	£302,400	£302,400	£831,600	£113,400	£945,000
- <i>Elsewhere in parish</i>	£10,800	30%	£0	£0	£189,000	£189,000	£0	£378,000	£0	£378,000
Southbourne total			£0	£0	£415,800	£491,400	£302,400	£1,209,600	£113,400	£1,323,000
Tangmere (including SDL)										
- <i>Tangmere SDL</i>	£10,800	30%	£0	£0	£0	£0	£567,000	£567,000	£6,993,000	£7,560,000
- <i>Non-strategic NP sites</i>	£10,800	30%	£0	£0	£0	£0	£0	£0	£317,520	£317,520
Tangmere total			£0	£0	£0	£0	£567,000	£567,000	£7,310,520	£7,877,520
West Thorney	£10,800	30%	£0	£0	£0	£0	£0	£0	£0	£0
Westbourne	£10,800	0%	£0	£0	£0	£0	£0	£0	£129,600	£129,600
Westhampnett (part of SDL)	£10,800	30%	£0	£0	£302,400	£491,400	£491,400	£1,285,200	£982,800	£2,268,000
<b><i>E-W Corridor sub-total</i></b>			<b>£0</b>	<b>£0</b>	<b>£884,520</b>	<b>£1,549,800</b>	<b>£2,275,560</b>	<b>£4,709,880</b>	<b>£19,309,320</b>	<b>£24,019,200</b>
<b>Manhood Peninsula</b>										
Appledram	£10,800	30%	£0	£0	£0	£0	£0	£0	£0	£0
Birdham	£10,800	30%	£0	£0	£0	£0	£0	£0	£0	£0
Donnington	£10,800	30%	£0	£120,960	£158,760	£0	£0	£279,720	£0	£279,720
Earnley	£10,800	30%	£0	£0	£0	£0	£0	£0	£0	£0
East Wittering & Bracklesham	£10,800	30%	£0	£0	£302,400	£302,400	£226,800	£831,600	£0	£831,600
Hunston	£10,800	0%	£0	£0	£0	£0	£0	£0	£75,600	£75,600
North Mundham	£10,800	30%	£0	£0	£0	£0	£0	£0	£0	£0
Selsey	£10,800	30%	£0	£0	£0	£0	£0	£0	£0	£0
Sidlesham	£10,800	30%	£0	£0	£0	£0	£0	£0	£0	£0
West Itchenor	£10,800	30%	£0	£0	£0	£0	£0	£0	£0	£0
West Wittering	£10,800	30%	£0	£0	£0	£0	£0	£0	£0	£0
<b><i>Manhood Pen sub-total</i></b>			<b>£0</b>	<b>£120,960</b>	<b>£461,160</b>	<b>£302,400</b>	<b>£226,800</b>	<b>£1,111,320</b>	<b>£75,600</b>	<b>£1,186,920</b>
<b>Plan Area (North)</b>										

Lynchmere	£18,000	30%	£0	£0	£0	£0	£0	£0	£126,000	£126,000
Kirdford	£18,000	30%	£0	£0	£289,800	£0	£0	£289,800	£466,200	£756,000
Loxwood	£18,000	30%	£0	£315,000	£226,800	£0	£0	£541,800	£214,200	£756,000
Plaistow & Ifold	£18,000	30%	£0	£0	£0	£0	£0	£0	£126,000	£126,000
Wisborough Green	£18,000	30%	£0	£0	£277,200	£138,600	£0	£415,800	£0	£415,800
<b>Plan Area (N) sub-total</b>			<b>£0</b>	<b>£315,000</b>	<b>£793,800</b>	<b>£138,600</b>	<b>£0</b>	<b>£1,247,400</b>	<b>£932,400</b>	<b>£2,179,800</b>
<b>PLAN AREA TOTAL</b>			<b>£0</b>	<b>£435,960</b>	<b>£2,139,480</b>	<b>£1,990,800</b>	<b>£2,502,360</b>	<b>£7,068,600</b>	<b>£20,317,320</b>	<b>£27,385,920</b>

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

**Table 10: Total cost of projects by priority category put forward for CIL funding**

	Short Term (2017-2022)	Medium Term (2022-2029)	Total of Short & Medium Term projects (Local Plan period)
Critical Project Costs	£0	£0	£0
Essential Project Costs	£9,740,000	£32,100,000	£41,840,000
Policy High Project Costs	£615,000	£8,808,000	£9,423,000
Desirable Project Costs	£3,060,522	£1,247,645	£4,308,167
<b>Total Project Costs</b>	<b>£13,415,522</b>	<b>£42,155,645</b>	<b>£55,571,167</b>
<b>Assuming CIL Income*</b> <b>This includes the Parish proportion, and includes a 5% deduction for the administration of the CIL.</b>	£7,068,600 less £353,430 = <b>£6,715,170</b>	£20,317,320 less £1,015,866 = <b>£19,301,454</b>	£27,385,920 less £1,369,266 = <b>£26,016,654</b>
<b>Additional Funding Required to meet shortfall</b>	<b>£6,700,352</b>	<b>£22,854,191</b>	<b>£29,554,513</b>

**CIL received since the CIL was implemented on 1 February 2016 to date (1 December 2016), and CIL projects delivered.**

6.5 Since the implementation of the CIL on 1 February 2016, £547,250 has been collected to date. This includes £27,362.50 (5%) for monitoring, and £398,616 for District Council CIL spend. At the end of October £8,806.50 was passed to Chichester City Council, £5,760 to West Wittering Parish Council, and £7,500 to East Wittering and Bracklesham Parish Council to be spent on CIL projects of their choice.

6.6 Project IBP/533 – the Chichester South Ambulance Community Response Post was the first CIL project to be delivered. £45,000 was allocated to this project in the approved 2016 – 2021 IBP for delivery in 2016. However, it came in under budget at £18,368.90. The balance (£26,631.10) has been rolled forward into year 2017/18 (see table 11 below).

6.7 In addition to IBP/533, the following projects have been delivered, via funding from other sources:

- IBP/421 A285- Halnaker Speed limit reduction and traffic calming measures;
- IBP/416 footpath, cycleway, bridleway improvements Whyke roundabout A27 – pedestrian/cycle link from Highways England Bridge to link Chichester City with the south of the A27;

- IBP/532 Chichester North Ambulance Community Response Post;
- IBP/67 Soundproofing of small hall at Fishbourne Centre;
- IBP/395 Itchenor Ditch Outfall Flapvalve;
- IBP/316 Elevation of footpath to North Hall, Loxwood;
- IBP/112 Concrete Skate Park, Selsey;
- IBP/393 Development and implementation of the Selsey, Bracklesham and East Wittering Beach Management;
- IBP/591 Provision of new footway and dropped kerbs - Malcolm Road junction with Tangmere Road;
- IBP/156 Outdoor recreation area, Tangmere;
- IBP/146 Skate Park, Tangmere;
- IBP/394 West Wittering Flood Banks
- IBP/462 Speed limit B2179, Piggery hall Lane, Witterings.

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

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

Year 2016/17	Year 2017/18	Year 2018/19	Year 2019/20	Year 2020/21	Year 2021/22
Actual CIL collected £547,250 & CIL demanded £250,645 to date (24 November 2016) Total £797,895	Expected CIL income £0 (although this figure is £0 for projected strategic CIL, there is currently (24 November 2016) <b>£834,244</b> issued in liability notices. This is not shown in this table as it is not known in which year or if these developments will commence).	Expected CIL income £435,960	Expected CIL income £2,139,480	Expected CIL income £1,990,800	Expected CIL income £2,502,360
Less parish share £158,869 = £639,026	Less 25% = 0	Less 25% = £326,970	Less 25% = £1,604,610	Less 25% = £1,493,100	Less 25% = £1,876,700
Less admin share £39,995 = £599,131	Less 5% = 0	Less 5% = <b>£305,172</b>	Less 5% = <b>£1,497,636</b>	Less 5% = <b>£1,393,560</b>	Less 5% = <b>£1,751,582</b>
<b>Amount available to CDC for CIL spend once 25% Neighbourhood proportion and 5% admin costs are deducted</b>					
<b>£599,131</b>	<b>£0 + £580,762 = *£580,762</b>	<b>£305,172 + *£570,762 = 875,934</b>	<b>£1,497,636 - *£14,066 = £1,483,570</b>	<b>£1,393,560 + £453,570 = £1,847,130</b>	<b>£1,751,582 - *£502,870 = £1,248,712</b>
<b>Projects selected for funding</b>					
Ambulance response post, Chichester south project 533 Delivered October 2016 £45,000-£18,368.90		Primary School places E-W project 330 Chichester £800,000 (subject to further detail & evaluation)	Primary School places Bournes. Project 331 £800,000 (subject to further detail & evaluation)	Primary School places Manhood Peninsula. Project 332 £800,000 (subject to further detail & evaluation)	
		School access improvements at expanded primary school(s) Chichester. Project 657 £50,000	Primary School places north of district. Project 536 £80,000 (subject to further detail & evaluation)	Medical Centre W of Chichester. Project 398 £1.3m (subject to further detail & evaluation)	
			School access improvements at	School access improvements at	

			expanded primary school(s) Bournes. Project 660 £50,000	expanded primary school(s) Manhood. Project 659 £50,000	
			School access improvements at expanded primary school(s) North of District. Project 661 £50,000	Sustainable transport corridor – City Centre to Portfield part of project 656 £50,000	
	Enhancements to the Lavant Biodiversity Opportunity Area -the stretch of the Lavant north of the Westhampnett SDL. Project 194 £10,000	Enhancements to the Lavant Biodiversity Opportunity Area - the stretch of the Lavant north of the Westhampnett SDL. Project 194 £40,000	Sustainable transport corridor – City Centre to Portfield part of project 656 £25,000	Sustainable transport corridor – City Centre to Westhampnett. Project 353 £50,000	Sustainable transport corridor – City Centre to Portfield. Part of project 656 £425,000
					Sustainable transport corridor – City Centre to Westhampnett. Project 353 £425,000
			Sustainable transport corridor – City Centre to Westhampnett. Project 353 £25,000		
				Local land drainage East Beach Sea Outfall. Project 293 £100,000	
	Brandy Hole Copse project 196 £10,000				
*Balance to be banked and carried forward into year 2017/18 £580,752	*Balance to be banked and carried forward into year 2018/19 £570,762	*Balance to be banked and carried forward into year 2019/2020 - £14,066	*Balance to be banked and carried forward into year 2020/21 <b>£453,570</b>	*Balance to be banked and carried forward into year 2021/22 - <b>£502,870</b>	*Balance to be banked and carried forward into year 2022/23 £398,712

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

# 7 Implementation, Monitoring & Governance

## Introduction

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

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

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

## CIL Governance

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

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

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

7.7 The member liaison group will meet in September 2016 to consider and endorse the draft IBP for consultation with stakeholders, including developers, infrastructure providers and parish councils. It would then meet again in December 2016 to make any amendments resulting from the consultation.

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

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

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

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

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

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

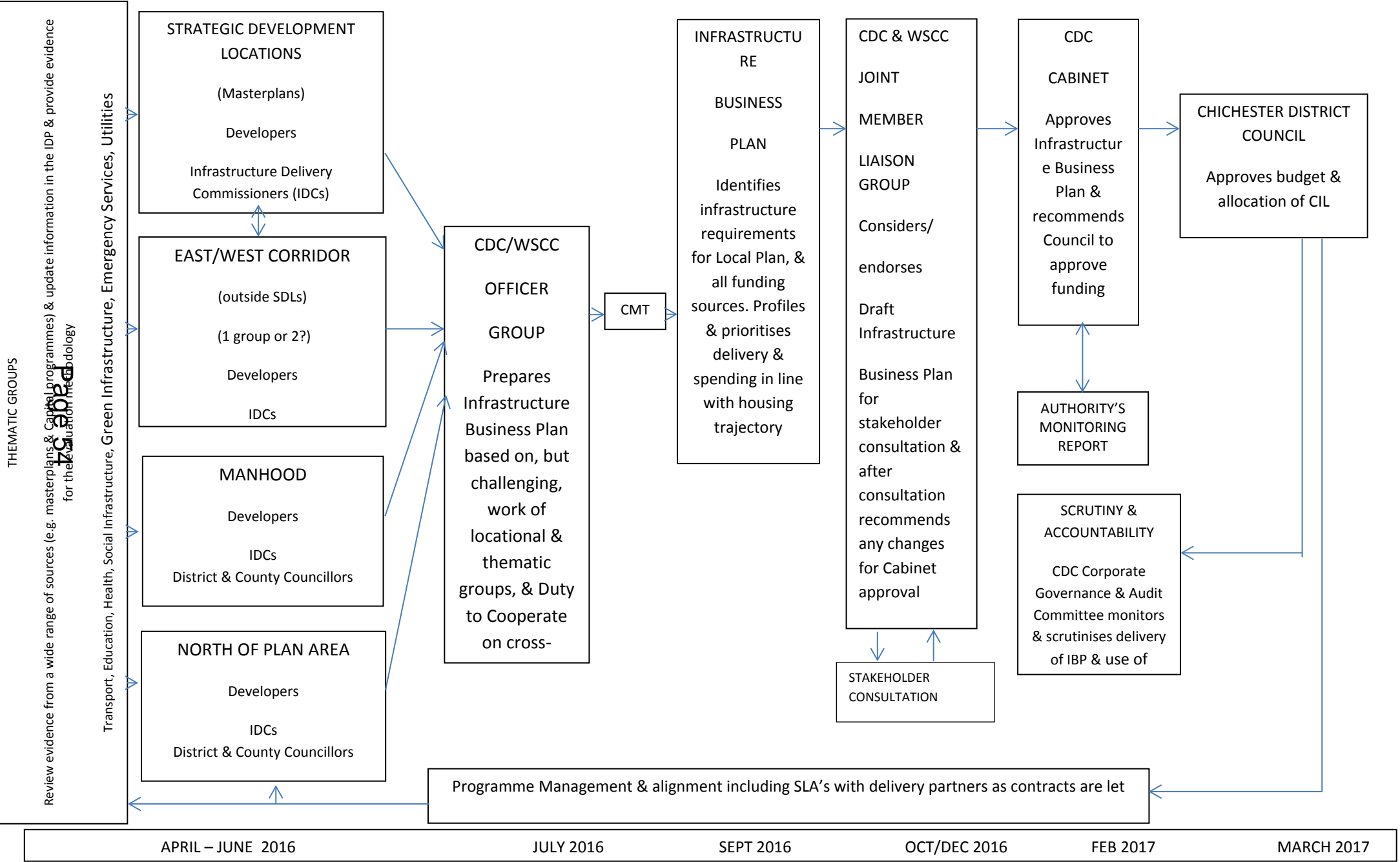
7.13 If the need arises for major changes to the IBP to be made outside the decision-making cycle, the Joint Member Liaison Group will be consulted and CDC's normal decision making procedure can be followed

### **Monitoring**

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

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

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



# 8 Conclusions

## Introduction

8.1 This IBP has set out the current understanding of infrastructure required to support the anticipated levels of growth during the second IBP period relating to the Local Plan 2017- 2022. Projects have been summarised by spatial area and project type with a clearly defined approach to project classification and prioritisation.

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

## The Current Situation

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

Despite a clear approach to infrastructure prioritisation being set out and an initial attempt to model infrastructure both by level of priority and timeframe for delivery there remains a significant funding gap in the short, medium and long term. This is detailed across Chapter 6 which presents the current cash flow and spending plan. Whilst the deficit is not unexpected, future iterations of the IBP need to scrutinise the cost breakdown of infrastructure projects, their ability to meet the legal tests set out for CIL funding. This will be facilitated by a more refined appreciation of the development trajectory as time progresses with further details of project delivery known. This greater level of detail will benefit future decision-making as it will show greater detail on the candidate projects for funding support, the ways in which the project will be delivered and managed and any link between CIL funding support and leveraging in other private/public funding sources.

