

Public Document Pack

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A **Special** meeting of the **Cabinet** will be held in the Committee Rooms, East Pallant House on **Monday 23 January 2023 at 9.30 am**

MEMBERS: Mrs E Lintill (Chairman), Mrs S Taylor (Vice-Chairman), Mr R Briscoe, Mr A Dignum, Mrs P Plant, Mr A Sutton and Mr P Wilding

SUPPLEMENT TO AGENDA

- 4 **Proposed Submission version of the Chichester Local Plan 2021 - 2039**
(Pages 1 - 296)

Appendices E, F, G, H and I.

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Appendix E: Draft Statement of Representation (incorporating the Statement of Fact)

Chichester District Council

Town and Country Planning (Local Planning) (England) Regulations 2012 Regulation 19: Publication of Local Plan Statement of Representations Procedure (incorporating the Statement of Fact)

Chichester Local Plan 2021 – 2039

Notice is hereby given that Chichester District Council has published and is inviting comments on the Chichester Local Plan 2021 - 2039 which it intends to submit to the Secretary of State for independent examination. The Chichester Local Plan 2021 - 2039 will cover the District of Chichester excluding the part of the district covered by the South Downs National Park. The Chichester Local Plan 2021 - 2039 will set out the development strategy and policy framework for the plan area and once adopted, will be used to guide decisions on planning applications up to 2039. The draft Plan, which the council is now consulting on, includes the vision and objectives for the plan area, the overall spatial strategy that directs the location of development, the sites/ broad locations that have been identified for development in the plan area and housing numbers for neighbourhood plans to plan for, the policies that will be used to make decisions on planning applications, and how the plan will be monitored. The draft Plan is accompanied by a policies map which shows the policy allocations and designations.

Where to view the proposed submission documents:

The draft Plan, the proposed submission documents and the relevant evidence base will be available for inspection for six weeks from **3 February 2023 until 17 March 2023**:

- a. on the council's website at [ADD LINK TO CONSULTATION PAGES](#)
- b. Chichester District Council Offices
East Pallant House,
1 East Pallant
Chichester
PO19 1TY
(09:00 – 16:00 Mon- Fri)

Reference copies of the draft Local Plan 2021 – 2039 have been placed in Chichester, Selsey and Southbourne libraries. Opening times for the libraries can be found at:

http://www.westsussex.gov.uk/leisure/libraries/find_a_library.aspx

Copies can also be found at the following locations:

South Downs National Park Authority offices:

South Downs Centre
North Street
Midhurst
West Sussex
GU29 9DH

Opening times for the South Downs Centre can be found at:

<https://www.southdowns.gov.uk/contact/>

Period of publication for representations:

The council will receive representations on the Chichester Local Plan 2021 - 2039 for a six-week period which runs **from 3 February 2023 until 17:00 on 17 March 2023**. As set out in the Town and Country Planning (Local Planning) (England) Regulations 20 (2), any representations must be received by the date specified.

How to make representations:

Representations can be made in writing or by way of electronic communications through the following means:

- Online: By using the council's online response form [ADD LINK TO CONSULTATION PAGES](#)
- Paper copies of the response form are available upon request by telephoning 01243 785166 or emailing planningpolicy@chichester.gov.uk.

Paper copy response forms should be sent to the Planning Policy Team, Chichester District Council, East Pallant House, 1 East Pallant, Chichester PO19 1TY or emailed to planningpolicy@chichester.gov.uk

Please submit your representations before 17:00 on 17 March 2023.

Content and structure of representations

Following the representations period, the Local Plan will be submitted for examination by an independent Planning Inspector, appointed by the Secretary of State. The Inspector's role is to examine whether the submitted plan meets the tests of soundness (as defined in the National Planning Policy Framework paragraph 35) and meets all the relevant legislative requirements, including the duty to co-operate.

The Planning Inspector will consider representations made during this period of representation. Any comments on the draft Plan should specify the matters to which they relate and the grounds on which they are made. Only the following matters will be of concern to the Planning Inspector:

- Legal Compliance – does the plan meet the legal requirements for plan making as set out by planning and environmental laws?
- Soundness – has the plan been positively prepared, is it justified, effective, and consistent with national policy?
- Meeting the Duty to Cooperate – has the council engaged and worked effectively with neighbouring authorities and statutory bodies?

The council has produced a guide to help those wishing to respond to the consultation. This is available on the council's website: [ADD LINK](#)

Request for further notification of Local Plan progress

When making a representation you can ask to be notified at a specified address of any of the following:

- Submission of the Chichester Local Plan to the Secretary of State for examination
- Publication of the recommendations of the person appointed to carry out the independent examination of the Chichester Local Plan on behalf of the Secretary of State
- Adoption of the Chichester Local Plan

It is important that the Planning Inspector and all participants in the examination process are able to know who has given feedback on the Publication Plan. All comments received will therefore be submitted to the Secretary of State and considered as part of a public examination by the Inspector. In addition, all comments will be made public on the council's website, including the names of those who submitted them. All other personal information will remain confidential and will be managed in line with the council's Privacy Statement ([ADD LINK TO PRIVACY STATEMENT](#)).

The Examination Process

The examination is open to the public. Subject to the venue's seating availability, anyone can attend to listen to the discussions but there are strict rules which apply to those who wish to participate.

If you wish to appear at the examination as a participant, such a request must be made as part of the representation on the draft Plan. The right to appear and be heard by the Inspector at a hearing session is defined in the Planning and Compulsory Purchase Act 2004 section 20 (6)

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Chichester Local Plan 2021 – 2039

Duty to Cooperate Statement of Compliance



January 2023

Chichester Local Plan 2021 – 2039
Duty to Cooperate Statement of Compliance

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Chichester Local Plan 2021 – 2039
Duty to Cooperate Statement of Compliance

1. Introduction

- 1.1. The Localism Act 2011 placed a statutory duty on local planning authorities (LPAs) and other bodies to cooperate with each other to address strategic issues relevant to their area during plan making.
- 1.2. The duty to cooperate is not a duty to agree but LPAs should make every effort to secure the necessary cooperation on strategic cross boundary matters before submitting their Local Plan for examination.
- 1.3. At examination, LPAs must demonstrate how they have complied with the duty. If an LPA cannot demonstrate that it has been complied with, then the Local Plan will not be able to proceed further in examination.
- 1.4. In the [Procedure Guide for Local Plan Examinations](#)¹ the Planning Inspectorate states that in order to demonstrate compliance with the duty to cooperate the most helpful approach is for the LPA to submit a statement of compliance with the duty and that the statement of compliance should identify any relevant strategic matters and how they have been resolved.
- 1.5. This Statement, therefore, has been prepared to accompany the Local Plan published under Regulation 19 and is intended to set out how the Council has approached the duty to cooperate during the preparation of the Chichester Local Plan 2021 – 2039 (the Local Plan) and demonstrate how the Council has complied with meeting the requirements of the duty. It identifies the strategic and key issues to be addressed and on which the Council has sought to work collaboratively with neighbouring authorities and prescribed bodies. The engagement that has been undertaken as part of the preparation of the Local Plan is a continuation of the cooperation and joint working that has been ongoing for a number of years.
- 1.6. It should be noted that the Statement only reflects the engagement undertaken up to the time of the Regulation 19 stage (February 2023) and engagement will continue beyond this point. Prior to the submission of the Local plan for examination, the Council will prepare a Supplementary Statement that sets out the engagement undertaken between February 2023 and the submission of the Local Plan (expected summer 2023).
- 1.7. The Statement provides information on:
 - the context for the duty to cooperate
 - identifying how, when and on what issues duty to cooperate bodies were engaged and how this has shaped the Local Plan
 - the strategic and cross boundary issues on which the Council has engaged
 - any outstanding strategic issues
- 1.8. The [National Planning Policy Framework \(NPPF\)](#) (July 2021) also advises that LPAs should prepare one or more statements of common ground with relevant bodies, using the approach set out in national planning guidance. The Council are preparing statements with each of Chichester’s neighbouring local authorities and a number of other prescribed bodies.

¹ Last updated February 2022

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- 1.9. The Council has also produced a Statement of Consultation, which sets out how the Council has consulted other relevant bodies, and the local community, during the preparation of the Local Plan and this Statement should be read alongside it. The Infrastructure Delivery Plan (IDP) also provides information on the engagement and discussion the Council have undertaken with infrastructure providers and service delivery organisations. Both the Statement of Consultation and IDP have been published alongside the Regulation 19 Local Plan and are available on the Council's website.

2. What is the Duty to Cooperate?

Localism Act 2011

- 2.1. The Localism Act 2011 introduced the concept of the duty to cooperate². It places a legal duty on LPAs, county councils and prescribed bodies to 'engage constructively, actively and on an ongoing basis' to maximise the effectiveness of Local Plan preparation in relation to strategic matters.
- 2.2. The duty requires that councils set out planning policies to address such matters and consider whether to enter into joint approaches to plan making.
- 1.1. The Act also extended the purposes of the independent examination of a local plan to include determination as to whether the duty has been complied with³. At examination, the Inspector will assess whether the duty to cooperate has been met. As any failure in this regard cannot be rectified after the plan has been submitted for examination, where the duty has not been complied with the Inspector has no choice but to recommend non-adoption of the plan⁴.

National Planning Policy Framework

- 1.2. The Government's expectations for maintaining effective cooperation are set out in paragraphs 24 to 27 of the NPPF. They state:
- Local planning authorities (LPA) and county councils (in two tier areas) are under a duty to cooperate with each other, and with other prescribed bodies, on strategic matters that cross administrative boundaries
 - Strategic policy making authorities should collaborate to identify the relevant strategic matters which they need to address in their plans and also engage with their local communities and relevant bodies
 - Effective and on-going joint working between strategic policy making authorities and relevant bodies is integral to the production of a positively prepared and justified strategy
 - In order to demonstrate effective and ongoing joint working, strategic policy making authorities should prepare and maintain one or more statements of common ground, documenting the cross boundary matters being addressed and progress in cooperating to address these
- 1.3. In order to meet the Tests of Soundness at Examination, plans must be 'positively prepared' and 'effective'. The NPPF (paragraph 35) indicates that:

² Through inclusion of Section 33A into the Planning and Compulsory Purchase Act 2004

³ Through inclusion of Section 20(5)(c) into the Planning and Compulsory Purchase Act 2004

⁴ Paragraph 3.5, Procedure Guide for Local Plan Examinations, Planning Inspectorate, (7th edition). Last updated 14th February 2022

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- *Positively prepared – ‘providing a strategy which, as a minimum, seeks to meet the area’s objectively assessed needs; and is informed by agreements with other authorities’*
- *Effective – ‘.... based on effective joint working on cross-boundary strategic matters that have been dealt with rather than deferred, as evidenced by the statement of common ground.’*

Planning Practice Guidance

- 1.4. The national [Planning Practice Guidance](#) (PPG) provides further guidance on fulfilling the duty to cooperate. It indicates that:
- The duty to cooperate places a legal duty on LPAs and county councils in England, and prescribed public bodies to engage constructively, actively and on an ongoing basis to maximise the effectiveness of local plan and marine plan preparation in the context of strategic cross boundary matters
 - Certain other public bodies are also subject to the duty to cooperate. These are prescribed by Regulations⁵
 - Local Enterprise Partnerships and Local Nature Partnerships are not subject to the requirements of the duty, but LPAs and prescribed bodies must cooperate with them. LPAs must have regard to their activities when they are preparing their local plans, so long as those activities are relevant to plan-making
 - All parties should approach the duty in a proportionate way, tailoring cooperation according to where they can maximise the effectiveness of plans
 - If another authority will not cooperate this should not prevent the authority bringing forward a Local Plan or from submitting it for examination, but it will need to submit comprehensive and robust evidence of the efforts made to cooperate and any outcomes achieved
- 1.5. The PPG also provides guidance on the form and content of Statements of Common Ground (SoCG). SoCG are a written record of the progress made by strategic policy making authorities during the process of planning for strategic cross boundary matters. It documents where effective cooperation is and is not happening throughout the plan making process and is a way of demonstrating at examination that plans are deliverable over the plan period, based on effective joint working across local authority boundaries. In the case of LPAs it forms part of the evidence required to demonstrate that they have complied with the duty to cooperate.
- 1.6. SoCG should be prepared and then maintained on an ongoing basis through the plan making process. As a minimum, a statement needs to be published when the area it covers and the governance arrangements for the cooperation process have been defined and substantive matters to be addressed are determined. If all the information required is not available (such as details of agreements on strategic matters) authorities can use the statements to identify the outstanding matters which need to be addressed, the process for reaching agreements on these and (if possible) indicate when the statement is likely to be updated.

⁵ Prescribed bodies are set out in the Town and Country Planning (Local Planning) (England) Regulations 2012

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Strategic Matters

- 2.3. A strategic matter is defined as⁶:
1. Sustainable development or use of land that has or would have a significant impact on at least two planning areas, including (in particular) sustainable development or use of land for or in connection with infrastructure that is strategic and has or would have a significant impact on at least two planning areas; and
 2. Sustainable development or use of land in a two-tier area if the development or use is a county matter or would have a significant impact on a county matter.
- 2.4. The NPPF (paragraph 25) states that: ‘Strategic policy-making authorities should collaborate to identify the relevant strategic matters which they need to address in their plans ...’.
- 2.5. The NPPF (paragraph 20) also identifies the matters that strategic policies should cover, namely:
- a. *Housing (including affordable housing), employment, retail, leisure and other commercial development;*
 - b. *Infrastructure for transport, telecommunications, security, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat);*
 - c. *Community facilities (such as health, education and cultural infrastructure); and*
 - d. *Conservation and enhancement of the natural, built and historic environment including landscapes and green infrastructure, and planning measures to address climate change mitigation and adaptation.*

2. Chichester Duty to Cooperate Bodies

- 2.1. For Chichester, the duty to cooperate bodies are:
- Neighbouring Local Planning Authorities
 - Arun District Council (ADC)
 - East Hampshire District Council (EHDC)
 - Havant Borough Council (HBC)
 - Horsham District Council (HDC)
 - South Downs National Park Authority⁷ (SDNPA)
 - Waverley Borough Council (WBC)
 - County Council
 - West Sussex County Council (WSCC)
 - Prescribed Bodies
 - Environment Agency (EA)
 - Historic England
 - Natural England
 - Civil Aviation Authority (CAA)
 - Homes England
 - NHS Sussex Integrated Care Board⁸

⁶ Section 33A(4) into the Planning and Compulsory Purchase Act 2004

⁷ The area covered by the Chichester Local Plan excludes that part of Chichester District covered by the South Downs National Park

⁸ The West Sussex CCG closed on the 1 July 2022 with NHS Sussex taking over the role of agreeing the strategic priorities and resource allocation for all NHS organisations in Sussex.