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

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



# **APPENDICES**

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

# Appendix A Full Project list by source

## City, Town & Parish Projects

Organisation Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning app.	Priority Category	Project Status	Parish Area
Birdham Parish Council	IBP/ 2	Transport	Cycle infrastructure	Wheel Chair/Cycle route to Chichester. Possible upgrade to Salterns Way and Canal.	Major developments in the Bell Lane area requiring more social facilities for a growing village population.	Unknown		Unknown	S106 & CIL	WSCC	CIL	BI/12/04147/OUT; BI/13/00284/FUL	3 Policy High	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Birdham
Birdham Parish Council	IBP/ 1	Transport	Local road network	Traffic calming of the A286 together with methods of improving pedestrian safety either via pedestrian crossing or bridging the A286 and Bell Lane	Major developments in the Bell Lane area requiring safe pedestrian movements in crossing Bell Lane for schools and shopping	Unknown		Unknown	S106 & CIL	WSCC	CIL	BI/12/04147/OUT; BI/13/00284/FUL	2 Essential	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Birdham
Birdham Parish Council	IBP/ 3	Green Infrastructure	Allotments	Turn land bequest into allotments	Parish Duty to provide if requested	Unknown		Unknown	S106 & CIL	Birdham Parish Council	CIL		4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Birdham
Birdham Parish Council	IBP/ 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

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Birdham Parish Council	IBP/7	Green Infrastructure	Landscaping, planting and woodland creation and public rights of way	Providing hedging & trees along the western edge of the playing field to improve safety and provide wild life corridor	Increase in village population which would demand greater use of the playing field with a resultant impact on wild life	Unknown		Unknown	S106 & CIL	Birdham Parish Council	CIL	BI/12/04147/OUT; BI/13/00284/FUL	4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Birdham
Birdham Parish Council	IBP/6	Green Infrastructure	Landscaping, planting and woodland creation and public rights of way	Extending & Improving the Village Pond	Major developments throughout the village requiring that surface water is drained as quickly as possible to prevent flooding	Unknown		Approx. £40k	S106 & CIL	Birdham Parish Council	CIL	BI/12/04147/OUT; BI/13/00284/FUL	4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Birdham
Birdham Parish Council	IBP/5	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Refurbish the Children's play area and provide a wider range of activities for a growing population	Major developments in the Bell Lane area requiring more social facilities for a growing village population.	Unknown		Unknown	S106 & CIL	Birdham Parish Council	CIL	BI/12/04147/OUT; BI/13/00284/FUL	4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Birdham
Birdham Parish Council	IBP/4	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Draining the Playing field and providing Changing Facilities	Major developments in the Bell Lane area requiring more social facilities for a growing village population.	Unknown		Unknown	S106 & CIL	Birdham Parish Council	CIL	BI/07/05640/FUL; BI/12/04147/OUT	4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Birdham
Bosham Parish Council	IBP/20	Transport	Car parking	Broadbridge parking bays	Provide adequate parking facilities off verges			£40,000	WSCC/CDC, CIL/PC, CIL	Bosham Parish Council, WSCC	CIL		4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Bosham

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Bosham Parish Council	IBP/11	Transport	Car parking	Harbour Car Park	Tourism friendly			£100,000	CDC (revenue from Car Park)	Bosham Parish Council, CDC	Other		4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Bosham
Bosham Parish Council	IBP/18	Transport	Cycle and pedestrian infrastructure	Improve provision of cycle/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
Bosham Parish Council	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
Bosham Parish Council	IBP/16	Transport	Local road network	20mph Village	Safety as expressed in T&P Strategy adopted in January 2015			£10,000	WSCC/CiL	WSCC, Bosham Parish Council	CIL		4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Bosham
Bosham Parish Council	IBP/10	Transport	Pedestrian infrastructure	A259 Pelican Crossing	Safety/ Safe routes to school			£50,000	CDC/WSCC/SusTrans/CiL	WSCC	CIL		4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Bosham
Bosham Parish Council	IBP/9	Transport	Pedestrian infrastructure	Walton Lane Footpath	Safety/ Safe routes to school			£700,000	WSCC/CDC, CIL	WSCC	CIL		4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Bosham

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Bosham Parish Council	IBP/21	Social Infrastructure	Community facilities	Village Hall provision	Ongoing maintenance/improvements/refreshment			£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
Bosham Parish Council	IBP/12	Social Infrastructure	Streetscene and built environment	High Street Improvement	Safety & Tourism – Shared surfaces			£100,000	WSCC/CDC/Cil/HLF & Townscape Heritage Initiative	Bosham Parish Council, WSCC	Other		4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Bosham
Bosham Parish Council	IBP/14	Green Infrastructure	Flood and coastal erosion risk management	Wastewater & Harbour drains	Current system compromised in wet weather				Flood risk management authorities.	Flood risk management authorities	Other		3 Policy High	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Bosham
Bosham Parish Council	IBP/13	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Relocate Football Pitch	Football safety standards avoiding shared use with school and public			£100,000	Cil/Sport England/National playing fields Association	Bosham Parish Council, WSCC	CIL	BI/13/00284/FUL	4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Bosham
Bosham Parish Council	IBP/17	Green Infrastructure	Public open space	Recreation space	Extend & improve green recreational spaces for sustainable living				Developers/CDC CIL/PC CIL	Bosham Parish Council, CDC	CIL		3 Policy High	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Bosham
Boxgrove Parish Council	IBP/649	Transport	Local road network	Traffic calming at Halnaker crossroads.	Identified in the Neighbourhood Plan.					WSCC	CIL		4 Desirable	Parish may wish to consider funding from their CIL	Boxgrove

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Chichester City Council	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
Chichester City Council	IBP/24	Transport	Pedestrian infrastructure	Provision for slow moving electric vehicles for the elderly.	Improve access for elderly people in City Centre.	2019	Short term (2016-2021)		CIL	WSCC & CDC/Commercial provider.	CIL		4 Desirable	City Council may wish to consider funding from their CIL	Chichester City
Chichester City Council	IBP/22	Transport	Pedestrian infrastructure	A complete resurfacing of the existing pedestrian precinct. Widening of the footpaths in key streets approaching the pedestrian area (e.g. North Street and South Street) to achieve improved public. A general improvement in the signage, streetscape, street	Over 40 years old and very uneven, better HGV/pavement definition. Increased pedestrian flows anticipated from increased population. Refer to Public Realm and Accessibility Enhancement Strategy September 2005	2019	Short term (2016-2021)		CIL & S106	CDC, WSCC & City Centre BID.	CIL		4 Desirable	City Council may wish to consider funding from their CIL	Chichester City
Chidham and Hambrook Parish Council	IBP/603	Transport	Car parking	Improve residents' parking in the following areas: East side of Chidham Lane to the Meadow, both sides of Broad Road	Improve parking					WSCC	CIL		4 Desirable		Chidham and Hambrook

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				by Broad Meadow, outside Mansfield Cottages, bottom of Cot Lane											
Chidham and Hambrook Parish Council	IBP/604	Transport	Car parking	Identify areas for and provide unobtrusive parking for visitors , resurface layby opposite The Barleycorn for visitors' use						WSCC	CIL		4 Desirable		Chidham and Hambrook
Chidham and Hambrook Parish Council	IBP/600	Transport	Cycle infrastructure	Provision of dedicated cycle route the whole length of the Parish	Support the Chemroute campaign					WSCC	CIL		4 Desirable		Chidham and Hambrook
Chidham and Hambrook Parish Council	IBP/598	Transport	Local road network	Speed restrictions of 30mph on the peninsula and along the A259 through the Parish	Speed reduction					WSCC	CIL		4 Desirable		Chidham and Hambrook
Chidham and Hambrook Parish Council	IBP/599	Transport	Local road network	Reduce speed limit on the Bosham straight from 60mph to 50 mph	Speed reduction					WSCC	CIL		4 Desirable		Chidham and Hambrook
Chidham and Hambrook Parish Council	IBP/601	Transport	Pedestrian infrastructure	Resurface /improve walking and pavement routes : Chidham Lane, Broad Road , Main Road from Chidham Lane to Cot Lane and	improve walking and pavement route					WSCC	CIL		4 Desirable		Chidham and Hambrook

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				Drift Lane to Broad Road											
Chidham and Hambrook Parish Council	IBP/602	Transport	Pedestrian infrastructure	Provision of pavement on West side of Broad Road from Post Office to Children's Play Area	Safety					WSCC	CIL		4 Desirable		Chidham and Hambrook
Chidham and Hambrook Parish Council	IBP/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
Chidham and Hambrook Parish Council	IBP/620	Transport	Public transport	Improve bus services in the Parish						Parish Council	CIL		4 Desirable		Chidham and Hambrook
Chidham and Hambrook Parish Council	IBP/605	Education	Primary, Secondary, sixth form and special educational needs	Work to sustain Chidham Parochial Primary School to accommodate expanding capacity	Support the school to keep the admission numbers manageable and increase the percentage attending from catchment					WSCC	CIL		4 Desirable		Chidham and Hambrook
Chidham and Hambrook Parish Council	IBP/607	Health	Community healthcare, primary care facilities & improvements	Actively pursue the case for a walk-in / satellite surgery / health facility/ pharmacy						Parish Council	CIL		4 Desirable		Chidham and Hambrook
Chidham and Hambrook Parish	IBP/612	Social Infrastructure	Community facilities	Create a Community Recreation Centre with outdoor						Parish Council	CIL		4 Desirable		Chidham and Hambrook



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Council				facilities for all ages											
Chidham and Hambrook Parish Council	IBP/611	Social Infrastructure	Community facilities	Maximum refurbishment of the Village Hall						Parish Council	CIL		4 Desirable		Chidham and Hambrook
Chidham and Hambrook Parish Council	IBP/616	Social Infrastructure	Streetscene and built environment	Improve signage to Parish amenities						Parish Council	CIL		4 Desirable		Chidham and Hambrook
Chidham and Hambrook Parish Council	IBP/617	Green Infrastructure	Landscaping, planting and woodland creation and public rights of way	Restore all deficient rights of way and their signage						WSCC	CIL		4 Desirable		Chidham and Hambrook
Chidham and Hambrook Parish Council	IBP/614	Green Infrastructure	Public open space	The Dell (Chidham Lane) to be maintained to a satisfactory level						Parish Council	CIL		4 Desirable		Chidham and Hambrook
Chidham and Hambrook Parish Council	IBP/628	Utility Services	Utility services	Press for satisfactory waste water disposal in the Parish						Utility companies	CIL		4 Desirable		Chidham and Hambrook
Chidham and Hambrook Parish Council	IBP/627	Utility Services	Utility services	Extend mains drainage to all areas						Utility companies	CIL		4 Desirable		Chidham and Hambrook
Chidham and Hambrook Parish Council	IBP/626	Utility Services	Utility services	Improve continuity of mains electricity						Utility companies	CIL		4 Desirable		Chidham and Hambrook
Chidham and Hambrook Parish Council	IBP/625	Utility Services	Utility services	Provide mains gas to all areas of						Utility companies			4 Desirable		Chidham and Hambrook

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ok Parish Council				the Parish											ok
Chidham and Hambrook Parish Council	IBP/623	Utility Services	Utility services	Improve Broadband provision throughout the Parish						Utility companies	CIL		4 Desirable		Chidham and Hambrook
Chidham and Hambrook Parish Council	IBP/624	Utility Services	Utility services	Install WiFi to the Village Hall						Parish Council	CIL		4 Desirable		Chidham and Hambrook
Donnington Parish Council	IBP/650	Transport	Cycle and pedestrian infrastructure	Canal towpath surface improvements between Canal Walk and Waterside Drive and the underpass.	Necessary to ensure an adequate walking surface for the increasing numbers of pedestrians living and commenting through Donnington.						CIL		4 Desirable	Parish may wish to consider funding from their CIL	Donnington
Donnington Parish Council	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
Donnington Parish Council	IBP/36	Transport	Local road network	Air quality monitor in Donnington	To record levels of air pollution in the Parish to better understand the potential impact of additional vehicles on the health of residents.						CIL		4 Desirable	Parish may wish to consider funding from their CIL	Donnington

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Donnington Parish Council	IBP/38	Health	Community healthcare, primary care facilities & improvements	Medical Centre including pharmacy	There is no surgery or pharmacy in Donnington and residents must travel into the City for these services. A surgery in Donnington could also service the increasing population on the Manhood Peninsula and free up spaces in City surgeries.						CIL		4 Desirable	Parish may wish to consider funding from their CIL	Donnington
Donnington Parish Council	IBP/35	Social Infrastructure	Community facilities	Improvements and additional equipment for village hall	The hall is over subscribed and needs more rooms/spaces. Additional equipment would open the hall up to wider use amongst the community e.g. families/young people.						CIL		4 Desirable	Parish may wish to consider funding from their CIL	Donnington
Donnington Parish Council	IBP/43	Social Infrastructure	Community facilities	Village Hall extension	Improved community use	On approval of planning permission	Short term (2016-2021)				S106		4 Desirable	Parish may wish to consider funding from their CIL	Donnington
Donnington Parish Council	IBP/34	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Additional signage for playing field	Encourage more visitors to existing facilities						Other		4 Desirable	Parish may wish to consider funding from their CIL	Donnington

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Donnington Parish Council	IBP/33	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Additional equipment for playing fields	New housing has brought families to the area. Older children are not as well catered for by existing facilities						CIL		4 Desirable	Parish may wish to consider funding from their CIL	Donnington
Earnley Parish Council	IBP/685	Transport	Local road network	Village Gateways	To reduce speeding through parish and in particular in the 2 conservation areas as per recommended in Conservation Area Appraisal.	2016-2021	Short term (2016-2021)	£5,000	CIL	Earnley Parish Council	CIL		4 Desirable		Earnley
Earnley Parish Council	IBP/684	Social Infrastructure	Community facilities	Village meeting room and office space.	Following the loss of Earnley Concourse there is no community meeting facilities.	2016-2021	Short term (2016-2021)	£100,000	CIL/New Homes Bonus and precept	Earnley Parish Council	CIL		4 Desirable		Earnley
Earnley Parish Council	IBP/686	Green Infrastructure	Public open space	Village Green	To provide central focal point for the Parish to enable community events.	2016-2021	Short term (2016-2021)	£10,000	CIL, New Homes Bonus & precept	Earnley Parish Council	CIL		4 Desirable		Earnley
East Wittering & Bracklesham Parish Council	IBP/44	Transport	Car parking	Increase parking in East Wittering & Bracklesham	Insufficient provision means parking is a major issue for the smaller shopping centre in Bracklesham and the larger centre in East Wittering. Plus the area is a significant tourist destination making parking 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

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East Wittering & Bracklesham Parish Council	IBP/45	Transport	Public transport	Extend bus service to include later evenings.	Residents without cars (including young people) cannot access the services or employment - in particular shift workers, entertainment and leisure facilities - which are in Chichester during the evening as the bus stops its service fairly early.								4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	East Wittering and Bracklesham
East Wittering & Bracklesham Parish Council	IBP/47	Education	Youth provision	Improve Youth Club facilities.	WSCC has failed to provide an acceptable lease for the existing youth club facilities. Therefore club now has no premises and is looking for alternatives.								4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	East Wittering and Bracklesham
East Wittering & Bracklesham Parish Council	IBP/46	Health	Community healthcare, primary care facilities & improvements	Satellite doctors surgery in Bracklesham.	More housing is being built in Bracklesham than East Wittering and the elderly and infirm would have easier access to medical facilities if there was provision in Bracklesham. East Wittering is a bus or car ride away for this sector of the community								4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	East Wittering and Bracklesham

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East Wittering & Bracklesham Parish Council	IBP/53	Social Infrastructure	Streetscene and built environment	In E. Wittering the steps and handrails, retaining wall and pathways need refurbishing.	These are old, rusty and poorly maintained. The retraining wall is cracked and leaning over towards the road. The street scene is in need of work. This appearance is detrimental to our visitor experience.								4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	East Wittering and Bracklesham
East Wittering & Bracklesham Parish Council	IBP/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
East Wittering & Bracklesham Parish Council	IBP/54	Social Infrastructure	Streetscene and built environment	The seafront at both E. Wittering and Bracklesham need enhancing	To improve visitor experience.								4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	East Wittering and Bracklesham
East Wittering & Bracklesham Parish Council	IBP/50	Utility Services	Utility services	Sewage system improvements.	To support new development and ensure that the risk of flooding to existing properties is not unacceptably increased.								4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	East Wittering and Bracklesham
East Wittering & Bracklesham Parish Council	IBP/51	Utility Services	Utility services	Mobile phone coverage improvement	The villages are poorly served by most service providers.								4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	East Wittering and Bracklesham