Chichester Local Plan 2021 – 2039 Duty to Cooperate Statement of Compliance

- Office of Road and Rail (ORR)
- National Highways⁹
- Marine Management Organisation

2.2. Figure 1 illustrates the relationship between the area covered by the Chichester Local Plan and neighbouring LPAs.

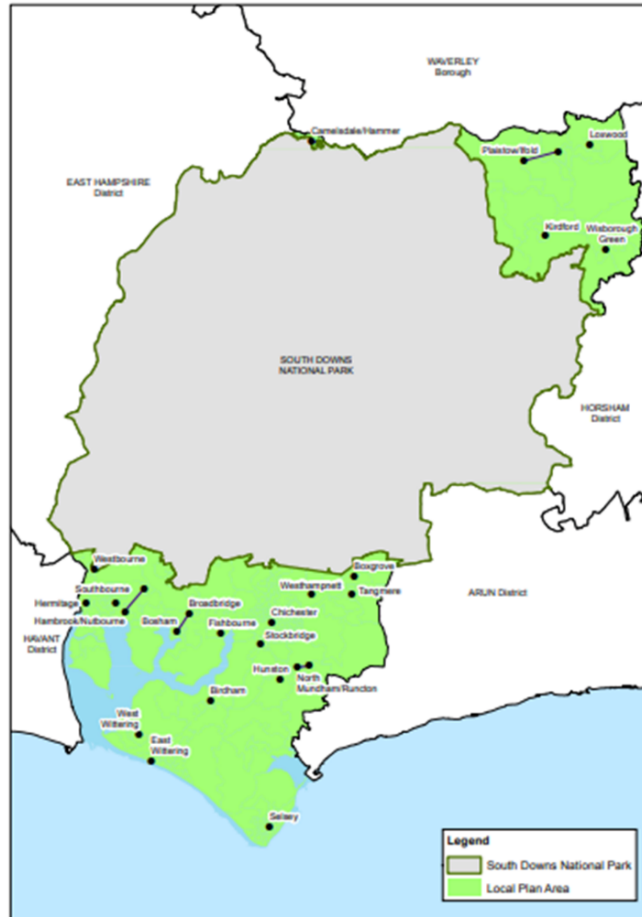


Figure 1: Chichester Local Plan – neighbouring authorities

- 2.3. Local Enterprise Partnerships (LEPs) and Local Nature Partnerships (LNPs) are not subject to the requirements of the duty but LPAs must cooperate with them and have regard to their activities when preparing their Local Plans, provided those activities are relevant to plan making. For the plan area, the relevant bodies are the Coast 2 Capital LEP and the Sussex LNP.
- 2.4. The duty also applies to the prescribed bodies below. However, given the strategic issues identified the Council consider it would be unnecessary and not effective to actively seek cooperation with them (1 and 2) or the plan area is not covered by such a body (3).
1. Mayor of London
 2. Transport for London
 3. Integrated Transport Authority

⁹ Formerly Highways England

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- 1.1. In addition, the Council have also engaged with the following bodies in respect of specific issues of mutual interest, particularly meeting local housing need and cross boundary infrastructure impacts.
- Crawley Borough Council
 - Fareham Borough Council
 - Gosport Borough Council
 - Guildford Borough Council
 - Lewes District Council
 - Mid Sussex District Council
 - Portsmouth City Council
 - Winchester City Council
 - Adur District and Worthing Borough Councils
 - Surrey County Council
 - Hampshire County Council
- 1.2. The Council is also a member of the West Sussex and Greater Brighton Strategic Planning Board (WS&GBSPB). It comprises of representatives of LPAs across West Sussex with West Sussex County Council, Brighton and Hove City Council, Lewes District Council and the South Downs National Park Authority. It seeks to identify those spatial planning issues that impact across the wider area and agree strategic priorities and policies to guide longer term strategic growth in a coordinated and well considered matter. The Strategic Planning Board have agreed to commence work on Local Strategic Statement 3 (LSS3), which will cover the period 2030 – 2050, with the commissioning of evidence base studies. This includes a study of projected housing and employment needs, transport impact, infrastructure needs and spatial options to deliver the development needs and infrastructure.

1. Implementing the Duty to Cooperate

- 1.1. The Council has sought to take a constructive approach to engaging with duty to cooperate bodies during the course of preparing the Chichester Local Plan through:
- Inviting comments on evidence base studies from relevant bodies
 - Duty to cooperate meetings with officers of adjoining local authorities to share progress on plans, explore the opportunities for and scope of joint evidence work and discuss and agree the way forward on cross boundary issues
 - Subject specific meetings with appropriate bodies to discuss and progress strategic issues, for example with West Sussex County Council (WSCC) and National Highways on transport studies/modelling
 - Responding to Local Plan consultations of other relevant local authorities
 - Attendance at meetings of the West Sussex and Greater Brighton Strategic Planning Board
 - Attendance at meetings of West Sussex Planning Policy Officers Group which provides an opportunity to share information and discuss common issues with officers of neighbouring authorities and more widely across West Sussex
 - Involvement in Sussex Local Nature Partnership local authority network which provides an opportunity to access information and resources, knowledge sharing events and forums for sharing experiences and best practice across councils

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- Involvement in the Chichester Water Quality Group, which includes representatives from the Council, Southern Water, Environment Agency, Natural England, WSCC and Chichester Harbour Conservancy. The Group updates evidence relating to waste water treatment headroom and identifies the additional waste water treatment capacity needed over the plan period and the options for delivering this
- Working with the Partnership for South Hampshire (PfSH) and other authorities affected by the issue of nutrients through the PfSH Water Quality Working Group
- Ongoing letters, emails and meetings with neighbouring authorities and other bodies to discuss and progress strategic issues

Evidence base studies

1.1. The Council has sought to work jointly on strategic issues with duty to cooperate bodies and other partners through the production of evidence base and supporting documents to inform the development of the Local Plan. Several of these were carried out jointly or had input from neighbouring authorities or other duty to cooperate bodies. The following details this evidence base work:

- Gypsy and Traveller and Travelling Showperson Accommodation Assessment (2019) – joint study undertaken by Chichester District Council, Arun District Council, Adur District Council and Worthing Borough Council. Key stakeholders, including seven neighbouring authorities, invited to provide views on range of issues relating to Gypsy and Traveller and Travelling Showpeople community within the council areas and surrounding area
- Water Neutrality Study (2022) – joint study between Chichester District Council, Horsham District Council and Crawley Borough Council to quantify the scale of the water neutrality issue across the three council areas and to identify a proposed mitigation strategy to address this issue. The Study has also involved Natural England, Environment Agency and Southern Water.
- Strategic Flood Risk Assessment (Level 1) (SFRA) – Environment Agency, WSCC (as the Lead Local Flood Authority), Natural England, Southern Water, Portsmouth Water, Chichester Harbour Conservancy and neighbouring authorities (Arun DC, East Hampshire DC, Havant BC, Horsham DC, Waverley DC and South Downs National Park Authority) invited to share data and/or provide feedback on draft versions of the SFRA
- Chichester Traffic Modelling – Stantec were commissioned to test the traffic impacts of new developments and transport infrastructure across Chichester. Key modelling assumptions and mitigation measures used in the modelling runs have been agreed by WSCC (as local highway authority) and National Highways
- Sustainability Appraisal – in addition to the three statutory consultees, the Sustainability Appraisal Scoping Report was subject to consultation with WSCC, neighbouring local authorities (Arun DC, East Hampshire DC, Havant BC, Horsham DC, Waverley BC and South Downs National Park Authority), the Primary Care Trust and Highways England
- Infrastructure Delivery Plan (IDP) – as part of preparing the IDP neighbouring local authorities have been engaged to identify the infrastructure impacts of the Local Plan development distribution and site allocations.