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Fishbourne Parish Council	IBP/70	Transport	Cycle and pedestrian infrastructure	Safety issue: Lighting along Emperor Way	Used a lot in the dark so low level lighting would decrease risk of attack	Delay until decision is reached by SAS on building site to raise essential income.		Depends on extent left unlit	CIL	SAS	CIL		4 Desirable	Parish may wish to consider funding from their CIL	Fishbourne
Fishbourne Parish Council	IBP/56	Transport	Local road network	Road colouring and 30 mph roundels at village entrances	To impact on driver behaviour. High priority in FNP	By December 2015	Short term (2016-2021)	£6,000 estimate	As above	WSCC Highways	CIL		4 Desirable	Parish may wish to consider funding from their CIL	Fishbourne
Fishbourne Parish Council	IBP/58	Transport	Local road network	Vehicle-activated speed sign Salthill road northern parish boundary	Safety issue: traffic volume greatly increased by new building in the area and by vehicles avoiding Fishbourne Roundabout. High priority in FNP	2016-17 programme	Short term (2016-2021)	£11,000 (?)	CIL	Fishbourne Parish Council, Highways	CIL		4 Desirable	Parish may wish to consider funding from their CIL	Fishbourne
Fishbourne Parish Council	IBP/69	Transport	Pedestrian infrastructure	Safety issue: Lighting of footpath southwards from Fishbourne Centre parallel with Blackboy Lane	Importance of protecting the young	September 2016	Short term (2016-2021)		WSCC (?)	Fishbourne Parish Council	CIL		4 Desirable	Parish may wish to consider funding from their CIL	Fishbourne
Fishbourne Parish Council	IBP/68	Transport	Pedestrian infrastructure	Footpath southwards from Fishbourne Centre parallel with Blackboy Lane. There is a need for a bridge over	To provide safer access to Pre-school, Children's Play Area and Fishbourne Centre	By September 2016	Short term (2016-2021)	£10,000 (approx)	NHB (?)	FPFA via FPC	CIL		4 Desirable	Parish may wish to consider funding from their CIL	Fishbourne

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				the ditch.											
Fishbourne Parish Council	IBP/57	Transport	Public transport	Bus shelters throughout the village	Fishbourne Neighbourhood Plan Priority	By end 2015	Short term (2016-2021)	£5,000	Possible % grant from WSCC + sec.106?	Fishbourne Parish Council		FB/09/02431/OUT	4 Desirable	Parish may wish to consider funding from their CIL	Fishbourne
Fishbourne Parish Council	IBP/60	Health	Community healthcare, primary care facilities & improvements	Provision of medical facilities even if just nurse-led clinic	Priority in previous village plans and in FNP but no interest from local doctors' surgeries	Unlikely			?		CIL		4 Desirable	Parish may wish to consider funding from their CIL	Fishbourne
Fishbourne Parish Council	IBP/66	Social Infrastructure	Community facilities	Seating around village and for parents at the Children's Play area	Fishbourne Neighbourhood Plan Priority. Important for adults to be able to observe while giving children increasing independence	By December 2015	Short term (2016-2021)	£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
Fishbourne Parish Council	IBP/65	Green Infrastructure	Allotments	Allotments	Very low ranking. No suitable site available	No action at least in short term. Possibility of some land for Community use owned by WSCC but with no access as yet)		Certainly nil in the short term	-		CIL		4 Desirable	Parish may wish to consider funding from their CIL	Fishbourne
Kirdford Parish Council	IBP/80	Transport	Cycle and pedestrian infrastructure	Improve local footpaths, cycle tracks and equestrian ways	Parish-wide	2015-2029	Short term (2016-2021)				CIL		4 Desirable	Parish may wish to consider funding from their CIL	Kirdford



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Kirdford Parish Council	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
Kirdford Parish Council	IBP/76	Transport	Local road network	Highway alterations	Cornwood to enable development for young/elderly housing	2015-2021, sequential with GI projects	Short term (2016-2021)				CIL		4 Desirable	Parish may wish to consider funding from their CIL	Kirdford
Kirdford Parish Council	IBP/79	Transport	Pedestrian infrastructure	New footpaths & Community Amenity Space	Development Site North of Village	2015-2029	Short term (2016-2021)				CIL		4 Desirable	Parish may wish to consider funding from their CIL	Kirdford
Kirdford Parish Council	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
Kirdford Parish Council	IBP/78	Education	Primary, Secondary, sixth form and special educational needs	Provision of additional Primary School Places	Cross Plan area (north parishes)	2015	Short term (2016-2021)				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
Kirdford Parish Council	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

Organisation Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning app.	Priority Category	Project Status	Parish Area
Kirdford Parish Council	IBP/83	Social Infrastructure	Community facilities	Community Stores - Extension to Building and Parking	To increase cafe area and storage provision and enhancing the external picnic area and parking	2015-2018	Short term (2016-2021)				CIL		4 Desirable	Parish may wish to consider funding from their CIL	Kirdford
Kirdford Parish Council	IBP/85	Green Infrastructure	Allotments	Community allotments and/or farm with orchard and appropriate storage facilities and parking	On site east of Bramley Close.	2017-2018 3-5 years	Short term (2016-2021)				CIL		4 Desirable	Parish may wish to consider funding from their CIL	Kirdford
Kirdford Parish Council	IBP/86	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Play area off School Court		2016-2017 2-4 years	Short term (2016-2021)			Parish/HAS	CIL		4 Desirable	Parish may wish to consider funding from their CIL	Kirdford
Kirdford Parish Council	IBP/81	Green Infrastructure	Public open space	New Road, Parking area and 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
Kirdford Parish Council	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
Lavant Parish Council	IBP/89	Transport	Local road network	Important traffic calming measures within the village	Continuing problems with fast traffic and complaints from residents	As soon as possible	Short term (2016-2021)	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

Organisation Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning app.	Priority Category	Project Status	Parish Area
Lavant Parish Council	IBP/643	Transport	Pedestrian infrastructure	Either extension to pavement so children can get to and from school or provision of layby and pavement to enable children to get to and from school or a car park for parents to drop off and pick up children from school.	Improved safety at Lavant Primary School. (Parents have to park on road and walk children to school, there is no pavement beyond the allotments)		Short term (2016-2021)			WSCC	CIL		4 Desirable	Parish may wish to consider funding from their CIL	Lavant
Lavant Parish Council	IBP/585	Transport	Pedestrian infrastructure	Footpath maintenance									4 Desirable	Parish may wish to consider funding from their CIL	Lavant
Lavant Parish Council	IBP/584	Education	Early years and childcare	A pre-school									4 Desirable	Parish may wish to consider funding from their CIL	Lavant
Lavant Parish Council	IBP/644	Education	Early years and childcare	Provision of pre-school			Short term (2016-2021)				CIL		4 Desirable	Parish may wish to consider funding from their CIL	Lavant
Lavant Parish Council	IBP/88	Education	Primary, Secondary, sixth form and special educational needs	Expansion of local primary school with associated parking	More school places are required			As yet unknown	As yet unknown	Primary school/parish council	CIL			Not selected for IBP years 2016-2021 as little planned development in this cycle.	Lavant
Lavant Parish Council	IBP/648	Social Infrastructure	Community facilities	A new community hub/shop within St Nicholas Church.	It has been identified in the Neighbourhood Plan as a possible place for this.					Parish Council	CIL		4 Desirable	Parish may wish to consider funding from their CIL	Lavant

Organisation Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning app.	Priority Category	Project Status	Parish Area
Lavant Parish Council	IBP/645	Social Infrastructure	Community facilities	Provision of storage of equipment to undertake community projects such as path maintenance and construction.	Volunteers have equipment but nowhere to store it.					Parish Council	CIL		4 Desirable	Parish may wish to consider funding from their CIL	Lavant
Lavant Parish Council	IBP/646	Social Infrastructure	Community facilities	Provision of youth shelter	Nowhere for youth to meet					Parish Council	CIL		4 Desirable	Parish may wish to consider funding from their CIL	Lavant
Lavant Parish Council	IBP/595	Green Infrastructure	Flood and coastal erosion risk management	Maintenance of ditches	To keep ditches clear to prevent flooding.					Lavant Parish Council	CIL		4 Desirable		Lavant
Lavant Parish Council	IBP/647	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	A new play area	Existing area the equipment is dilapidated.					Parish Council	CIL		4 Desirable	Parish may wish to consider funding from their CIL	Lavant
Lavant Parish Council	IBP/594	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Maintenance of playgrounds	Health and safety and to increase use.					Lavant Parish Council	CIL		4 Desirable		Lavant
Loxwood Parish Council	IBP/317	Transport	Car parking	To increase car park capacity (Loxwood)	Increased numbers using North Hall put pressure on parking. This could be alleviated by introducing car park to south of entrance drive.	2016/17	Short term (2016-2021)	£12,000			S106	LX/13/02025/FUL	2 Essential	Committed	Loxwood

Organisation Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning app.	Priority Category	Project Status	Parish Area
Loxwood Parish Council	IBP/571	Transport	Transport	To improve vehicular access to North Hall	The entrance is on the inside of a bend in the B2133 with difficult access. A wider, well signed drive with enhanced sight-lines is required.	2016/2017	Short term (2016-2021)	10,000			S106	LX/13/02025/FUL	2 Essential	Committed	Loxwood
Loxwood Parish Council	IBP/664	Social Infrastructure	Community facilities	Provision of integrated PA and AV system	There are now many activities requiring PA and AV facilities. Installation of an integrated system would be safer, more convenient and permit the establishment of a much wanted local film society.	2017	Short term (2016-2021)	£9000		Parish Council	?				Loxwood
Loxwood Parish Council	IBP/572	Social Infrastructure	Community facilities	Enlargement of men's toilet in North Hall	Increased numbers using North Hall puts the men's toilet under pressure. Removal of redundant water heater and addition of two more urinals would solve the problem.	2017	Short term (2016-2021)	£4,000			S106	LX/13/02025/FUL	2 Essential	Committed	Loxwood
Loxwood Parish Council	IBP/573	Social Infrastructure	Community facilities	Extension to storage facility.	An increasing number of North Hall regular (weekly) users have used all of the available storage space. Various options to increase space are being considered.	2015/2016	Short term (2016-2021)	£40,000			S106	LX/13/02025/FUL	2 Essential	Committed	Loxwood
Loxwood Parish Council	IBP/624	Utility Services	Utility services	Install WiFi to the Village Hall						Parish Council	CIL		4 Desirable		Loxwood

Organisation Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning app.	Priority Category	Project Status	Parish Area
Lynchmere Parish Council	IBP/568	Social Infrastructure	Community facilities	Purchase of St. Michael's Hall, Lynchmere Road	Hall being sold and is needed to supplement lack of community facilities for numerous local groups/activities	Within the next 6 months	Short term (2016-2021)	£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
Lynchmere Parish Council	IBP/569	Social Infrastructure	Community facilities	Renovations to St. Michael's Hall & Hardman Hoyle Memorial Hall Lynchmere 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
Lynchmere Parish Council	IBP/567	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Rebuilding of Camelsdale pavilion,	Existing pavilion is outdated, newer larger facilities are needed to meet modern requirements and accommodate the hugely increased community, & sport based use.	Over the next 24 months	Short term (2016-2021)	£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
North Mundham Parish Council	IBP/91	Transport	Cycle and pedestrian infrastructure	Footpath/cycleway along B2166 from Runcton to farm shop – and perhaps onwards to parish boundary to link with footpaths/cycleways from Bognor and Pagham	Would enable local residents to avoid using a car for short journeys, and would facilitate sustainable transport links (cycleways) between Bognor, Pagham and Chichester. PC could carry out work under licence. PC to manage scheme within Parish boundary.	Needed now, but should integrate with development of other transport links	Short term (2016-2021)	£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

Organisation Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning app.	Priority Category	Project Status	Parish Area
North Mundham Parish Council	IBP/92	Transport	Pedestrian infrastructure	Footpath from affordable housing (Canal Mead) to junction of Church Road and B2166.	Provides safe access for local residents and will encourage use of public transport and integration with the rest of the local community. Footpath route exists, but surfacing will make it accessible to elderly and disabled		Short term (2016-2021)	£10,000 (estimate) to provide hard weatherproof surface and access steps at western end	Work in kind donation received from developer. Initial clearance of route housing. Needs CIL, S106 funding to complete or NHB?	WSCC footpaths, or Parish Council	CIL		2 Essential	Not selected for IBP years 2016-2021 as little planned development in this cycle.	North Mundham
North Mundham Parish Council	IBP/95	Green Infrastructure	Biodiversity measures	Develop route of disused canal as green infrastructure and wildlife haven to encourage biodiversity	Improves landscape and provides environmental benefits for local population	Site available now	Short term (2016-2021)	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
North Mundham Parish Council	IBP/94	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Safe surface for Children's Play Area	Provides health and leisure benefits for local community. Mitigates safety and upkeep problems of present mix of grass and resilient surfacing	Site available now	Short term (2016-2021)	£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
North Mundham Parish Council	IBP/93	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Outdoor gym/exercise equipment – to be sited on playing fields	Provides health and leisure benefits for local community. No comparable facility exists in the parish	Site could be made available in short term	Short term (2016-2021)	£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
Oving Parish Council	IBP/634	Transport	Pedestrian infrastructure	Footpaths, bridle paths and local roads	Maintenance no longer carried out by WSCC.						CIL				Oving

Organisation Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning app.	Priority Category	Project Status	Parish Area
Oving Parish Council	IBP/633	Transport	Public transport	Public bus improvements and provision of minibus to access city.							S106	O/11/05283/OUT			Oving
Oving Parish Council	IBP/631	Education	Early years and childcare	Pre-school facilities			Short term (2016-2021)				S106	O/11/05283/OUT	4 Desirable		Oving
Oving Parish Council	IBP/99	Education	Primary, Secondary, sixth form and special educational needs	Schools/colleges	Essential	ASAP	Short term (2016-2021)	Unknown	County & Government	Government	CIL		4 Desirable	Details of project insufficient	Oving
Oving Parish Council	IBP/98	Health	Community healthcare, primary care facilities & improvements	Hospital & doctors surgeries	Essential	Now	Short term (2016-2021)	Unknown	County funds	NHS	CIL		4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Oving
Oving Parish Council	IBP/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
Oving Parish Council	IBP/632	Social Infrastructure	Community facilities	Indoor and outdoor sports/recreation facilities.	Essential to meet demand from planned developments.						S106	O/11/05283/OUT			Oving
Oving Parish Council	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



Organisation Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning app.	Priority Category	Project Status	Parish Area
Oving Parish Council	IBP/97	Utility Services	Utility services	Sewerage (pipes) waste water treatment (Tangmere WWTW)	Essential to need demand from planned developments	ASAP	Short term (2016-2021)	Unknown	Southern Water	Southern Water	Other		1 Critical	Committed	Oving
Oving Parish Council	IBP/96	Utility Services	Utility services	Chichester Bypass Improvements	Critical to all CDC developments	2018 - 2019	Short term (2016-2021)	£90 million	Government	Highways England	S106		1 Critical	Committed	Oving
Selsey Town Council	IBP/104	Transport	Cycle infrastructure	B2145 Improvements – Commuting cycle path to Chichester/Pagham (Selsey to Chichester following route off B2145 but off road)	Only transport link to Town (to introduce a safer environment for cyclists)	2015	Short term (2016-2021)	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
Selsey Town Council	IBP/102	Transport	Local road network	B2145 Improvements – Bus and Tractor Pull off points	Only transport link to Town (to improve traffic flow)	2015	Short term (2016-2021)			Selsey Town Council, WSCC	CIL		4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Selsey
Selsey Town Council	IBP/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

Organisation Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning app.	Priority Category	Project Status	Parish Area
Selsey Town Council	IBP/106	Transport	Smarter Choices and promote sustainable modes of transport	Community car club	To assist with access to Chichester based services.			£100,000		Selsey Town Council	CIL		3 Policy High	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Selsey
Selsey Town Council	IBP/121	Education	Primary, Secondary, sixth form and special educational needs	Provision of post-16 education	Lack of current facility and distance to nearest option.					STC, WSCC, Chichester College, Academy			4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Selsey
Selsey Town Council	IBP/115	Social Infrastructure	Community facilities	Extension to Selsey Centre	Space required to support additional user groups.				Cost unknown, grant funding, local fundraising.	Selsey Town Council	CIL		4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Selsey
Selsey Town Council	IBP/116	Social Infrastructure	Community facilities	Soft play area/indoor play area for children	Local demand and nearest facility is 20 miles away and is not accessible by public transport					Selsey Town Council	CIL		4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Selsey
Selsey Town Council	IBP/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
Selsey Town Council	IBP/109	Social Infrastructure	Community facilities	Development of Community Arts Centre	Helps define Selsey as an art/craft location. To be linked to the potential development of an out of town supermarket or with the museum.					Arts Dream	CIL		4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Selsey