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Working with Duty to Cooperate Bodies

- 1.2. How, when and on what issues duty to cooperate bodies have been engaged during the preparation of the Local Plan are summarised in Table 1 with a record of engagement contained in Appendix 1.

Table 1: Duty to Cooperate summary of engagement and cooperation

Duty to Cooperate Body	Summary of engagement and cooperation
Arun District Council	<p>Arun DC is a statutory consultee as an adjoining local planning authority. Arun adjoins the eastern boundary of the southern plan area.</p> <p>Arun DC have responded to consultations under Regulation 18. In response to the Preferred Approach Local Plan, Arun DC provided support subject to considering several actions to address potential unmet housing need.</p> <p>Duty to Cooperate meetings have discussed issues around housing need and distribution and transport impacts.</p> <p>The Arun Local Plan was adopted in 2018. A review of the Local Plan is currently paused.</p>
East Hampshire District Council	<p>East Hampshire DC is a statutory consultee as an adjoining local planning authority. Only a small part of East Hampshire directly adjoins the plan area.</p> <p>East Hampshire DC had no comments to make to the Preferred Approach Local Plan but recognised the similar issues faced in relation to planning for housing with parts of each of the respective Districts lying within the South Downs National Park.</p> <p>East Hampshire DC commenced an Issues and Priorities consultation (under Regulation 18) in November 2022. A Regulation 19 Local Plan is timetabled for spring 2024.</p>
Havant Borough Council	<p>Havant BC is a statutory consultee as an adjoining local planning authority. Havant adjoins the western boundary of the southern plan area.</p> <p>Havant BC did not respond to the Preferred Approach Local Plan consultation. Havant BC were also consulted on revised distributions of development in 2020 and 2022. In responding to the latter consultation they made no specific comments but identified transport and waste water as issues to be discussed further through Duty to Cooperate liaison.</p> <p>Havant BC published a discussion document 'Building a Better Future' for consultation under Regulation 18 between October and November 2022. A Regulation 19 Local Plan is timetabled for early 2024.</p>
Horsham District Council	<p>Horsham DC is a statutory consultee as an adjoining local planning authority. Horsham District adjoins the eastern boundary of the northern plan area.</p> <p>Horsham DC generally supported the Preferred Approach Local Plan, whilst querying whether the number of dwellings expected to come forward through the making of Neighbourhood Plans was realistic.</p> <p>Horsham DC were also consulted on revised distributions of development in 2020 and 2022. In responding to the latter consultation</p>

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Duty to Cooperate Body	Summary of engagement and cooperation
	<p>they highlighted the potential impact on infrastructure within their administrative area from growth in northern plan area.</p> <p>The Horsham Local Plan is currently being reviewed. Publication of a Regulation 19 Local Plan was postponed in 2021 due to changes in the NPPF and addressing the issue of water neutrality in the Sussex North Water Supply Zone. Following the Ministerial Statement published by the Government on the 6 December 2022, the Council announced further consideration of the Local Plan would be delayed pending the implications of the Ministerial Statement for the Local Plan being considered.</p>
South Downs National Park Authority (SDNPA)	<p>The SDNPA is a statutory consultee as an adjoining local planning authority. The National Park splits the Chichester Local Plan area into two: the southern plan area (east-west corridor and Manhood Peninsula) and the northern plan area.</p> <p>SDNPA have responded to consultations under Regulation 18 providing comments on policy wording and site allocations, with a particular focus on ensuring the conservation and enhancement of the National Park is appropriately reflected in the Local Plan.</p> <p>Duty to Cooperate meetings have discussed issues around housing need and distribution, transport impacts, protected landscapes and the green environment.</p> <p>A review of the South Downs National Park Local Plan was commenced in 2022.</p>
Waverley Borough Council	<p>Waverley BC is a statutory consultee as an adjoining local planning authority. Waverley adjoins the northern boundary of the northern plan area.</p> <p>Waverley BC had no concerns about the Preferred Approach Local Plan but indicated the need to evidence any unmet housing need and that all options within Chichester's HMA should be explored to deal with any meeting unmet need.</p> <p>Waverley BC were also consulted on revised distributions of development in 2020 and 2022. In responding to the latter consultation they raised concern about the potential impact on infrastructure if a significant level of growth in northern plan area were to be proposed.</p> <p>The Waverley Local Plan Part 1: Strategic Policies was adopted in February 2018. The Local Plan Part 2: Site Allocation and Development Management Policies is currently at examination.</p>
West Sussex County Council	<p>As part of a two-tier administrative area, WSCC provides statutory functions across the Plan Area, including education and highways. WSCC also responsible for a wide range of other services including transport planning, provision of community and social care infrastructure, public health, flood risk and minerals and waste and are also a landowner within the Plan Area.</p> <p>WSCC are a statutory consultee on the Local Plan and have responded to consultations under Regulation 18, as both a service provider and landowner. Their responses covered a range of issues, partly reflecting their wide service provider role, including points of clarification and detailed comments on policies and site allocations.</p>

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Duty to Cooperate Body	Summary of engagement and cooperation
	<p>WSCC have provided information on school place capacity in respect of the Local Plan development distribution options and individual site allocations, which has fed into the IDP preparation. In their role as Lead Local Flood Authority, WSCC have also provided technical input to the SFRA.</p> <p>CDC have worked closely with WSCC (and National Highways) on the transport modelling for the Local Plan, the highways mitigation schemes required and, in light of the limited availability of funding, the identification of an appropriate way forward to manage this.</p>
Environment Agency	<p>The Environment Agency is a statutory consultee in the plan making process with responsibility for the protection and enhancement of the environment including water quality and resources, waste and contaminated land, rivers, conservation and ecology and flooding. They are also one of the designated environmental bodies for sustainability appraisal.</p> <p>The Environment Agency has been involved throughout the preparation of the Local Plan, responding to consultations under Regulation 18 with comments on the policies and site allocations. They were also provided with an informal opportunity to comment on relevant emerging Local Plan policies for inclusion in the Regulation 19 Local Plan.</p> <p>The Environment Agency have been involved in discussions on available wastewater capacity and are party to a Statement of Common Ground on wastewater (2021). As a technical consultee they have also provided information and comment on the SFRA, Strategic Wildlife Corridors and the SA Scoping Report.</p> <p>The Environment Agency were consulted on revised distributions of development in 2020 and 2022, providing general comments on the distribution and identifying site specific constraints in respect of potential allocations and policy criteria to address issues.</p>
Historic England	<p>Historic England is the Government's statutory advisor on the Historic Environment and is a statutory consultee in the plan making process. They are also one of the designated environmental bodies for sustainability appraisal.</p> <p>Historic England have been engaged throughout the preparation of the Local Plan responding to consultations under Regulation 18 with comments on the policies and site allocations.</p> <p>At the Preferred Approach stage Historic England suggested that the policies did not go far enough in terms of different heritage assets. The Council have taken on board their advice in relation to the Preferred Approach and in response have drafted a suite of heritage policies for inclusion in the Regulation 19 Local Plan. Historic England were provided with an informal opportunity to comment on drafts of these policies and the Council have amended the policies in response to Historic England's comments.</p> <p>Historic England were consulted on revised distributions of development in 2020 and 2022, providing general comments on the need to have regard to heritage impacts.</p>
Natural England	<p>Natural England is the Government's advisor for the natural environment, with a responsibility for promoting nature conservation and protecting biodiversity, conserving and enhancing the landscape</p>