Organisation Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning app.	Priority Category	Project Status	Parish Area
Selsey Town Council	IBP/111	Social Infrastructure	Streetscene and built environment	Public space enhancements by East Beach shops	Identified in CDC's study of 2007 as a need of regeneration					Selsey Town Council	CIL		4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Selsey
Selsey Town Council	IBP/117	Social Infrastructure	Streetscene and built environment	Public Realm Enhancements – East Beach Shops	In alignment with the East Beach Masterplan by CDC			£100,000			CIL		4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Selsey
Selsey Town Council	IBP/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
Selsey Town Council	IBP/108	Social Infrastructure	Streetscene and built environment	Development of a Town Square	Creation of a central community space as nothing currently in place. Enhance public realm to support High Street shops and to encourage use of local amenities.					Selsey Town Council, WSCC	CIL		4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Selsey
Selsey Town Council	IBP/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

Organisation Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning app.	Priority Category	Project Status	Parish Area
Selsey Town Council	IBP/110	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Public space enhancements at East Beach green (in addition to skate park, better play facilities, all weather sports courts)	To enhance visitor attraction and tourism product and foster better links with the sea.					Selsey Town Council, CDC	CIL		4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Selsey
Selsey Town Council	IBP/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
Selsey Town Council	IBP/114	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Football and Cricket clubhouse	Local community requirements for better facilities			£400,000 match funding available		Sports Dream	CIL		4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Selsey
Selsey Town Council	IBP/587	Economic	Employment/Economic	Selsey Haven	Coastal defence; security, safety and sustainability of the fishing industry; tourism; economy.	2017	Short term (2016-2021)		DEFRA, European and Marine Fisheries Fund, LEADER, Coast to Capital, LEP	CDC	CIL		3 Policy High		Selsey

Organisation Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning app.	Priority Category	Project Status	Parish Area
Sidlesham Parish Council	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 borne 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
Sidlesham Parish Council	IBP/139	Transport	Cycle infrastructure	Commuter cycle path Selsey to Chichester and as tourist / recreational asset	Need for safe / segregated route for commuters and other users	Feasibility Mid 2015 and ongoing	Short term (2016-2021)	£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
Sidlesham Parish Council	IBP/136	Transport	Local road network	B2145 within Sidlesham-environmental improvement programme	Deterioration of roadside environment and general disfigurement of landscape. Lack of ownership responsibility for public realm	Possible start late 2015 ongoing	Short term (2016-2021)	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
Sidlesham Parish Council	IBP/133	Social Infrastructure	Built sport and leisure facilities	Refurbishment and possible future extension of community sports building	Current building dilapidated state and risk of loss to community	Late 2015 – through 2016/17	Short term (2016-2021)	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

Organisation Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning app.	Priority Category	Project Status	Parish Area
Sidlesham Parish Council	IBP/137	Social Infrastructure	Community facilities	Contingency plan for public building (hall)	Possible loss of existing church hall at end of lease. Possible failure of proposals to refurbish fully community sports building .Need for contingency approach in order that parish is not left without a usable building	Contingency scoping and initial analysis study mid 2016	Short term (2016-2021)	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
Sidlesham Parish Council	IBP/135	Green Infrastructure	Flood and coastal erosion risk management	Phase 3 of Sidlesham Flood and Land Drainage Group (SFLDG) emergent forward plan	Continued risk of flooding from ground water and sea and Rife	Start late 2015 ongoing	Short term (2016-2021)	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
Sidlesham Parish Council	IBP/138	Green Infrastructure	Landscaping, planting and woodland creation and public rights of way	Structural Tree Planting to reduce water table and provide biomass from coppice	Need to control ground water levels / need to provide renewable energy sources to combat Global Warming	Depends on possible support-if supported within next five year period and then ongoing	Short term (2016-2021)	£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

Organisation Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning app.	Priority Category	Project Status	Parish Area
Southborne Parish Council	IBP/662	Transport	Local road network	New road link	Need identified in Neighbourhood Plan to relieve pressure on Stein Road from increasing traffic and new developments						S106	SB/15/02505/OUT	3 Policy High	Committed	Southborne
Southborne Parish Council	IBP/663	Transport	Pedestrian infrastructure	New footbridge over railway line	Identified in Neighbourhood Plan for Green Ring						CIL		4 Desirable	Parish may wish to consider funding from their CIL	Southborne
Tangmere Parish Council	IBP/145	Transport	Car parking	Improve safety and increase car parking around the One Stop Shop.	A detailed study needs to be commissioned and action taken. Proposal supported by a large number of residents. 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
Tangmere Parish Council	IBP/141	Transport	Car parking	New Car parking for St. Andrew's Church	Current parking congestion on Church Lane during services/events will be exacerbated as village expands.				St Andrews Church	St Andrews Church	CIL		4 Desirable	Parish may wish to consider funding from their CIL	Tangmere
Tangmere Parish Council	IBP/150	Transport	Car parking	Village Centre Car Park	Tarmac. Current surface is worn and floods in heavy rain. Area requires drainage and a tarmac surface installed with marked out parking spaces to make best use of area available and facilitate mobility impaired access.			£70,000.00	S106/NHB	Tangmere Parish Council	S106		2 Essential	Committed	Tangmere

Organisation Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning app.	Priority Category	Project Status	Parish Area
Tangmere Parish Council	IBP/148	Transport	Cycle infrastructure	Cycle routes	Cycle routes and pathways - improve cycle routes through village to encourage use of sustainable transport and physical activity. A PROW Cycle route around Tangmere Airfield Perimeter included in WSCC Infrastructure delivery plan (Jan 2012)				Existing S106 - TAD funds	WSCC and Tangmere Parish Council	S106	TG/14/00797/FUL; 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
Tangmere Parish Council	IBP/140	Transport	Local road network	Traffic Calming on Meadow Way and Malcolm Road						WSCC and Tangmere Parish Council	S106		2 Essential	Committed	Tangmere
Tangmere Parish Council	IBP/160	Transport	Local road network	Traffic calming on Tangmere Road	This road is subject to "rat running" and high vehicle speeds which require inhibiting measures. Would also make road more attractive for walking and cycling.						S106		2 Essential	Committed	Tangmere
Tangmere Parish Council	IBP/638	Transport	Pedestrian infrastructure	Link(s) between Marsh Lane PROW 292 and WSCC solar farm perimeter permissive path.	To improve connectivity between existing recreational paths along existing desire lines.					WSCC and Tangmere Parish Council.			4 Desirable		Tangmere



Organisation Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning app.	Priority Category	Project Status	Parish Area
Tangmere Parish Council	IBP/154	Transport	Pedestrian infrastructure	Pedestrian crossing(s)	Parish Council hopes to install a crossing at the junction of Malcolm Road with Tangmere Road.					WSCC and Tangmere PC	S106	TG/11/04058/FUL; TG/14/00797/FUL	3 Policy High	Parish may wish to consider funding from their CIL	Tangmere
Tangmere Parish Council	IBP/636	Transport	Pedestrian infrastructure	Improvements to Chestnut Walk - St Andrews Church footway E73/FP282	To enable limited mobility users access along route.				Hanger site, TAD, S106 or SDL S106 and NHB.	WSCC, Tangmere Parish Council and St Andrews Church			4 Desirable		Tangmere
Tangmere Parish Council	IBP/637	Transport	Pedestrian infrastructure	Marsh Lane PROW 292 - upgrade surface to replace current water logged/mud sections	To enable year round foot/cycle access between Tangmere/Barnham areas and recreational use for expanding populations.				SDL, Hanger, Meadow Way, S106 and NHB	WSCC and Tangmere Parish Council.	S106		4 Desirable		Tangmere
Tangmere Parish Council	IBP/155	Transport	Public transport	Bus shelter(s)	To serve City Fields business park and 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
Tangmere Parish Council	IBP/161	Social Infrastructure	Built sport and leisure facilities	Sports Hall(s)	Sports Centre - To provide a multiple sports facility for the enlarged village to be located in the centre of any new large development within the parish.			£500,000.00	SDL/Hanger/Meadow Way S106 and NHB	Tangmere Parish Council and Developers	CIL	TG/12/01739/OUT; TG/14/00797/FUL	3 Policy High	Consider selecting if match funding is identified as this project supports the growth of the area provided it is for genuine community use.	Tangmere

Organisation Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning app.	Priority Category	Project Status	Parish Area
Tangmere Parish Council	IBP/143	Social Infrastructure	Community facilities	Improvements to existing Community Facilities	Small scale improvements to facilities within Village Centre to improve utility of building for users.				S106 and New Homes Bonus	Tangmere Parish Council and Developers	S106	TG/07/04577/FUL; TG/12/01739/OUT, TG/14/00797/FUL, TG/11/04058/FUL	4 Desirable	Parish may wish to consider funding from their CIL	Tangmere
Tangmere Parish Council	IBP/149	Social Infrastructure	Community facilities	Tangmere Aviation Museum/Heritage Centre	Expand museum inline with Neighbourhood Plan policies which envisage extension into existing allotments which will relocate to SDL				Tangmere Aviation Museum/Grants	Tangmere Aviation Museum			4 Desirable	Parish may wish to consider funding from their CIL	Tangmere
Tangmere Parish Council	IBP/162	Social Infrastructure	Community facilities	Scout Hut/Church Hall (St Andrews)	To provide a scout hut for the 2nd Tangmere Scout group that has grown in numbers since it was established seven years ago. The group currently uses the local school's hall to hold its Beavers, Cub and Scouts session. 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
Tangmere Parish Council	IBP/153	Social Infrastructure	Community facilities	Community Centre	New large community centre is now required to cater for the various groups and clubs within the village, which the existing Village Centre cannot accommodate any more due to it being so well used. The			£500,000.00	SDL/Hanger/Meadow Way S106 and NHB.	Tangmere Parish Council and Developer	S106	TG/12/01739/OUT; TG/14/00797/FUL	2 Essential	Committed	Tangmere

Organisation Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning app.	Priority Category	Project Status	Parish Area
					Village Centre is limited in size for the population										
Tangmere Parish Council	IBP/144	Social Infrastructure	Community facilities	Extension to St Andrew's Churchyard for burial space	Required to cater for long term need arising from expanded population.				SDL S106	St Andrews Church	S106		4 Desirable	Parish may wish to consider funding from their CIL	Tangmere
Tangmere Parish Council	IBP/147	Green Infrastructure	Allotments	Improvements to existing allotments	Additional equipment required to upgrade facilities - water troughs, composting bins, in need of some new sturdy fencing (this is a large scale project) access to toilets.			£5,000.00	New Homes Bonus	Tangmere Parish Council	S106		4 Desirable	Parish may wish to consider funding from their CIL	Tangmere
Tangmere Parish Council	IBP/159	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Outdoor recreation area	Overall provision of equipped and unequipped play space within village well below Fields in Trust and CDC Infrastructure SPG standards. No provision East of Meadow Way and Play equipment in 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
Tangmere Parish Council	IBP/152	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Current changing/Sports Pavilion	Changing rooms are currently very tired and need modernisation. This is to meet current day requirements and standards and multi use availability. New showers and			£20,000.00	Hanger/Meadow Way S106 and NHB	Tangmere Parish Council	CIL		4 Desirable		Tangmere

Organisation Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning app.	Priority Category	Project Status	Parish Area
					tiled areas required plus replacement of wash basins and installation of hot water supply										
Tangmere Parish Council	IBP/157	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Football and cricket sports pitch areas - Verti-drain/sand backfill and new drains.	Malcolm Rd Recreation Field - Current poor land drainage (no renewal of land drainage known of since RAF ceased maintenance in late 1960's) leads to greater frequency of match cancellations, due to ground conditions.			£10,000 - Verti-drain sandfill. Land drains to be confirmed.	S106 (Hanger/Meadow Way sport S106)	Tangmere Parish Council	S106	TG/12/01739/OUT; TG/14/00797/FUL	4 Desirable		Tangmere
Tangmere Parish Council	IBP/142	Green Infrastructure	Public open space	Land to be made available for community groups to develop for suitable purposes	To expand community orchard and/or community garden provision.						S106		4 Desirable	Details of project insufficient	Tangmere
Tangmere Parish Council	IBP/639	Green Infrastructure	Public open space	Hedge around Malcolm Road recreation ground.	To improve biodiversity connectivity and bolster unauthorised vehicular access preventative measures.			£2500	NHB, CIL	Tangmere Parish Council	CIL		4 Desirable		Tangmere
Tangmere Parish Council	IBP/635	Green Infrastructure	Public open space	Upgrade fencing along southern edge of Churchwood Drive open space to metal (similar to Spitfire Court open space).	Current wooden fencing in need of frequent repair and degrades street scene. Link to IBP/244 (cycle access)				S106 (H block open space)	Parish Council	S106	TG/11/04058/FUL	4 Desirable		Tangmere

Organisation Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning app.	Priority Category	Project Status	Parish Area
Tangmere Parish Council	IBP/592	Green Infrastructure	Public open space	Tangmere SDL specific green infrastructure (all types)	Local Plan policy 18, Tangmere Neighbourhood Plan, policies 2 and 8. Separates out projects specific to this SDL.				SDL S106	Developers	S106		3 Policy High		Tangmere
Tangmere Parish Council	IBP/158	Utility Services	Utility services	Broadband coverage	Requires provision of infrastructure to support superfast standards.					Developers/Telecom providers				Details of project insufficient	Tangmere
Westbourne Parish Council	IBP/640	Transport	Car parking	A car park that can be used by residents/visitors	To ease congestion on the roads, help shoppers use the local facilities.										Westbourne
Westbourne Parish Council	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
Westbourne Parish Council	IBP/556	Social Infrastructure	Community facilities	Two more picnic benches required at Monks Hill due to success of those already installed.				£700					4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Westbourne
Westbourne Parish Council	IBP/557	Social Infrastructure	Community facilities	Public seats around the parish could do with replacing. On the corner of East Street, the Parish Council is having to get rid of two.									4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Westbourne

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

Organisation Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning app.	Priority Category	Project Status	Parish Area
Westhampnett Parish Council	IBP/176	Transport	Car parking	Stane Street parking	Parking restricts traffic flow and ped' road crossing	As soon as possible	Short term (2016-2021)		Highways				4 Desirable	Parish may wish to consider funding from their CIL	Westhampnett
Westhampnett Parish Council	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
Westhampnett Parish Council	IBP/168	Transport	Local road network	Speed cameras to Madgwick Lane	Excessive speed between RaB and Barns	As soon as possible	Short term (2016-2021)		Highways		CIL		4 Desirable	Parish may wish to consider funding from their CIL	Westhampnett
Westhampnett Parish Council	IBP/175	Transport	Local road network	Madgwick Lane Traffic calming	Excessive speeding between RaB and Barns	As soon as possible	Short term (2016-2021)		Highways				4 Desirable	Parish may wish to consider funding from their CIL	Westhampnett
Westhampnett Parish Council	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
Westhampnett Parish Council	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

Organisation Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning app.	Priority Category	Project Status	Parish Area
Westhampnett Parish Council	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	Parish may wish to consider funding from their CIL	Westhampnett
Westhampnett Parish Council	IBP/163	Education	Preschool and Primary school	New Primary School and Preschool	Double existing population	In readiness for proposed housing developments	Short term (2016-2021)		Education		CIL		4 Desirable	Parish may wish to consider funding from their CIL	Westhampnett
Westhampnett Parish Council	IBP/166	Health	Community healthcare, primary care facilities & improvements	New GP surgery and dispensary	Doubling population	As soon as possible	Short term (2016-2021)		National Health		CIL		4 Desirable	Parish may wish to consider funding from their CIL	Westhampnett
Westhampnett Parish Council	IBP/171	Social Infrastructure	Community facilities	Parish Hall	Westhampnett currently has no community buildings and has long aspired to develop one at a number of locations.	Timeline is dependent on the phasing of two different development sites – Madgewick Lane strategic site, and Maudlin Nurseries	Short term (2016-2021)	£1,500,000 (Scale of building still to be determined based on complexity of bringing)	S106 (historic receipt). S106 to be secured. New Homes Bonus	To be delivered by developer in partnership with Westhampnett PC	S106	WH/04/03947/OUT; WH/15/03524/OUTEIA	2 Essential	Committed	Westhampnett
Westhampnett Parish Council	IBP/687	Green Infrastructure	Allotments	Allotment site	Would like one.		Medium to long term (2021-2029)			Westhampnett Parish Council	CIL		4 Desirable		Westhampnett



Organisation Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning app.	Priority Category	Project Status	Parish Area
Westhampnett Parish Council	IBP/164	Green Infrastructure	Flood and coastal erosion risk management	Ditch clearance	No current provision Other than volunteers	As soon as possible	Short term (2016-2021)		CDC				4 Desirable	Parish may wish to consider funding from their CIL	Westhampnett
Westhampnett Parish Council	IBP/178	Green Infrastructure	Flood and coastal erosion risk management	Sewage system improvements	To support new development and ensure that the risk of flooding to existing properties is not unacceptably increased.	As soon as possible	Short term (2016-2021)		Developer		Other		1 Critical	Committed	Westhampnett
Westhampnett Parish Council	IBP/179	Green Infrastructure	Flood and coastal erosion risk management	New Surface water measures	To support new development and ensure that the risk of flooding to existing properties is not acceptably increased.	As soon as possible	Short term (2016-2021)		Developer				3 Policy High	Parish may wish to consider funding from their CIL	Westhampnett
Westhampnett Parish Council	IBP/172	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	MUGA outside play area	Mitigation for Westhampnett SDL	ASAP	Short term (2016-2021)		Sport England		S106		2 Essential	Committed	Westhampnett
Westhampnett Parish Council	IBP/170	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Outside sports facilities Football, Cricket, changing rooms	Mitigation for Westhampnett SDL	As soon as possible	Short term (2016-2021)		Sport England CDC		S106		2 Essential	Committed	Westhampnett
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

Organisation Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning app.	Priority Category	Project Status	Parish Area
Wisborough Green Parish Council	IBP/588	Social Infrastructure	Community facilities	Improvements to the Village Hall.	Current building needs modernisation, improved accessibility for all and storage.	within next 5 years	Short term (2016-2021)	£500,000	CIL/S106	Village Hall Management Committee and Parish Council	CIL	WR/14/00748 /OUT	4 Desirable	Parish may wish to consider funding from their CIL	Wisborough Green
Wisborough Green Parish Council	IBP/590	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Village Green drainage	To reduce water logging to improve surface for sports and community use.			£65,000			CIL		4 Desirable	Parish may wish to consider funding from their CIL	Wisborough Green
Wisborough Green Parish Council	IBP/690	Transport	Local road network	Built out in Durbans Road	Reduce speed through centre of village (linked with new Winterfold development)	2016-2021	Short term (2016-2021)		CIL and other	Wisborough Green Parish Council	CIL		4 Desirable	Parish may wish to consider funding from CIL	
Wisborough Green Parish Council	IBP/226	Transport	Local road network	Provision of laybys in Durbans Road	Increase safe parking areas around the Green and also for use by the School	2016-2021	Short term (2016-2021)		CIL and other	Wisborough Green Parish Council	CIL		4 Desirable	Parish may wish to consider funding from their CIL	Wisborough Green
Wisborough Green Parish Council	IBP/228	Transport	Local road network	Creating a buffer zone before the 30mph zone on A272 west side of village	Reduce speed on A272 - road and pedestrian safety.	2016-2021	Short term (2016-2021)		CIL and other	Wisborough Green Parish Council	CIL		4 Desirable	Parish may wish to consider funding from their CIL	Wisborough Green
Wisborough Green Parish Council	IBP/689	Transport	Local road network	Highway alterations	Village centre - to improve safety and to reduce speed at the junction.	2016-2021	Short term (2016-2021)		CIL and other	Wisborough Green	CIL		4 Desirable	Parish may wish to consider funding from CIL	Wisborough Green

Organisation Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning app.	Priority Category	Project Status	Parish Area
Wisborough Green Parish Council	IBP/227	Transport	Local road network	School Safety Zone - Wisborough Green Primary School	Create drop off area in School Road to improve safety and improve on site parking at school.	2016-2021	Short term (2016-2021)		CIL and other	Wisborough Green Parish Council	CIL		4 Desirable	28/11/16 - CDC has made provision of £55,000 for North East Parishes.	Wisborough Green
Wisborough Green Parish Council	IBP/224	Transport	Local road network	Traffic calming throughout the village	Wisborough Green are currently developing a Traffic Management Plan - new issues may come through as a result and older issues may be removed in place								4 Desirable	Parish may wish to consider funding from their CIL	Wisborough Green
Wisborough Green Parish Council	IBP/229	Transport	Local road network	Lengthening double yellow lines outside the Cricketers Arms	Village Centre - to improve safety at the junction.	2016-2017	Short term (2016-2021)		CIL and other	Wisborough Green Parish Council	CIL		4 Desirable	Parish may wish to consider funding from their CIL	Wisborough Green
Wisborough Green Parish Council	IBP/508	Transport	Pedestrian infrastructure	School Safety Zone and Safer Routes to School Scheme - Chidham Parochial Primary School, Chidham Lane	Pedestrian Safety								4 Desirable	Parish may wish to consider funding from their CIL	Chidham and Hambrook
Wisborough Green Parish Council	IBP/323	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Reserve football and cricket pitches	Reduce pressure on the village green.			£150,000	CIL and other	Sports Association/Parish Council	CIL		4 Desirable		

Organisation Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning app.	Priority Category	Project Status	Parish Area
Wisborough Green Parish Council	IBP/688	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Trim trail exercise path and associated wild flower meadow	Reduce pressure on the Village Green and creation of new public open space.				CIL and other	Wisborough Green Parish Council	CIL		4 Desirable	Parish may wish to consider funding from CIL	
Wisborough Green 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	2016-2021	Short term (2016-2021)	£500,000	CIL and other	Sports Association/Parish Council	CIL		4 Desirable		Wisborough Green

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Organisation Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning App.	Priority Category	Project Status	Parish Area
Chichester District Council	IBP/319	Transport	Cycle and pedestrian infrastructure	Improve local footpaths, cycle tracks & equestrian ways (Kirdford)	Parish-wide	2015-2029	Short term (2016-2021)				CIL		4 Desirable	Parish may wish to consider funding from their CIL	Kirdford
Chichester District Council	IBP/199	Transport	Local road network	Boxgrove - Improvements to pedestrian safety and reducing traffic speeds in Boxgrove, whilst protecting the special character of the conservation area						Boxgrove Parish Council, CDC & WSCC	CIL		4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Boxgrove

Organisation Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning App.	Priority Category	Project Status	Parish Area
Chichester District Council	IBP/211	Transport	Local road network	Fishbourne - Traffic Calming Measures	Reduce traffic speeds and improve the environment and enhance conservation area character – including settings of listed buildings					Fishbourne Parish Council, CDC, WSCC	CIL		4 Desirable	Parish may wish to consider funding from their CIL	Fishbourne
Chichester District Council	IBP/213	Transport	Local road network	Halnaker - Improvements to pedestrian safety and reducing traffic speeds in Halnaker, particularly along the A286, whilst protecting the special 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
Chichester District Council	IBP/210	Transport	Pedestrian infrastructure	Fishbourne - Improve pavements	Improve pedestrian safety and also enhance the historic environment. Boost local economy. Will also improve capacity to accommodate growth					WSCC, Fishbourne Parish Council	CIL		4 Desirable	Parish may wish to consider funding from their CIL	Fishbourne
Chichester District Council	IBP/206	Transport	Public transport	Chichester - Southern Gateway Area should be properly masterplanned to include the provision of a bus/rail interchange and proposed improvements to traffic	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

Organisation Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning App.	Priority Category	Project Status	Parish Area
				and pedestrian circulation (Cross reference IBP/351)											
Chichester District Council	IBP/190	Social Infrastructure	Community facilities	West of Chichester – Temporary community facilities	Experience of large developments with protracted build out demonstrates the need for early delivery of community space, temporary provision of same, or “meanwhile” use of other designated 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
Chichester District Council	IBP/193	Social Infrastructure	Community facilities	Donnington Church Hall – extension	Existing building can no longer cope with the level of demand given local population growth. Devised a side extension that would provide additional meeting space, dedicated youth area	Subject to planning permission project likely to commence 2016	Short term (2016-2021)	£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/07/04732/FUL, D/11/01198/FUL; D/12/04410/FUL	4 Desirable	Committed	Donnington
Chichester District Council	IBP/321	Social Infrastructure	Community facilities	Village Social & Recreational Hub (Kirdford)	On land south east of Townfield	2015-2025	Short term (2016-2021)				CIL		4 Desirable	Parish may wish to consider funding from their CIL	Kirdford

Organisation Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning App.	Priority Category	Project Status	Parish Area
Chichester District Council	IBP/189	Social Infrastructure	Community facilities	Shopwhyke – Temporary community Facilities	Experience of large developments with protracted build out demonstrates the need for early delivery of community space, temporary provision of same, or “meanwhile” use of other designated space, to facilitate early development of community	Before first 100 units	Short term (2016-2021)	Unknown	Provide by Developer under S106	Developer, will require a community lead either Oving PC, or other nominated or new group	S106	O/11/05283/OUT	2 Essential	Committed	Oving
Chichester District Council	IBP/313	Social Infrastructure	Community facilities	Extension to Selsey Centre	Required for storage and additional, regularly requested facilities						S106	SY/14/02186/OUTEIA; SY/15/00490/FUL	4 Desirable	Committed	Selsey
Chichester District Council	IBP/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

Organisation Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning App.	Priority Category	Project Status	Parish Area
Chichester District Council	IBP/192	Social Infrastructure	Community facilities	Southbourne – replacement of Age Concern Building (multi-use community building)	Existing building is beyond its useful life and needs redevelopment to meet the needs of the growing community (identified within NP)	Linked to the phasing of permitted sites around Southbourne, but the next five years will require the resolution of land tenure, development of a formal scheme for redevelopment etc.	Medium to long term (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	SB/14/0280/0/OUT	4 Desirable	Consider selecting if match funding is identified as this project supports the growth of the area provided it is for genuine community use.	Southbourne
Chichester District Council	IBP/171	Social Infrastructure	Community facilities	Parish Hall	Westhampnett currently has no community buildings and has long aspired to develop one at a number of locations.	Timeline is dependent on the phasing of two different development sites – Madgewick Lane strategic site, and Maudlin Nurseries	Short term (2016-2021)	£1,500,000 (Scale of building still to be determined based on complexity of bringing)	S106 (historic receipt). S106 to be secured. New Homes Bonus	To be delivered by developer in partnership with Westhampnett PC	S106	WH/04/03947/OUT; WH/15/03524/OUTEIA	2 Essential	Committed	Westhampnett



Organisation Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning App.	Priority Category	Project Status	Parish Area
Chichester District Council	IBP/207	Social Infrastructure	Streetscene and built environment	Chichester - Preservation and maintenance of traditional stone flagged streets, which must be protected. To ensure that all of these surfaces are protected and repaired as necessary, using traditional techniques and materials.	Conservation and enhancement of historic environment. Refer to Public Realm and Accessibility Enhancement Strategy September 2005.						CIL		4 Desirable	City Council may wish to consider funding from their CIL	Chichester
Chichester District Council	IBP/208	Social Infrastructure	Streetscene and built environment	Chichester - Re-introduction of natural stone paving within the City centre, particularly for The Pallants, Westgate, Northgate, Southgate and Eastgate Square, as funds permit.	Conservation and enhancement of historic environment. Refer to Public Realm and Accessibility Enhancement Strategy September 2005.						CIL		4 Desirable	City Council may wish to consider funding from their CIL	Chichester
Chichester District Council	IBP/204	Social Infrastructure	Streetscene and built environment	St Martin's Street/ Crooked S Twitten, Chichester This is a popular pedestrian route currently poorly maintained	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					CDC, WSCC	CIL		4 Desirable	City Council may wish to consider funding from their CIL	Chichester

Organisation Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning App.	Priority Category	Project Status	Parish Area
				and detailed. Area should be redesigned to include the provision of new paving and new street furniture, as well as a new retail unit.	benefits for City Centre.										
Chichester District Council	IBP/214	Social Infrastructure	Streetscene and built environment	Halnaker - Improvements to area of green space to the south west of Rose Cottage	Conservation and enhancement of historic environment					Boxgrove Parish Council, WSCC	CIL		4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Halnaker
Chichester District Council	IBP/259	Social Infrastructure	Streetscene and built environment	Halnaker - General Public Realm improvements to include adoption of a common palette of products and materials for a consistent design of street furniture including public seats, litter bins, street lights, and street name plates	Conservation and enhancement of historic environment					District Council in collaboration with the relevant Parish Councils and West Sussex County Council.	CIL		4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Halnaker

Organisation Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning App.	Priority Category	Project Status	Parish Area
Chichester District Council	IBP/309	Social Infrastructure	Streetscene and built environment	Public space enhancements by East Beach green (in addition to skate park, better play facilities, all weather sports courts) (Selsey)	In alignment with the East Beach Masterplan by CDC						CIL		4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Selsey
Chichester District Council	IBP/196	Green Infrastructure	Biodiversity measures	Brandy Hole Copse – restoration and enhancement works at Brandy Hole local Nature Reserve	NPPF policy 117. As above. Policy 15. West of Chichester Strategic Development Site (draft Local Plan)	2017-2018	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 genuine community use.	Chichester
Chichester District Council	IBP/194	Green Infrastructure	Biodiversity measures	Enhancements to the Lavant Biodiversity Opportunity Area – enhancements to the stretch of the Lavant, north of the Westhampnett strategic development site, connecting to the SDNP.	To comply with NPPF 109, 114 and 117 and Draft Local Plan Policy 49: Biodiversity	2016-2020	Short term (2016-2021)	50,000	Cost unknown, grant funding, local fundraising.	EA, CDC, Goodwood Estates (Landowner), Sussex Wildlife Trust, Contractor, SDNPA, Southern Water.	CIL		3 Policy High		Lavant and Westhampnett

Organisation Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning App.	Priority Category	Project Status	Parish Area
Chichester District Council	IBP/197	Green Infrastructure	Biodiversity measures	FLOW Project (Fixing and Linking Our Wetlands) – improving and enhancing the wetlands habitat on the Manhood Peninsula	Lawton Report and Natural Environment White Paper (2011) We must: • improve the quality of current wildlife sites by better habitat management; • increase the size of existing wildlife sites; • enhance connections between sites, either through physical c	2016 – 2021	Short term (2016-2021)	£465,500	Heritage Lottery Funding (tbc - deadline October 2016)	MWHG and FLOW Project Board (including CDC)	Other		3 Policy High	Consider selecting if match funding is identified as this project supports the growth of the area provided it is for genuine community use.	Manhood Peninsula
Chichester District Council	IBP/289	Green Infrastructure	Flood and coastal erosion risk management	Local Drainage - Crooked Lane, Birdham Surface Water Drainage Improvements	West Sussex Local Flood Risk Management Strategy 2015	2015-2020	Short term (2016-2021)	£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
Chichester District Council	IBP/288	Green Infrastructure	Flood and coastal erosion risk management	Local Drainage - Local watercourse network improvements identified on the West Sussex Local Flood Risk Management Priority List.	Local Flood Risk Management West Sussex Local Flood Risk Management Strategy 2015	2015-2025	Short term (2016-2021)	£250k	WSCC	PC, CDC & WSCC	Other		3 Policy High	Selected	District wide
Chichester District Council	IBP/291	Green Infrastructure	Flood and coastal erosion risk management	Local Drainage - The Avenue, Hambrook Watercourse re-construction	West Sussex Local Flood Risk Management Strategy 2015	2015-2020	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

Organisation Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning App.	Priority Category	Project Status	Parish Area
Chichester District Council	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
Chichester District Council	IBP/290	Green Infrastructure	Flood and coastal erosion risk management	Coast Protection - Selsey – Wittering Beach Management 2016-2021	Policy 10 of Draft Local Plan “Mitigating and adapting to climate change”	2015-2020	Short term (2016-2021)	£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
Chichester District Council	IBP/287	Green Infrastructure	Flood and coastal erosion risk management	Coast Protection - Selsey East Beach – Raising of the Sea Wall	Policy 10 of Draft Local Plan “Mitigating and adapting to climate change”	2020 – 2025	Medium to long term (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
Chichester District Council	IBP/315	Green Infrastructure	Flood and coastal erosion risk management	Access improvements to and establishment of coastal path with way finding (Manhood Peninsular)	Development of a good path round the whole peninsula with facilities at various locations around it.						CIL		3 Policy High	Consider selecting if match funding is identified as this project supports the growth of the area provided it is for genuine community use.	Selsey