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Duty to Cooperate Body	Summary of engagement and cooperation
	<p>and promoting access to the countryside and open spaces. They are a statutory consultee in the plan making process and are also one of the designated environmental bodies for sustainability appraisal.</p> <p>Natural England has been involved throughout the preparation of the Local Plan, responding to consultations under Regulation 18 with comments on the policies and site allocations. At the Preferred Approach stage they raised concern that the proposed policy on wastewater management and water quality would not ensure that an adverse effect on the Chichester Harbour SPA/SCA/Ramsar would be avoided. The Council have sought to address this through redrafting of the relevant policies and Natural England were provided with an informal opportunity to comment on relevant emerging Local Plan policies for inclusion in the Regulation 19 Local Plan.</p> <p>Natural England have also responded to the Habitats Regulation Assessment which has been produced alongside the preparation of the Local Plan.</p>
Civil Aviation Authority	<p>The Civil Aviation Authority is the UK's specialist aviation regulator. The CAA have been consulted as a statutory consultee throughout the development of the Local Plan but have provided no comments to date.</p>
Homes England	<p>Homes England are an executive non-departmental public body that help to develop communities by investing in the building of new homes and increasing the supply of public land for development. They also regulate social housing providers.</p> <p>The Council met with Homes England (as part of a multi-organisation meeting) in June 2021 to discuss the availability of funding for the A27 junction mitigation schemes.</p> <p>Homes England (or their predecessor body the Homes and Communities Agency) have been consulted at all stages of the Local Plan preparation. They responded to the Preferred Approach consultation as owner of land in the area covered by Preferred Approach Policy AL5: Southern Gateway.</p>
NHS Sussex	<p>NHS Sussex Integrated Care Board are a new organisation, set up on the 1 July 2022. The main role of NHS Sussex is to agree the strategic priorities and resource allocation for all NHS organisations in Sussex. NHS Sussex have taken on the commissioning functions previously carried out by West Sussex Clinical Commissioning Group (CCG).</p> <p>The CCG were engaged in their role as a statutory consultee. They have had conversations with health partners to determine what may be required in terms of health infrastructure, including GP practices and health centres, in order to support the levels of development proposed through the Local Plan. This is reflected in the IDP in which the CCG, and now NHS Sussex, have been involved.</p> <p>The Council are preparing a Statement of Common Ground with NHS Sussex.</p>
Office of Road and Rail	<p>The Office of Road and Rail (formerly the Office of Rail Regulation) is the independent safety and economic regulator for Britain's railways. They are responsible for ensuring that railway operators are compliant with health and safety laws.</p>

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Duty to Cooperate Body	Summary of engagement and cooperation
	<p>Chichester District Council maintain engagement with the ORR through their role as a statutory consultee. The ORR did not respond to the Preferred Approach consultation.</p> <p>More information on rail infrastructure is detailed in the IDP following consultation with Network Rail and the train operator (Southern Railway).</p>
National Highways	<p>National Highways are responsible for the management and operation of the strategic road network (SRN). In the plan area, this relates to the A27.</p> <p>National Highways has been involved throughout the preparation of the Local Plan, responding to consultations under Regulation 18. At the Preferred Approach stage National Highways raised concern regarding the deliverability of the package of highway improvements proposed to mitigate impacts on the SRN. CDC have, therefore, worked closely with National Highways (and WSCC) on revised transport modelling for the Local Plan, the highways mitigation schemes required and, in light of the limited availability of funding, the identification of an appropriate way forward to manage this.</p> <p>CDC will continue to work with National Highways (and WSCC) as part of a proposed Traffic and Infrastructure Management Group which will oversee the delivery of the manage and mitigate approach to mitigating the projected traffic impacts arising from development over the plan period.</p> <p>A Statement of Common Ground is being prepared with National Highways and WSCC on highway matters.</p>
Marine Management Organisation	<p>The Marine Management Organisation (MMO) license, regulate and plan marine activities in the seas surrounding England and Wales to ensure they are carried out in a sustainable way.</p> <p>Chichester District Council have maintained engagement with the MMO through their role as a statutory consultee. MMO responded to the Preferred Approach consultation and suggested the Plan should be amended to include reference to published guidance, including the South Marine Plan. The Council have made a number of changes to the Regulation 19 Local Plan to address this.</p>
Coast 2 Capital LEP	<p>The LEP is a partnership between businesses and local authorities with the aim of driving economic growth and sustainable success across the region.</p> <p>The Council have met with the LEP to discuss the availability of funding for the A27 junction mitigation schemes.</p> <p>The LEP did not respond to the Preferred Approach consultation.</p>
Sussex LNP	<p>The Sussex LNP is a voluntary partnership of over 30 organisations. The objectives of the LNP are to conserve, enhance and expand Sussex's Natural Capital and to ensure that Sussex residents share in the benefits provided by health, well-functioning ecosystems.</p> <p>The LNP have been consulted at all stages but have not responded.</p>

- 1.3. It is intended to update existing or prepare new SoCG with the following, which will provide further detail of the engagement and cooperation that has taken place:

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- Arun District Council
- East Hampshire District Council
- Havant Borough Council
- Horsham District Council
- South Downs National Park Authority
- Waverley Borough Council
- West Sussex County Council
- Environment Agency
- Historic England
- Natural England
- NHS Sussex
- National Highways
- Surry County Council
- Hampshire County Council

2.5. A joint SoCG between the authorities which make up the West Sussex and Greater Brighton Strategic Planning Board is also being prepared. The Statement has been drafted but has yet to be formally agreed by all the authorities.

2.6. Appendix 2 lists the SoCG that have been prepared¹⁰ and their current status.

2. Chichester Strategic Issues
Strategic Geographies

2.1. The plan area covers that part of the district that lies outside of the South Downs National Park. However, economic, social and environmental issues extend beyond the plan area. These are summarised in the Table 2 below.

Table 2: Strategic geographies

Strategic Geographies	
Issue	Area Covered
Housing	Analysis of the housing market areas across the Coastal West Sussex and Greater Brighton area ¹¹ found that there was a complex picture across Chichester District with four separate Housing Market Areas (HMA) operating. The majority of the Chichester District is mainly located within the Chichester and Bognor Regis HMA, which extends into the eastern parts of Arun district. Parts of the north of the district are within the Guildford and Horsham & Crawley HMAs and a small part of the western part of the district around Southbourne and Westbourne have stronger links to Havant and the Portsmouth HMA.
Economy	In considering the appropriate geography for economic matters and the definition of the appropriate Functional Economic Market Area (FEMA) the analysis ¹² found that Brighton & Hove operated as the main economic centre within the study area. However, there was a clear influence from Crawley in the north and a distinct lack of connection between Brighton and Chichester. This suggested that there were three separate market areas around these towns. The study concluded that in defining the FEMAs there was justification for using same boundary as the HMAs (given commuting patterns are key drivers for defining both) but as there was

¹⁰ The Appendix is up to date at the time of the publication of this Statement. All SoCG are published on the Council's website

¹¹ Defining the HMA and FEMA (February 2017), GL Hearn for the Greater Brighton and Coastal West Sussex Strategic Planning Board. Available at <https://www.adur-worthing.gov.uk/media/Media,147057,smxx.pdf>