Organisation Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning App.	Priority Category	Project Status	Parish Area
Chichester District Council	IBP/293	Green Infrastructure	Flood and coastal erosion risk management	Local land Drainage - East Beach Sea Outfall	Policy 10 of Draft Local Plan "Mitigating and adapting to climate change" West Sussex Local Flood Risk Management Strategy 2015	2015-2025	Short term (2016-2021)	£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
Chichester District Council	IBP/570	Green Infrastructure	Flood and coastal erosion risk management	Coast Protection - Selsey – Wittering Beach Management 2021-2026	Policy 10 of Draft Local Plan "Mitigating and adapting to climate change"	2020-2025	Medium to long term (2021-2029)	£1,000,000	FDGIA est. £750k CDC est. £250k	CDC	CIL		3 Policy High	Reserved for next phasing period	Selsey
Chichester District Council	IBP/318	Green Infrastructure	Landscaping, planting and woodland creation and public rights of way	New footpaths & Community Amenity Space (Kirdford)	Development Site North of Village	2015-2029	Short term (2016-2021)				CIL		4 Desirable	Parish may wish to consider funding from their CIL	Kirdford
Chichester District Council	IBP/308	Green Infrastructure	Landscaping, planting and woodland creation and public rights of way	Amenity tree planting Harbour SPA Solent Disturbance & mitigation Project	Improvement of street scene, increased biodiversity, contribution to improved air quality. SPNP Pre-Sub Plan Proposal 2	2014 - 2029	Short term (2016-2021)	£? From Developer contributions, WSCC, CDC	Parish Council		S106		2 Essential	Committed	Southbourne
Chichester District Council	IBP/303	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	New Sports pitch (Bosham)	Improve public spaces and allow football to meet safety standards	2020	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

Organisation Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning App.	Priority Category	Project Status	Parish Area
Chichester District Council	IBP/302	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Resite football club (Bosham)	Shared use of recreation ground public/school/FC unsatisfactory & prohibitive to promotion/advancement	2020	Short term (2016-2021)	£500k	Parish Council		CIL		4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Bosham
Chichester District Council	IBP/324	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Improvements to sports pavilion (Boxgrove)	Existing cricket pavilion in need of improvements to meet the requirements for the teams using Boxgrove cricket pitch.						CIL		4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Boxgrove
Chichester District Council	IBP/325	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Watersports Centre at Bracklesham Bay (East Wittering and Bracklesham)	Provision of storage, showers and teaching space for watersports at Bracklesham Bay						CIL		4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Bracklesham Bay
Chichester District Council	IBP/326	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Outdoor Gym (East Wittering and Bracklesham)	Provision of outdoor gym equipment and exercise circuit at Beech Avenue, Bracklesham Bay						CIL		4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Bracklesham Bay

Organisation Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning App.	Priority Category	Project Status	Parish Area
Chichester District Council	IBP/298	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Completion of 400m running track at University of Chichester.	Currently a sprint strip exists at the University of Chichester but the aspirations of the University and the Chichester Runners and Athletics Club is to complete the track to provide a 400m running track with associated jump and throw facilities.			£1.365m	University of Chichester, CR&AC, CIL, NHB, Sport England	University of Chichester/CR&AC	CIL		3 Policy High	Consider selecting if match funding is identified as this project supports the growth of the area provided it is for genuine community use.	Chichester
Chichester District Council	IBP/300	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Improved sports pitches and pavilion at the Southern end of Oaklands Park.	Currently the pitches at the southern end of Oaklands Park suffer during wet periods as the pitches become unusable. The gradient of the pitches also makes them undesirable. A cut and fill and drainage scheme could assist to provide additional pitches.			£200k?	S106, Football Foundation, ECB		CIL		3 Policy High	Consider selecting if match funding is identified as this project supports the growth of the area provided it is for genuine community use.	Chichester
Chichester District Council	IBP/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



Organisation Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning App.	Priority Category	Project Status	Parish Area
Chichester District Council	IBP/295	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Development of water based Artificial Grass Pitch for hockey and associated pavilion/club house	Chichester Priory Park Hockey Club have progressed well in league competition but they require improved facilities to meet league requirements. Current clubhouse facilities are shared with the Cricket Club in Priory Park.			£1.3m	CPPHC Club Fundraising, England Hockey, Sport England, CIL	CPPHC	CIL		3 Policy High	Consider selecting if match funding is identified as this project supports the growth of the area provided it is for genuine community use.	Chichester
Chichester District Council	IBP/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
Chichester District Council	IBP/297	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	3G football pitches at Chichester City United FC (Chichester)	Clubs single pitch currently cannot accommodate all of the training and match requirements for the club. Club are looking to develop 3G full size and/or small sided pitches to enable club to cater for all teams including senior, youth and ladies.				Football Foundation, CDC grant, Club funds	Chichester City United FC	CIL		3 Policy High	Consider selecting if match funding is identified as this project supports the growth of the area provided it is for genuine community use.	Chichester

Organisation Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning App.	Priority Category	Project Status	Parish Area
Chichester District Council	IBP/294	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Development of a new cricket pavilion for Chichester Priory Park Cricket Club	Existing facility does not meet requirements of ECB			£350k	Sport England Grants, Club fundraising	CDC	CIL		3 Policy High	Consider selecting if match funding is identified as this project supports the growth of the area provided it is for genuine community use.	Chichester
Chichester District Council	IBP/301	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Store and toilet facility at New Park Road (Chichester)	Provision of a small built facility to serve the mini and junior pitch provision at New Park Road			£100k?	S106, CDC Capital		CIL		4 Desirable	City Council may wish to consider funding from their CIL	Chichester
Chichester District Council	IBP/114	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Football and Cricket clubhouse	Local community requirements for better facilities			£400,000 match funding available		Sports Dream	CIL		4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Selsey
Chichester District Council	IBP/113	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Development of better facilities at East Beach (showers, changing, restaurant/café, water sports)	Dependent upon securing tenure of land from CDC, economic priority as would create a number of local jobs. Enhancements in alignment with the East Beach Masterplan by CDC. To enhance visitor attraction and tourism product and foster better links.					Selsey Town Council, CDC	CIL		4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Selsey

Organisation Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning App.	Priority Category	Project Status	Parish Area
Chichester District Council	IBP/305	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Provision of Artificial Grass Pitch/MUGA (Southbourne)	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
Chichester District Council	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
Chichester District Council	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
Chichester District Council	IBP/323	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Reserve football and cricket pitches	Reduce pressure on the village green.			£150,000	CIL and other	Sports Association/Parish Council	CIL		4 Desirable	Parish may wish to consider funding from their CIL	Wisborough Green

Organisation Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning App.	Priority Category	Project Status	Parish Area
Chichester District Council	IBP/322	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Improvements or rebuild of Sports Association Pavilion to create community sports facility	Community social and health improvements Current sports pavilion inadequate – needs updating	2016-2021	Short term (2016-2021)	£500,000	CIL and other	Sports Association/Parish Council	CIL		4 Desirable	Parish may wish to consider funding from their CIL	Wisborough Green
Chichester District Council	IBP/320	Green Infrastructure	Public open space	New Road, Parking area and SUDS pond and play area (Kirdford)	Butts Common	2015-2020	Short term (2016-2021)				CIL		4 Desirable	Parish may wish to consider funding from their CIL	Kirdford
Chichester District Council	IBP/307	Green Infrastructure	Public open space	Establishment and maintenance of an accessible Green Ring around the village of Southbourne, providing a variety of green infrastructure assets, including informal open space, allotments, a playing field, a footpath/cycleway network, children's play areas	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
Chichester District Council	IBP/212	Utility Services	Utility services	Fishbourne - Relocating overhead services underground	Improve the environment and enhance conservation area character – including settings of listed buildings. May also improve capacity to meet					Utility Companies			4 Desirable	Parish may wish to consider funding from their CIL	Fishbourne

Organisation Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning App.	Priority Category	Project Status	Parish Area
					growth										

### West Sussex County Council Projects

Organisation Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning app.	Priority Category	Project Status	Parish Area
West Sussex County Council	IBP/668	Transport	Cycle and pedestrian infrastructure	Green Links across the Manhood. (GLaM project). Public bridleway connection between bridleways 192_1 and 2792 across Vinnetrow Road. A user controlled crossing of Vinnetrow Road is possible but likely will be determined by Highways England review of A27	Existing local horse riders are deterred from using bridleways due to high volume of traffic on Vinnetrow Road. Links can be created to benefit cyclists travelling to/from Chichester, also employees of local businesses who are known to walk to work	2022 onwards	Med/Long term (2021 - 2029)	£250,000		WSSC	CIL		4 Desirable		
West Sussex County Council	IBP/669	Transport	Cycle and pedestrian infrastructure	Provision of public bridleway from B2145 along public footpath 190 to new A27 foot and cycle bridge	Will provide NMUs with greater connectivity in local network. Route will also allow horse riders	2017-2022	Short term (2016 - 2021)	£100,000		WSSC	CIL		4 Desirable		

Organisation Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning app.	Priority Category	Project Status	Parish Area
					access to bridleways east of B2145 which are currently inaccessible										
West Sussex County Council	IBP/678	Transport	Cycle and pedestrian infrastructure	Improve the surface of the Chichester Canal towpath for walkers and cyclists	The canal towpath is a popular route for access to/from Chichester for walkers and cyclists. It is also designated part of NCN2. The pressure on the surface has increased greatly from extra use and needs improvement.	2017-2022	Short term (2016 - 2021)	£170,000		WSCC	CIL		4 Desirable		
West Sussex County Council	IBP/676	Transport	Cycle and pedestrian infrastructure	Improve links between the communities of Hambrook and Woodmancote by upgrading FP251 to bridleway	Upgrading FP251 to bridleway would provide cyclists and equestrians a safer alternative to the local road network and safer access to	2017-2022	Short term (2016 - 2021)	£120,000			CIL		4 Desirable		

Organisation Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning app.	Priority Category	Project Status	Parish Area
					and from the South Downs National Park. WSLAF ambition.										
West Sussex County Council	IBP/674	Transport	Cycle and pedestrian infrastructure	Provision of cycle and equestrian link between Keynor Lane and Highleigh along public footpath 64	An ambition of WSLAF. Will enhance the local off-road network for cyclists and equestrian to and from Medmerry, so adding value to those works, supporting the local tourist economy and encouraging sustainable access	2022 onwards	Med/Long term (2021 - 2029)	£50,000		WSCC	CIL		4 Desirable		
West Sussex County Council	IBP/675	Transport	Cycle and pedestrian infrastructure	Provision of bridleway link between South Mundham and Birdham, possibly along existing public footpaths	Whilst a number of routes for cyclists have been created/being created, these are north-south. There needs to be an east	2022 onwards	Med/Long term (2021 - 2029)	£400,000		WSCC	CIL		4 Desirable		Birdham and Mundham

Organisation Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning app.	Priority Category	Project Status	Parish Area
					- west link. This could possibly be achieved along FPs 44, 86, 85, 82										
West Sussex County Council	IBP/345	Transport	Cycle and pedestrian infrastructure	Foot / cycle bridge across the A27 south of Portfield Roundabout	Shopwyke mitigation	2015 - 2020	Short term (2016 - 2021)	Directly providing	S106	Developer	S106	O/11/05283/OUT	1 Critical	Committed	Chichester
West Sussex County Council	IBP/544	Transport	Cycle and pedestrian infrastructure	Hunston Road cycle scheme - shared use pedestrian/cycle path to link the proposed Highways England footbridge at Whyke roundabout with the south of the A27	Improvement					WSSC			3 Policy High	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Hunston and North Mundham
West Sussex County Council	IBP/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	Phase 1 - 2017- 2018	Short term (2016 - 2021)	£200,000	WSSC	WSSC and RSPB	CIL		3 Policy High	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Manhood



Organisation Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning app.	Priority Category	Project Status	Parish Area
					economy.										
West Sussex County Council	IBP/347	Transport	Cycle and pedestrian infrastructure	Shared footway / cycleway along south side of A27 to new access to Shopwyke site	Shopwyke mitigation	2015 - 2020	Short term (2016 - 2021)	Directly providing	S106	Developer	S106	O/11/05283/OUT	2 Essential	Committed	Oving
West Sussex County Council	IBP/346	Transport	Cycle and pedestrian infrastructure	Foot / cycle bridge across the A27 to Coach Road	Shopwyke mitigation	2015 - 2020	Short term (2016 - 2021)	Directly providing	S106	Developer	S106	O/11/05283/OUT	1 Critical	Committed	Oving, Westhampton
West Sussex County Council	IBP/667	Transport	Cycle and pedestrian infrastructure	Green Links across the Manhood. (GLaM project). North Selsey to Medmerry Trail - provision of public bridleway route from Paddock Lane, along Golf Links Lane to access track that circles the new Environment Agency tidal bund	Part of route already agreed via planning consent to be dedicated bridleway. Remainder of route is already public footpath and needs uplifting to bridleway status.	2017-2022	Short term (2016 - 2021)	£100,000		WSSC	CIL		4 Desirable		Selsey
West Sussex County Council	IBP/666	Transport	Cycle and pedestrian infrastructure	Green links across the Manhood (GLaM project) Bracklesham to Medmerry trail - provision of public bridleway route between B2198 and	Development already consented on land north-east of Beech Avenue. Use of Clappers Lane for access to/from	2017-2022	Short term (2016 - 2021)	£190,000		WSSC	CIL		4 Desirable		Selsey, Bracklesham and East Wittering

Organisation Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning app.	Priority Category	Project Status	Parish Area
				access track that circles the new Environment Agency tidal bund.	Medmerry is not attractive due to lane being narrow and carrying increasing vehicle traffic volume.										
West Sussex County Council	IBP/670	Transport	Cycle infrastructure	Provision of cycle route between Whitehouse Farm development (west of Chichester) and Salthill Road	Provide a largely off-road cycle link between Chichester and entry to the South Downs National Park east of A286. A known ambition of SDNPA, who may be able to find funding to develop and deliver	2017-2022	Short term (2016 - 2021)	£65,000		WSSC	CIL		4 Desirable		
West Sussex County Council	IBP/368	Transport	Cycle infrastructure	Parklands cycle route	Mitigation - to reduce car trips from SDLs to city centre	2020+	Medium to long term (2021 - 2029)	£440,000	S106	Developer	S106		2 Essential	Committed	Chichester
West Sussex County Council	IBP/658	Transport	Cycle infrastructure	City Centre cycle parking.	To increase cycling for the short trips to the City Centre.	2021	Short term (2016 - 2021)	£250,000		WSSC	CIL		2 Essential		Chichester

Organisation Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning app.	Priority Category	Project Status	Parish Area
West Sussex County Council	IBP/540	Transport	Cycle infrastructure	Oving cycle route	Shopwyke mitigation				S106	Developer	S106	O/11/05283/OUT	2 Essential	Committed	Chichester
West Sussex County Council	IBP/341	Transport	Cycle infrastructure	Graylingwell cycle route 2 along north side of Westhampnett Road (opp St James' Road to connect with existing footpath rear of Story Road)	Graylingwell mitigation	2015 - 2020	Short term (2016 - 2021)	Directly providing	S106	Developer	S106	CC/08/0353/OUT	2 Essential	Committed	Chichester
West Sussex County Council	IBP/359	Transport	Cycle infrastructure	Portfield cycle route	Chichester City Transport Strategy – to reduce short car trips to and from the city centre	2020+	Medium to long term (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
West Sussex County Council	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
West Sussex County Council	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/08/0353/OUT	2 Essential	Committed	Chichester
West Sussex County Council	IBP/367	Transport	Cycle infrastructure	St Paul's cycle route	Mitigation - to reduce car trips from SDLs to city centre	2020+	Medium to long term (2021 - 2029)	£140,000	S106	Developer	S106		2 Essential	Committed	Chichester

Organisation Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning app.	Priority Category	Project Status	Parish Area
West Sussex County Council	IBP/360	Transport	Cycle infrastructure	Summersdale cycle route	Chichester City Transport Strategy – to reduce short car trips to and from the city centre	2020+	Medium to long term (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
West Sussex County Council	IBP/364	Transport	Cycle infrastructure	Chichester - Tangmere cycle route	Mitigation - to reduce car trips from SDLs to city centre	2020+	Medium to long term (2021 - 2029)	£630,000	S106	Developer	S106	TG/07/04577 /FUL; TG/11/04058 /FUL, TG/12/01173 9/OUT, TG/14/00797 /FUL	2 Essential	Committed	Chichester - Tangmere
West Sussex County Council	IBP/671	Transport	Cycle infrastructure	Provision of cycle route between Summersdale and East Lavant	Provide a largely off-road cycle link between Chichester and entry to the South Downs National Park east of A286. A known ambition of SDNPA, who may be able to find funding to develop and deliver.	2022 onwards	Medium to long term (2021 - 2029)	£150,000		WSCC	CIL		4 Desirable		Chichester and Lavant
West Sussex County Council	IBP/374	Transport	Cycle infrastructure	Hunston Road cycle scheme – still investigating							CIL		4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	Manhood