¹² As above

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Strategic Geographies	
Issue	Area Covered
	some evidence that the economic influence of Chichester extended further to the east, as far as Littlehampton, the Chichester and Bognor Regis FEMA should reflect this.
Transport	The A27 is the only major route for traffic travelling east-west and is part of the strategic road network along the south coast of England. It carries not only traffic travelling through the plan area to reach destinations further east or west but also local traffic from the surrounding area. Congestion is known to occur on a daily basis during peak periods resulting in delays to traffic as well as being a constraint on the local economy. The adopted Chichester Local Plan includes a requirement to improve six junctions on the A27 to mitigate the impacts of development, some of which are also needed to mitigate the impacts of development in Arun District.
Infrastructure	Whilst for the most part infrastructure issues impact directly on the plan area itself there will be cross boundary implications in terms of transport (as set out above) and education/health where catchment areas cross local authority boundaries. Engagement with relevant service providers and neighbouring authorities should help determine the infrastructure needs required to support new development when and where they arise.
Environment	The Plan Area's natural environment is rich in biodiversity and contains many of the UK's most important habitats, including the Chichester Harbour SPA/SAC/Ramsar. However, wildlife and the natural environment do not respect administrative boundaries and it is important to consider how matters relating to wildlife habitats, green infrastructure and landscape will be effectively planned for across administrative boundaries. The Habitats Regulations Assessment (HRA) considers the effect of the Local Plan on a number of European conservation sites within and beyond the Plan Area.

Identified Strategic Issues

1.2. The main strategic issues that have informed the duty to cooperate discussions for the Chichester Local Plan are based on the discussions with relevant duty to cooperate bodies and findings of the Local Plan evidence base studies. The key strategic issues are:

- Transport
- Meeting housing needs
- Housing distribution
- Meeting needs for Gypsy and Traveller and Travelling Showpeople
- Infrastructure (education, health and wastewater)
- Water Neutrality
- Flood management
- Natural environment

Transport

1.3. One of the key strategic planning matters is the impact of the development proposed in the Chichester Local Plan on the road network (both strategic and local) within the Plan Area and in neighbouring local authorities, and how this can be mitigated.

1.4. The Council has worked throughout the preparation of the Local Plan with West Sussex County Council (the Local Highway Authority) and National Highways in gathering evidence to assess the impacts of growth in the Plan Area upon the road network.

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- 1.5. The Preferred Approach Local Plan was accompanied by a Transport Study (2018), which modelled three scenarios based on different levels of growth including the scale of development envisaged in the Preferred Approach Plan. Both WSCC and National Highways agreed updates to the model used and trip rates to be used for the modelling of the scenarios. Meetings were held also with Havant Borough Council and Arun District Council at the outset of the Transport Study work to ensure committed development and mitigations within their administrative areas were included in the transport modelling Reference Case. The Study also considered the other neighbouring authorities of the South Downs National Park Authority, East Hampshire District Council, Waverley Borough Council and Horsham District Council, with projected demands from all four authorities included in the background growth of future travel demand.
- 1.6. The Study found that subject to the implementation of a package of mitigation, the traffic movements arising from the Preferred Approach scenario would not have an unacceptable impact on the operation of the strategic and local road networks within the plan area or in neighbouring authorities. Whilst both West Sussex County Council and National Highways supported the findings of the 2018 Study and confirmed that the proposed package of measures would mitigate the adverse impacts of growth in the southern plan area, they highlighted the need for further work around deliverability and funding of the mitigation.
- 1.7. Further technical work, which looked at when the mitigation would be required, deliverability and cost of the suggested major road schemes and further transport modelling of a revised development distribution (that still met housing needs in full) was undertaken and meetings held with the highway authorities and infrastructure funders (WSCC, National Highways, Homes England, Coast 2 Capital LEP). The outcome of this, was that it was recognised that from projected sources of funding (developer contributions via S106 and CIL) it would not be possible to fully secure the necessary funding for the required mitigation to be able to deliver the full level of development envisaged in the Preferred Approach Local Plan.
- 1.8. National Highways have confirmed that the A27 Chichester By-Pass major improvement scheme is included in the Road Investment Strategy Pipeline for the period 2025-2030 (RIS3). However, at this stage, funding is not guaranteed and its inclusion or otherwise in the final RIS3 programme is dependent on National Highways option development work. RIS3 is due to be published in 2024.
- 1.9. The Council have, therefore, sought to work with the highway authorities to agree a development strategy that delivers as much development as possible in the southern plan area within an affordable and deliverable package of transport mitigation, taking into account all sources of available funding. Continuous engagement with National Highways and WSCC led to an agreed position on a threshold of development (535dpa) to be tested through further traffic modelling. On the advice of National Highways, the Council has also sought to investigate, in light of the funding position, if the threshold of development could be supported by only implementing certain junction mitigation improvements along the A27 corridor, whilst maintaining the safety led operation of the A27 corridor.
- 1.10. The Council have reached agreement with National Highways and WSCC that the Local Plan can proceed on the basis of a development threshold of 535dpa in the southern plan area

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and a ‘monitor and manage’ approach¹³. Going forward, the Council will continue to work with National Highways and WSCC as part of a proposed Traffic and Infrastructure Management Group which will oversee the delivery of the manage and mitigate approach to mitigating the projected traffic impacts arising from development over the plan period. The Council are seeking agreement of a Statement of Common Ground with National Highways and WSCC on this basis.

Meeting housing needs

- 1.11. In line with the standard method for calculating housing need, the Housing and Economic Development Needs Assessment (HEDNA) (2022) has assessed a minimum local housing need for Chichester District of 763 dwellings per annum (dpa). The housing need for the area covered by the Chichester Local Plan, which excludes the area of the District within the South Downs National Park, is 638 dpa.
- 1.12. The Preferred Approach Local Plan was based on meeting the local housing need figure for the Plan Area in full, plus an allowance for accommodating unmet need arising from the South Downs National Park. However, constraints, particularly the capacity of the A27 (as detailed above) has led to the Council planning for a housing requirement below the need derived from the standard method, namely 575 dpa (535 dpa in the southern plan area and 40dpa in the northern plan area).
- 1.13. As a result of not meeting the identified housing needs, the Council is now unable to accommodate any unmet need from that part of the South Downs National Park within Chichester District. The Council are preparing a Statement of Common Ground with the South Downs National Park Authority that sets out this position. With the exception of the South Downs National Park, no other neighbouring local authority has sought the assistance of the Council in meeting their potential unmet housing need.
- 1.14. Through duty to cooperate meetings the Council has raised the issue of unmet housing needs with individual neighbouring authorities and also at meetings of the WS&GBSPB. The Council has also engaged with authorities whose area falls wholly or partly within the HMA’s covering the plan area, even if they are not immediately adjoining the plan area, on the issue of unmet housing need.
- 1.15. In December 2021, the Council wrote to all neighbouring authorities and those authorities within the wider area to establish if they were able to accommodate any of Plan area’s unmet housing need. The outcome of this request is set out in Table 3. No authorities responded to confirm that they could take any unmet needs from the Chichester Local Plan area, although both Arun District and East Hampshire District Councils indicated that they would be willing to explore further whether they would be able to meet some of Chichester’s unmet need.

¹³ The ‘monitor and manage’ approach is based on identifying a package of potential highway improvements (including enhanced walking, cycling and public transport) which will be implemented following a monitoring process that will define the actual demand on the network and the requirement for the schemes.