Organisation Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning app.	Priority Category	Project Status	Parish Area
West Sussex County Council	IBP/362	Transport	Cycle infrastructure	Selsey – Witterings cycle route	To reduce short car trips on Manhood	2020+	Medium to long term (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
West Sussex County Council	IBP/361	Transport	Cycle infrastructure	Chichester – Selsey cycle route	Chichester City Transport Strategy – to reduce short car trips to and from the city centre	2020+	Medium to long term (2021 - 2029)	TBC	CIL	WSCC	CIL		2 Essential	Selected	Manhood Peninsula
West Sussex County Council	IBP/540	Transport	Cycle infrastructure	Oving cycle route	Shopwyke mitigation				S106	Developer	S106	O/11/05283/OUT	2 Essential	Committed	Oving
West Sussex County Council	IBP/366	Transport	Local road network	North / south link road and improvements to nearby roads connecting with southern access to West of Chichester SDL	Mitigation for West of Chichester SDL	2020+	Medium to long term (2021 - 2029)	TBC	S106	Developer	S106		2 Essential	Committed	Chichester
West Sussex County Council	IBP/357	Transport	Local road network	Southgate Gyrotory 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
West Sussex County Council	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/08/0353/OUT	2 Essential	Committed	Chichester

Organisation Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning app.	Priority Category	Project Status	Parish Area
West Sussex County Council	IBP/369	Transport	Local road network	Sherborne Road traffic calming	Mitigation for West of Chichester SDL	2020+	Medium to long term (2021 - 2029)	TBC	S106	Developer	S106		2 Essential	Committed	Chichester
West Sussex County Council	IBP/356	Transport	Local road network	Variable Message Signing (VMS)	Chichester City Transport Strategy – to reduce traffic congestion	2020+	Medium to long term (2021 - 2029)	£8,000	CIL	WSCC	CIL		3 Policy High	Reserved for next phasing period	Chichester
West Sussex County Council	IBP/352	Transport	Local road network	Northgate Gyratory junction improvement	Chichester City Transport Strategy – to reduce traffic congestion and improve safety at key junctions	2020+	Medium to long term (2021 - 2029)	£986,000 - £1.6m	CIL	WSCC / CDC	CIL		2 Essential	Reserved for next phasing period	Chichester
West Sussex County Council	IBP/370	Transport	Local road network	Sherborne Road / St Paul's Road junction improvement	Mitigation for West of Chichester SDL	2020+	Medium to long term (2021 - 2029)	£540,000	S106	Developer	S106		2 Essential	Committed	Chichester
West Sussex County Council	IBP/538	Transport	Local road network	Oving Road crossroads closure	Shopwyke mitigation				S106	Developer	S106	O/11/05283/OUT	2 Essential	Committed	Chichester
West Sussex County Council	IBP/371	Transport	Local road network	Cathedral Way / Via Ravenna junction improvement	Mitigation for West of Chichester SDL	2020+	Medium to long term (2021 - 2029)	£170,000	S106	Developer	S106		2 Essential	Committed	Chichester
West Sussex County Council	IBP/343	Transport	Local road network	Westhampnett Road / Portfield Way (nr Sainsbury's)	Graylingwell mitigation	2015 - 2020	Short term (2016 - 2021)	Directly providing	S106	Developer	S106	CC/08/03533/OUT	2 Essential	Committed	Chichester

Organisation Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning app.	Priority Category	Project Status	Parish Area
				junction improvement											
West Sussex County Council	IBP/353	Transport	Local road network	Westhampnett Road/ St Pancras/ Spitalfield Lane/ St James Road double mini roundabouts junction improvement. To include improvements to sustainable transport facilities along Westhampnett Road.	Chichester City Transport Strategy – to reduce traffic congestion and improve safety at key junctions	2020+	Short term (2016 - 2021)	£1.8m - £2.1m	CIL	WSCC / CDC	CIL		2 Essential	Reserved for next phasing period	Chichester
West Sussex County Council	IBP/372	Transport	Local road network	Air Quality Action Plan measures – still investigating										Details of project insufficient	District wide
West Sussex County Council	IBP/349	Transport	Local road network	A286 Birdham Road / 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
West Sussex County Council	IBP/363	Transport	Local road network	B2145 / B2166 junction improvement	Chichester City Transport Strategy – to reduce traffic congestion and improve safety at key junctions	2020+	Medium to long term (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

Organisation Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning app.	Priority Category	Project Status	Parish Area
West Sussex County Council	IBP/348	Transport	Local road network	Shopwyke Road diversion	Shopwyke mitigation	2015 - 2020	Short term (2016 - 2021)	Directly providing	S106	Developer	S106	O/11/05283/OUT	2 Essential	Committed	Oving
West Sussex County Council	IBP/365	Transport	Local road network	Road link between A27 / A285 junction and Tangmere Road	Mitigation for Tangmere SDL	2020+	Medium to long term (2021 - 2029)		S106	Developer	S106		2 Essential	Committed	Tangmere
West Sussex County Council	IBP/673	Transport	Pedestrian infrastructure	Provision of public bridleway along public footpaths 75 and 3662	An ambition of GLAM and WSLAF. Will support cycle connectivity of seasonal visitors particularly to and from Medmerry, so supporting local economy	2022 onwards	Medium to long term (2021 - 2029)	£60,000		WSCC	CIL		4 Desirable		
West Sussex County Council	IBP/672	Transport	Pedestrian infrastructure	Provision of footpath linking East Bracklesham Drive to beach (opposite FP4)	Secure a new public access to beach, which otherwise is only lawfully accessible from the car park at southern point of B2198. An ambition West Sussex	2017-2022	Short term (2016 - 2021)	£10,000		WSCC	CIL		4 Desirable		



Organisation Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning app.	Priority Category	Project Status	Parish Area
					Local Access Forum (WSLAF)										
West Sussex County Council	IBP/342	Transport	Pedestrian infrastructure	Toucan crossing on Oaklands Way	Graylingwell mitigation	2015 - 2020	Short term (2016 - 2021)	Directly providing	S106	Developer	S106	CC/08/0353/3/OUT	2 Essential	Committed	Chichester
West Sussex County Council	IBP/351	Transport	Public transport	Chichester bus / rail interchange improvements (Cross reference IBP/206)	Chichester City Transport Strategy – to improve sustainable transport mode share	2020+ Dependent on nearby redevelopment opportunities	Medium to long term (2021 - 2029)	TBC	CIL	WSCC / CDC/ Stagecoach / Network Rail	CIL		2 Essential	Reserved for next phasing period	Chichester
West Sussex County Council	IBP/354	Transport	Public transport	Bus lane along A259 approaching Bognor Road Roundabout	Chichester City Transport Strategy – to reduce short car trips to and from the city centre	2020+	Medium to long term (2021 - 2029)	£1.2m	CIL	WSCC / CDC/ bus operators	CIL		3 Policy High	Reserved for next phasing period	Chichester
West Sussex County Council	IBP/542	Transport	Public transport	Regular bus services between west of Chichester SDL and the City centre.	Mitigation for West of Chichester SDL				S106	Developer	S106		2 Essential	Committed	Chichester
West Sussex County Council	IBP/539	Transport	Public transport	Extension/diversion of number 55 bus route	Shopwyke mitigation	2015 - 2020	Short term (2016 - 2021)		S106	Developer	S106	O/11/05283/OUT	2 Essential	Committed	Chichester
West Sussex County Council	IBP/541	Transport	Public transport	Direct and frequent bus services between Tangmere and Chichester City.	Mitigation for Tangmere SDL				S106	Developer	S106		2 Essential	Committed	Tangmere

Organisation Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning app.	Priority Category	Project Status	Parish Area
West Sussex County Council	IBP/543	Transport	Public transport	Regular bus services between Westhampnett SDL and the City centre.	Mitigation for Westhampnett SDL				S106	Developer	S106		2 Essential	Committed	Westhampnett
West Sussex County Council	IBP/355	Transport	Smarter Choices and promote sustainable modes of transport	RTPI screens at key locations	Chichester City Transport Strategy – to reduce short car trips to and from the city centre	2020+	Short term (2016 - 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
West Sussex County Council	IBP/682	Transport	Smarter Choices and promote sustainable modes of transport	Smarter choices Bike It project	To increase sustainable travel choice and modal shift for the journey to school and linked to primary school programme and priorities identified through school travel planning (link to Safer Routes to School)	2018-2019	Medium to long term (2021 - 2029)	£80,000	CIL	Developers / WSCC / CDC	CIL		2 Essential		Chichester
West Sussex County Council	IBP/681	Transport	Smarter Choices and promote sustainable modes of transport	Smarter choices Bike It project	To increase sustainable travel choice and modal shift for the journey to	2021-2022	Short term (2016 - 2021)	£80,000	CIL	Developers / WSCC / CDC	CIL		2 Essential		Chichester

Organisation Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning app.	Priority Category	Project Status	Parish Area
					school and linked to primary school programme and priorities identified through school travel planning (link to Safer Routes to School)										
West Sussex County Council	IBP/680	Transport	Smarter Choices and promote sustainable modes of transport	Smarter choices Bike It project	To increase sustainable travel choice and modal shift for the journey to school and linked to primary school programme and priorities identified through school travel planning (link to Safer Routes to School)	2020-2021	Short term (2016 - 2021)	£75,000	CIL	Developers / WSCC / CDC	CIL		2 Essential		District wide
West Sussex County Council	IBP/679	Transport	Smarter Choices and promote sustainable modes of transport	Smarter choices Bike It project	To increase sustainable travel choice and modal shift for the journey to	2019-2020	Short term (2016 - 2021)	£75,000	CIL	Developers / WSCC / CDC	CIL		2 Essential		District wide

Organisation Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning app.	Priority Category	Project Status	Parish Area
					school and linked to primary school programme and priorities identified through school travel planning (link to Safer Routes to School)										
West Sussex County Council	IBP/350	Transport	Smarter Choices and promote sustainable modes of transport	Smarter choices Bike It project	To increase sustainable travel choice and modal shift for the journey to school and linked to primary school programme and priorities identified through school travel planning (link to Safer Routes to School)	2018-2019	Short term (2016 - 2021)	£60,000	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.	District wide
West Sussex County Council	IBP/659	Transport	Transport	School access improvements - Manhood. Drop off/pick up arrangements at expanded schools.	To increase sustainable travel choice and modal shift for the journey to	2020	Short term (2016 - 2021)	£50,000		WSCC	CIL		2 Essential		Birdham, Earmley, East Wittering and Bracklesham, Selsey

Organisation Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning app.	Priority Category	Project Status	Parish Area
					and from school.										and West Wittering
West Sussex County Council	IBP/660	Transport	Transport	School access improvements - Bourne. Drop off/pick up arrangements at expanded schools.	To increase sustainable travel choice and modal shift for the journey to and from school.	2019	Short term (2016 - 2021)	£50,000		WSCC	CIL		2 Essential		Bosham, Chidham and Hambrook, Southbourne and Westbourne
West Sussex County Council	IBP/654	Transport	Transport	Following recent Road Space Audit, area-wide parking management required in North East Chichester.	To better manage demand for parking and network management aspirations (ie sustainable mode priority) for key routes in the area).		Short term (2016 - 2021)	250,000		WSCC	CIL		2 Essential		Chichester
West Sussex County Council	IBP/655	Transport	Transport	Following recent Road Space Audit, area-wide parking management required in West Chichester.	To better manage demand for parking and network management aspirations (ie sustainable mode priority) for key routes in the area).		Short term (2016 - 2021)	250,000		WSCC	CIL		2 Essential		Chichester

Organisation Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning app.	Priority Category	Project Status	Parish Area
West Sussex County Council	IBP/657	Transport	Transport	School access improvements - Chichester. Drop off/pick up arrangements at expanded schools.	To increase sustainable travel choice and modal shift for the journey to and from school.	2018	Short term (2016 - 2021)	£50,000		WSCC	CIL		2 Essential		Chichester
West Sussex County Council	IBP/656	Transport	Transport	Sustainable Transport Corridor - City Centre to Portfield and improvements to sustainable transport facilities on Oving Road corridor.	To increase sustainable transport mode share. Considering improvements to road space allocation.	2019	Short term (2016 - 2021)	£500,000		WSCC	CIL		2 Essential		Chichester
West Sussex County Council	IBP/665	Transport	Transport	Following recent Road Space Audit, area-wide parking management in Chichester City.	To better manage demand for parking and network management aspirations (ie sustainable mode priority) for key routes in the area).		Short term (2016 - 2021)			WSCC	CIL		2 Essential		Chichester City

Organisation Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning app.	Priority Category	Project Status	Parish Area
West Sussex County Council	IBP/661	Transport	Transport	School access improvements - North of the District. Drop off/pick up arrangements at expanded schools.	To increase sustainable travel choice and modal shift for the journey to and from school.	2019	Short term (2016 - 2021)	£50,000		WSCC	CIL		2 Essential		Kirdford, Lynchmere, Loxwood, Plaistow, Ifold and Wisborough Green
West Sussex County Council	IBP/339	Transport	Transport - A27	A27 improvements to six junctions: Fishbourne (£2.5m), Stockbridge (£3.8m), Whyke (£3.2m), Bognor Road (£1.8m), Portfield (£891,360) and Oving Road (£660,960).	To mitigate the area-wide impacts of Local Plan housing and employment growth.	2015 – 2020	Short term (2016 - 2021)	£12.8m	S278 developers, WSCC and Highways England	Highways England	S278		1 Critical	Committed	East West Corridor
West Sussex County Council	IBP/593	Education	Preschool and Primary school	For the west of Chichester SDL 40 new nursery places to be 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

Organisation Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning app.	Priority Category	Project Status	Parish Area
West Sussex County Council	IBP/332	Education	Primary, Secondary, sixth form and special educational needs	Expansion of existing primary schools across the Manhood locality in excess of 1/2 Form Entry	To meet statutory duty to ensure sufficient supply of school places for pupils arising from new development (mitigation)	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
West Sussex County Council	IBP/331	Education	Primary, Secondary, sixth form and special educational needs	Expansion of existing primary schools across the Bourne locality in excess of 1/2 Form Entry	To meet statutory duty to ensure sufficient supply of school places for pupils arising from new development (mitigation)	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
West Sussex County Council	IBP/330	Education	Primary, Secondary, sixth form and special educational needs	Expansion of existing primary school(s) across the Chichester locality by up to 1/2 Form Entry	To meet statutory duty to ensure sufficient supply of school places for pupils arising from new development (mitigation)	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	SB/14/02800 /OUT	2 Essential	Select for CIL match funding as the WSCC has a statutory duty to provide school places, subject to match funding.	Boxgrove, Chichester, Donnington, Fishbourne, Hunston and North Mundham



Organisation Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning app.	Priority Category	Project Status	Parish Area
West Sussex County Council	IBP/329	Education	Primary, Secondary, sixth form and special educational needs	Site for a 1 Form Entry primary school expandable to 2Form Entry with contributions towards a new 1Form Entry primary school from Graylingwell site	To meet statutory duty to ensure sufficient supply of school places for pupils arising from new development (mitigation)	2018	Short term (2016 - 2021)	£4.8 - £5.4m (1Form Entry)	S106 & Basic Need Grant	WSCC / academy provider	S106		2 Essential	Committed	Chichester
West Sussex County Council	IBP/327	Education	Primary, Secondary, sixth form and special educational needs	School site and provision of a new primary school for the West of Chichester SDL; 1 Form Entry initially but the site should be expandable to 2Form Entry to 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
West Sussex County Council	IBP/334	Education	Primary, Secondary, sixth form and special educational needs	New 6Form Entry secondary school may be required within the Plan period or expansion of existing provision	To meet statutory duty to ensure sufficient supply of school places for pupils arising from new development (mitigation). Dependent upon	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

Organisation Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning app.	Priority Category	Project Status	Parish Area
					occupancy of existing schools and timing of proposed future development; also dependent on development in Arun.										
West Sussex County Council	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
West Sussex County Council	IBP/536	Education	Primary, Secondary, sixth form and special educational needs	Expansion of existing primary school provision by 5 places per year of age in the Billingshurst locality falling within Chichester District.	To meet statutory duty to ensure sufficient supply of school places for pupils arising from new development (mitigation)	Expansion of primary education provision by 32 places in the Billingshurst locality	Short term (2016 - 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

Organisation Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning app.	Priority Category	Project Status	Parish Area
West Sussex County Council	IBP/328	Education	Primary, Secondary, sixth form and special educational needs	School site and provision of a new 1Form Entry primary school for the Tangmere SDL; the site should be expandable to 2Form Entry	To meet statutory duty to ensure sufficient supply of school places for pupils arising from new development (mitigation)	Temporary accommodation to be provided for 2023. Access to 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
West Sussex County Council	IBP/335	Social Infrastructure	Libraries	Library provision as part of a new community centre or school for the West of Chichester SDL; to include shelving and a self-service terminal	Development is likely to create additional demand on the service (50% of population of West Sussex are members of library service)	Dependent on phasing of community centre or school	Medium to long term (2021 - 2029)	£75,000 - £100,000	CIL	WSCC & developer	CIL		3 Policy High	Reserved for next phasing period	East West Corridor (west)
West Sussex County Council	IBP/336	Social Infrastructure	Libraries	Library provision as part of a new community centre for the Tangmere SDL; to include shelving and a self-service terminal	Development is likely to create additional demand on the service (50% of population of West Sussex are members of library service)	Dependent on phasing of community centre	Medium to long term (2021 - 2029)	£75,000 - £100,000	CIL	WSCC & developer	CIL		3 Policy High	Reserved for next phasing period	Tangmere

## Infrastructure Commissioners Projects

Organisation Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning app.	Priority Category	Project Status	Parish Area
BT Openreach	IBP/580	Utility Services	Utility services	Broadband roll out to 13,452 premises (100% of premises) of these 9,429 (70%) connected to enable superfast fibre broadband connection. 2,372 (17.6%) connected to enable basic (between 2 and 24Mbps) fibre broadband connection. 726 premises (5.4%) built by commercial roll out or other county (cross border)	Improve business and social communication.	2016	Short term (2016-2021)		Public and commercial funding	Openreach/W SCC	Other		3 Policy High	Committed	District Wide
Coastal West Sussex Clinical Commissioning Group	IBP/398	Health	Community healthcare, primary care facilities & improvements	NHS Medical Centre West of Chichester SDL	To 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

Organisation Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S10 6 Other	Planning app.	Priority Category	Project Status	Parish Area
Environment Agency	IBP/396	Green Infrastructure	Flood and coastal erosion risk management	Bosham Harbour new inland defences.	73 households moved out of any one of the four flood probability categories to a lower one and moved out of the very significant or significant flood probability categories	Indicative funding - 2023-2024 £50,000 and 2024-2025 £150,000 2025-2026 £260,000	Medium to long term (2021-2029)	460,000	FCRM GiA/Contributions	Environment Agency			3 Policy High	Selected	Bosham
Network Rail	IBP/629	Transport	Public transport	Construction of chord to enable trains to run directly between Bognor Regis and Chichester, rather than via an interchange at Barnham.	To reduce congestion on the roads between Bognor and Chichester, although an additional train would lead to the barriers being down for longer.	2029	Medium to long term (2021-2029)			Network Rail					Chichester
RSPB	IBP/586	Green Infrastructure	Biodiversity measures	New visitor centre at Pagham Harbour Local Nature Reserve	This project will contribute to achieving the first objective of Policy 22 and objective 3.27 of the Local Plan.	2021-2029	Medium to long term (2021-2029)		to be confirmed	RSPB	Other		3 Policy High		Sidlesham

Organisation Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S10 6 Other	Planning app.	Priority Category	Project Status	Parish Area
Southern Water	IBP/397	Utility Services	Utility services	Upgrade to Tangmere Wastewater treatment Works (WWTW)	Essential for enabling level of growth in new Local Plan	2017	Short term (2016-2021)		Investment by Southern Water	Southern Water	Other		1 Critical	Committed	Tangmere
Sussex Police	IBP/534	Public 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
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

Organisation Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning app.	Priority Category	Project Status	Parish Area
University of Chichester	IBP/386	Transport	Cycle and pedestrian infrastructure	Cycle route/Footway with lighting extension from the University central area to Graylingwell North				ca £0.1m	University to fund part with Local Authority CIL	University	CIL		3 Policy High	Consider selecting if match funding is identified as this project supports the growth of the area provided it is for genuine community use.	Chichester
University of Chichester	IBP/383	Transport	Cycle and pedestrian infrastructure	Cycle route/Footway with lighting to the centre of the Campus				ca £0.1m	University to fund part with Local Authority CIL	University	CIL		3 Policy High	University to fund	Chichester
University of Chichester	IBP/385	Transport	Local road network	Eastern Access Road				provided by HCA/Linden LLP	Assumed to be funded by HCA and Linden LLP as a part of planning consent and S106	HCA and Linden LLP	S106		2 Essential	Committed	Chichester
University of Chichester	IBP/384	Transport	Local road network	New Internal Campus Road and Link to Eastern Access Road				ca £0.5m	University to fund but there is a significant funding gap	University	Other			University to fund	Chichester
University of Chichester	IBP/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	WSSC	S106		2 Essential	Committed	Chichester

Organisati on Name	IBP Id	Categor y	Project Type	Scheme	Justificati on	Phasing	Ter m Tim e	Cost Range	Funding Sources	Delivery Lead	CIL S10 6 Oth er	Planning app.	Priority Categor y	Project Status	Parish Area
University of Chichester	IBP/3 81	Educatio n	Further educatio n and higher educatio n	On campus expansion of Fine Art building including possible artists' studios	Student growth/stu dio space. Could link with, substitute other existing or planned arts provision	Dependen t on funding		Not known as yet Universit y land and mainten ance contribut ion at nil cost	No detail as yet	University and possible local authority, private contribution				University to fund	Chichester
University of Chichester	IBP/3 78	Educatio n	Further educatio n and higher educatio n	Music Teaching Building	To support enhancem ent of the academic accommo dation and student expansion	2016-2017	Shor t term (201 6- 202 1)	ca £3.5m	Universit y funded	University	Othe r			University to fund	Chichester
University of Chichester	IBP/3 77	Educatio n	Further educatio n and higher educatio n	Academic Teaching Building	To support academic accommo dation and student expansion	2017-2018	Shor t term (201 6- 202 1)	ca £5.9m	Universit y funded	University	Othe r			University to fund	Chichester
University of Chichester	IBP/3 82	Educatio n	Further educatio n and higher educatio n	Other Academic and Support facilities - Learning Resource Extension, Sports Building, Gymnasium, Students Union building extension	To support enhancem ent of the academic accommo dation and student expansion			Not known at present	No detail as yet	University				University to fund	Chichester



Organisation Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning app.	Priority Category	Project Status	Parish Area
University of Chichester	IBP/380	Social Infrastructure	Community facilities	Concert Hall - On Campus high quality Concert Hall for a Music Conservatoire and for Community Use	This is a project of local and regional significance strengthening the University's Conservatoire Music offer and enabling the community to have a bespoke concert hall to host an orchestra and have an audience capacity of ca 800 It also offers opportunity	Dependent on funding		ca £5m. plus University land and maintenance contribution at nil cost	No commitments as yet but very clear there will be a major funding gap.	University with local authority, lottery, Arts Council for England and private donor partners	CIL		4 Desirable	Consider selecting if match funding is identified as this project supports the growth of the area provided it is for genuine community use.	Chichester
University of Chichester	IBP/390	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Training/Changing Facilities	To provide enhanced sports facilities to maintain the competitiveness of sport/PE as one of the University's core academic subject areas and to provide a unique community	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

Organisation Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning app.	Priority Category	Project Status	Parish Area
					facility for the City and possibly for schools										
University of Chichester	IBP/389	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Completion of running track/with internal all weather football pitch	To provide enhanced sports facilities to maintain the competitiveness of sport/PE as one of the University's core academic subject areas and to provide a unique community facility for the City and possibly for schools. The all weather pitch could be used	subject to funding package being secured		ca £1m University land and maintenance contribution at nil cost	University and gap funding with local authority /Lottery/ other	University	CIL		4 Desirable	Consider selecting if match funding is identified as this project supports the growth of the area provided it is for genuine community use.	Chichester
University of Chichester	IBP/392	Utility Services	Utility services	Carbon/Renewables Combined Heat and Power project	A scoping pre-feasibility study is currently being completed with a view to developing a CHP project on campus. It may be developed	tbc		Not yet established	University, local authorities, NHS St Richard's, utility companies and private sector	Partnership and University	Other			University to fund	Chichester

Organisation Name	IBP Id	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning app.	Priority Category	Project Status	Parish Area
					and benefit other major users such as the NHS St Richard's and the Councils										
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
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

## Appendix B CIL Applicable Housing trajectory

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

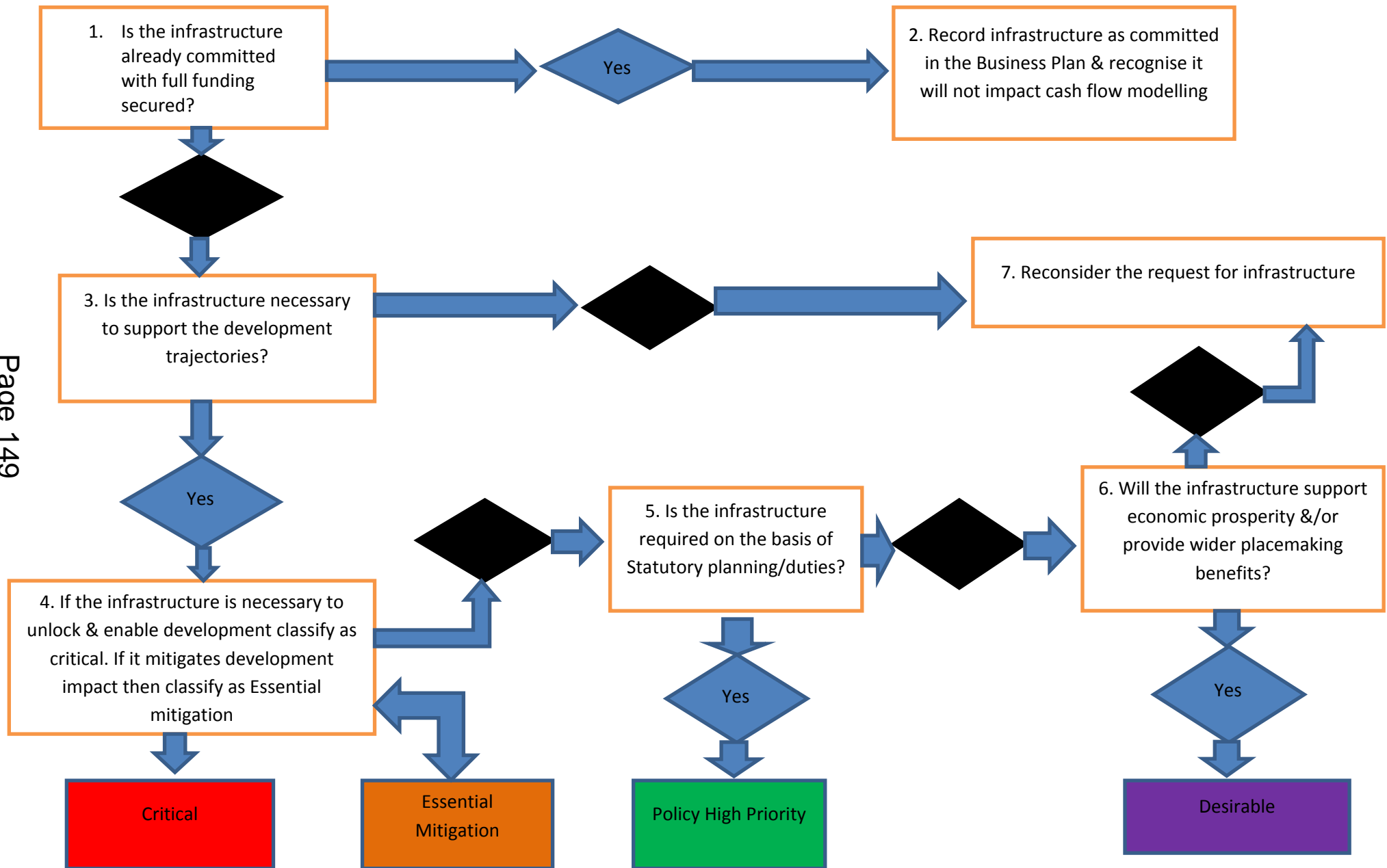
	Projected housing development (dwellings per year)							
	2017-18	2018-19	2019-20	2020-21	2021-22	Total 2017-2022	Total 2022-2029	Total 2017-2029
<b>East-West Corridor</b>								
Bosham	0	0	0	0	0	0	50	50
Boxgrove	0	0	22	0	0	22	0	22
Chichester city								
- <i>West of Chichester</i>	0	0	0	75	100	175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

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

# APPENDIX C

## Infrastructure Prioritisation Process

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



## 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 150
- Environmental health
  - Housing
  - Leisure and recreation
  - Planning applications
  - Waste collection

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

The themes are as follows:

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

## **West Sussex County Council**

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

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

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

### ***The Coast to Capital Local Enterprise Partnership***

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

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

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

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

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

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

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



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

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

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

## Criteria

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

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

The project must be:

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

## Other sources of funding

### Transport

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

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

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

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

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

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

The package of improvements aims to:

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

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

At a minimum, this means:

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

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

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

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

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

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

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

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

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

Additionally, as the onus would be on the developer to fund the necessary infrastructure, many developers may not be willing to be the first to apply for planning permission.

There are mechanisms that can be used to fund new infrastructure in the absence of a lead developer willing to make the first planning application. One option is through a site-specific infrastructure capacity charge. In this case a utility provider would fund the upfront infrastructure and each subsequent planning application in the area would be subject to a capacity charge, allowing the provider to claw back some of the initial outlay.

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

### **Education**

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

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

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

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

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

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

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

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

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

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

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Key data required in an ACMF submission includes:

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

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

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

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

### **Targeted Basic Need Programme**

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

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

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

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

Local authorities have to demonstrate evidence of basic need and set out the wider strategic context in terms of why the proposed provision cannot be funded from within existing allocations. Local authorities also have to demonstrate that they can deliver the new



schools and classrooms to time. As such, the land or site should already be in Local authority ownership (or that of a close partner organisation). If the Local authority has to go through a process to identify and purchase/lease a suitable site then this makes the delivery of additional school places unlikely within the available timetable. If a site is identified and purchase can be achieved quickly, then this will be considered. The provision of a suitable site or land will be a contribution to the project by the Local authority and DfE will not provide funding for this.

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

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

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

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### **Potential future funding sources**

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

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

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

Our analysis has focused on three categories:

- Cash and Funds – funding from sources of ‘investment capital’, including grant funding and

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

## **Cash and Funds**

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

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

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

### ***Regional Growth Fund (RGF)***

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

### ***Get Britain Building (GBB)***

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

## **Assets**

The increase in land value has been a mainstay of economic development financing over the last ten years. Utilising a range of tools, such as development agreements, local asset backed vehicles or other joint ventures, local authorities have been able to secure large

amounts of infrastructure from improvements to land values. This has needed to be combined with careful use of planning consents and S106 agreements, but with the restrictions on pooling of S106 contributions moving forward then the ability to use this option may narrow.

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

## **Fiscal**

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

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

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

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

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

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

Key elements of the scheme include:

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

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

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

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

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**

Page 164 On the 5th December 2013, the Government concluded its review of PFI and published full details of a new approach to public private partnerships, PF2. The key reforms are as follows:

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

### **Summary**

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

- Existing funding sources which are currently open for bidding or could be influenced through actions of the joint IBP liaison group;

- Identified future funding sources which have a clear timeframe within which bidding rounds will be open or a clear timeframe to deliver finances which could be used to support infrastructure provision; and
- Potential future funding sources which do not have a clear timeframe within which bidding rounds will operate, are subject to broader considerations (e.g. Government decisions), or require further investigation.

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

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

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

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

# Appendix E Project Pro-forma

## Infrastructure categories

Below are the categories to be used in the IDP:

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

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

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

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



# Appendix F Regulation 123 list

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

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

## Appendix G - IBP Glossary

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

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

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

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

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

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