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Table 3: Outcome of Duty to Cooperate December 2021 letter on unmet housing needs

Authority	Response
Neighbouring authorities	
Arun District Council	Face similar issues with A27 capacity, mitigation and viability, which may constrain future housing growth and Arun's ability to accommodate its own housing requirements (once these have been evidenced). At this time Arun unable to confirm what numbers it may be able to accommodate and whether that may be able include any element of shortfall from adjoining authorities.
East Hampshire District Council	Meeting arranged for February 2023 to discuss further.
Havant Borough Council	No response received
Horsham District Council	Taking account of own high housing targets, and those of the unmet needs of the authorities with whom have a very direct relationship in housing market terms, it is considered that it is unlikely for Horsham to be able to accommodate CDC unmet needs.
South Downs National Park Authority	No response received.
Waverley Borough Council	In February 2018 adopted Plan, Waverley seeking to meet its own identified needs in full, as well as fifty percent of the unmet need from Woking Borough, which is in the same Housing Market Area. There are also significant environmental constraints in Waverley. Therefore, to not consider that Waverley is in a position to accommodate any of the unmet need that may arise in Chichester District.
Other authorities	
Crawley Borough Council	Crawley has tight administrative boundaries and its constraints mean that it also has limited opportunities to deliver the housing need arising from within the Borough, only 44-48% of Crawley's housing needs for the new plan period can be met within the Borough. As such, unable to meet any unmet needs arising from Chichester through the draft Crawley Local Plan review process.
Fareham Borough Council	Fareham unable to accommodate unmet needs. Fareham following stepped approach in early plan area to meet own needs and already accommodating unmet need from South Hampshire sub-region. Were additional sites available would be prudent for Fareham to add sites to own supply to bolster ability to meet own need.
Gosport Borough Council	Gosport unable to consider accommodating unmet need at this stage. Gosport dealing with own unmet housing need and restricted supply of housing sites.
Guildford Borough Council	Guildford unable to accommodate unmet needs. Guildford SHMA found limited functional links between two authorities and within different housing market areas. If unmet needs do need to be met in first instance should be directed to local authorities within CDC housing market area.
Lewes District Council	Lewes unlikely to be able to meet own housing need or have capacity to meet unmet need of other authorities due to environmental, landscape and infrastructure constraints.
Mid Sussex District Council	No change in position since 2014 MoU, that given relative distance between authorities would not be sustainable for Mid Sussex to meet CDCs general housing needs. Mid Sussex would give priority to authorities within North West Sussex HMA and then Greater Brighton area.
Portsmouth City Council	Portsmouth currently revising housing land supply position in response to recent regulation 18 consultation. Work undertaken so far

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Authority	Response
	indicates that the City Council will have an unmet housing need of its own and is therefore not in a position to be able to accommodate the unmet need.
Winchester City Council	Unable to confirm until further work on housing need at sub-regional and local plan level has progressed but query whether most appropriate authority to meet unmet need given different HMAs and distance from Chichester.

- 1.16. Duty to Cooperate meetings were held with East Hampshire DC (May 2022) and Arun District Council (October 2022) to discuss relevant cross boundary strategic issues including unmet housing needs.
- 1.17. At the meeting with East Hampshire DC, it was concluded that linkages between Chichester District and East Hampshire District are present to a much lesser extent in areas outside of the South Downs National Park, being quite remote from the Chichester Local Plan Area. The availability of sites in East Hampshire (in the A31 corridor) were distant from the Plan Area, with no direct transport connections, and were therefore unlikely to be suitable for meeting housing needs associated with the Chichester Local Plan area. However, East Hampshire DC would continue work on testing of options for their Local Plan Review including meeting the unmet needs of neighbouring authorities¹⁴. A Statement of Common Ground, between the two authorities setting out the currently agreed position on unmet needs is being prepared.
- 1.18. Arun District Council confirmed in October 2022 that work on progressing their Local Plan review remained paused and that their local housing need figure or whether they would be able to meet it was not yet known. The situation, therefore, was unchanged from their response to the December 2021 letter. A Statement of Common Ground between the two authorities is being prepared setting out the agreed position on housing need.
- 1.19. In December 2022, the Council wrote again to neighbouring authorities and those in the wider area to establish if there had been any change in circumstances that would enable them to accommodate some or all of the unmet housing need arising from the Plan Area.
- 1.20. The responses to this request (at the time of publication of this Statement) is set out in Table 4.

Table 4: Outcome of Duty to Cooperate December 2022 letter concerning unmet housing needs

Authority	Response
Neighbouring authorities	
Arun District Council	Response awaited
East Hampshire District Council	Currently consulting at Reg18 stage again and are at early stages of considering key priorities. Too early in process to identify any capacity to meet others unmet needs. At this stage, don't know

¹⁴ East Hampshire DC are undertaking a consultation on Issues and Priorities (under Regulation 18) from December 2022 to January 2023. This includes a question on whether the unmet housing needs of neighbouring authorities should be accommodated by East Hampshire

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Authority	Response
	whether can meet our own needs, or any of that from the South Downs National Park.
Havant Borough Council	Response awaited
Horsham District Council	Response awaited
South Downs National Park Authority	Response awaited
Waverley Borough Council	Response awaited
Other authorities	
Crawley Borough Council	Response awaited
Fareham Borough Council	Response awaited
Gosport Borough Council	Response awaited
Guildford Borough Council	Nothing has changed since previous response in December 2021.
Lewes District Council	Response awaited
Mid Sussex District Council	<p>Published draft Plan (under Regulation 18) in November 2022, which provides some oversupply to provide flexibility and resilience to housing supply in Mid-Sussex. As set out in December 2021 response, Mid Sussex predominately sits in the Northern West Sussex HMA, along with Crawley Borough Council and Horsham District Council. Within the HMA, Crawley is unable to meet its own housing need and unmet need from its current adopted Local Plan is met by Mid Sussex and Horsham. Progress on Crawley and Horsham Regulation 19 Local Plans has been delayed and therefore extent of unmet need in HMA is currently unknown.</p> <p>Mid Sussex's first priority is to meet its own housing need; if there is any over-supply the next priority is to assist with unmet need from Northern West Sussex HMA. Subject to this being met next priority is to assist the Coastal HMA as there are some overlaps between Coastal HMA and southern part of Mid Sussex.</p> <p>Given above priorities, unlikely Mid Sussex would be able to assist in meeting Chichester's unmet need. 2014 MoU identifies that given relative distance between two authorities would not be sustainable to attempt to meet general housing needs within each other's districts and no change in circumstance to suggest this position has changed or that other areas have higher priority should Mid Sussex be in a position to make any contribution to needs arising outside its area. Most appropriate mechanism for addressing unmet need is through progression of LSS3.</p>
Portsmouth City Council	Response awaited
Winchester City Council	Recently published Plan for consultation (Regulation 18) with a housing figure that allows for a modest buffer to cater for potential changes to 'standard method' and/or help with unmet needs of nearby authorities. PfSH has been working to identify and plan for housing needs of South Hampshire and this work has identified a large shortfall in provision. Given Winchester is in a different housing market to majority of Chichester District, would expect any surplus that Winchester may eventually identify to contribute to meeting needs of neighbouring PfSH authorities.

Housing Distribution

- 1.1. As detailed above, the infrastructure constraints have necessitated the Council to test revised distribution of development strategies. These have been shared with neighbouring local authorities and infrastructure providers (in December 2020, January 2022 and October 2022) and their comments sought on the key infrastructure or environmental constraints that would affect delivery of the strategy.

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Meeting needs for Gypsy and Traveller and Travelling Showpeople

- 1.21. The Gypsy and Traveller and Travelling Showpeople Accommodation Assessment (GTAA) was updated in 2022. This identified a need for 158 pitches¹⁵ and 40 plots over the plan period. The Council propose to meet the pitch need through the allocation of new sites and intensification of a number of existing sites, making a proportionate provision on strategic allocations and a requirement for provision on all other sites over 200 dwellings that may come forward over the plan period (provided a need is remaining at the time) and through the development of windfall sites when assessed against a criteria based policy. Plot provision will be made through making provision within the Southbourne Broad Location for Development and as part of the employment allocation south of Bognor Road and the provision of additional plots on an existing site.
- 1.22. Notwithstanding the above, there will remain an unmet need for both pitches and plots. Gypsy and Traveller and Travelling Showpeople needs has been discussed with neighbouring authorities at duty to cooperate liaison meetings. No authority has sought the Council's assistance in meeting any of their identified needs.
- 1.23. In December 2022, the Council wrote to neighbouring authorities and those within the wider housing market areas to request their assistance in meeting some or all of the unmet pitch and plot need. The responses to this request (at the time of publication of this Statement) is set out in Table 5.

Table 5: Outcome of Duty to Cooperate December 2022 letter concerning unmet Gypsy and Traveller and Travelling Showpeople needs

Authority	Response
Neighbouring authorities	
Arun District Council	Response awaited
East Hampshire District Council	In a similar position to CDC with a high need, and lack of suitable available sites. Undertaking a call for sites for Traveller accommodation again.
Havant Borough Council	Response awaited
Horsham District Council	Response awaited
South Downs National Park Authority	Response awaited
Waverley Borough Council	Response awaited
Other authorities	
Crawley Borough Council	Response awaited
Fareham Borough Council	Response awaited
Gosport Borough Council	Response awaited
Guildford Borough Council	Local Plan identifies sufficient permanent pitches/plots to meet needs of local Gypsies, Travellers and Travelling Showpeople who meet the definition set out in PPTS. However, also seek to meet identified needs of travellers within area not meeting the planning definition, and also make provision for permanent pitches to meet potential additional need of local households of unknown traveller planning status. Have allocated sites by reviewing Green Belt and in-setting sites where appropriate.

¹⁵ This includes the needs of both those who meet the Planning Policy for Travellers Sites (2015) definition of Traveller and those that do not.

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Authority	Response
	Have built in flexibility to meet any future arising local needs through requirement to provide pitches/plots on development sites of over 500 homes whilst identified need remains. However, not all the homes within strategic development sites will be delivered within Plan period, therefore not triggering the thresholds requiring the provision of pitches/plots if there remains an identified need in the borough. For these reasons do not consider that level of sites identified is, in reality, much greater than needed and there is therefore no surplus that could be considered to meet any unmet needs arising from elsewhere.
Lewes District Council	Response awaited
Mid Sussex District Council	Need identified by 2022 GTAA will be met through existing commitments and on-site provision on significant site allocations. Due to a shortage of available sites, Mid Sussex is unable to assist in meeting Chichester's unmet needs.
Portsmouth City Council	Response awaited
Winchester City Council	Have exceeded pitch target in current local plan but shortfall for travelling showpeople. Recently completed GTAA identifies considerable current and future unmet need of 115 pitches and 27 plots. This relates only to those meeting PPTS definition of travelling and will increase if non-travelling travellers are included. No additional or acceptable traveller sites have been promoted through the SHELAA and a pitch deliverability assessment has identified only modest potential for additional pitches. Likely to be heavily reliant on windfall provision through criteria based policies in emerging local plan and therefore extremely unlikely that will be in position to help unmet need of nearby authorities.

Infrastructure

- 1.4. As part of preparing the Chichester Local Plan it has been necessary to understand the capacity of infrastructure and to identify whether improvements are required to support the scale and location of growth proposed by the Local Plan. The majority of engagement has been through the development of the IDP, with communication via email and meetings.
- 1.5. All infrastructure providers, including those relating to education and health, were contacted in May 2018 seeking views on the impact of future infrastructure needs arising from the Preferred Approach Local plan proposed development strategy: this was reflected in the IDP published alongside the Preferred Approach Local Plan. This was followed by requests in December 2020, January 2022 and October 2022 for updated information on infrastructure impacts in respect of revised development distributions and amended site allocations. The responses to the October 2022 request have informed the preparation of the IDP which will support the Regulation 19 Local Plan.
- 1.6. In preparing the IDP the views of neighbouring local authorities on infrastructure impacts within their administrative area has been sought. The local authorities (Horsham and Waverley) adjoining the northern plan area identified the impact on health and secondary education provision as being a particular issue, were significant levels of growth to be pursued as part of the development strategy.
- 1.7. The Council have worked with NHS Sussex (and before that the Sussex CCG) to identify primary health care requirements associated with the Local Plan. NHS Sussex have identified that to accommodate additional patient registrations arising from development in

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the southern plan area there will be a need for additional health infrastructure in Chichester, Southbourne and Tangmere. The capacity of primary health care facilities in the northern plan area were discussed at a meeting in April 2022 when it was indicated that there is capacity at the Loxwood Surgery to accommodate the proposed level of development. The IDP identifies the specific health infrastructure requirements over the plan period and the Council have prepared a Statement of Common Ground with NHS Sussex.

- 1.8. WSCC as the local education authority has identified the primary and secondary education requirements associated with the proposed development distribution and individual site allocations. The specific requirements for each site allocation or parish number are set out in the IDP. With lower levels of growth proposed in the northern plan area, no insurmountable school capacity issues have been identified. In response to the January 2022 IDP information request, Surrey CC indicated that lower levels of growth would not require developer contributions towards education provision within their administrative area.
- 1.9. The availability of wastewater capacity has the potential to delay development and the Council has worked with the Environment Agency and Southern Water to identify those wastewater treatment works where additional capacity will be required over the plan period and the options for delivering this. The catchment area for some of the treatment works also serves areas in neighbouring local authorities so there is the potential for cross boundary impacts. A Statement of Common Ground between the Council, Southern Water and the Environment Agency was signed in November 2021, setting out the action proposed to be taken to address this issue.
- 1.10. The Council will continue to have dialogue with infrastructure providers and neighbouring authorities through the preparation of the annual Infrastructure Business Plan, which will update progress on delivering projects identified in the IDP.

Water Neutrality

- 1.1. The issue of water neutrality affects that part of the northern plan area that falls within Southern Water's Sussex North Water Resource Zone. In September 2021, the Council received a position statement from Natural England advising that development proposals, such as new homes and commercial buildings, within the Resource Zone should not be permitted, unless water neutrality could be demonstrated.
- 1.2. The Council has worked with other affected local authorities (Crawley Borough Council and Horsham District Council), Natural England, Environment Agency and Southern Water to resolve the issue. The three local authorities commissioned the preparation of a technical evidence base and development of a Water Neutrality Strategy to address the in-combination impacts of planned development across the whole Water Resource area. This work has involved the setting up of several cross authority officer groups to take forward technical work and development of strategy. A statement which sets out in more detail the work undertaken, outcomes of this and the current position is being drafted.

Flood Management

- 1.3. Parts of the Plan Area will be at increased risk from coastal erosion, groundwater, fluvial and/or tidal flooding in future due to increased severe rainfall, sea level rise and storm surges.

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Working with the Environment Agency and WSCC, as the Lead Local Flood Authority, is required to assure the risks of flooding are appropriately assessed and addressed in the Local Plan through the location of development and formulation of policies.

- 1.4. In December 2018, the Council published a Strategic Flood Risk Assessment (Level 1) (SFRA), with updates in April 2021 and December 2022. The purpose of the SFRA is to provide information and guidance on flood risk across the Plan Area from all sources. The Council has worked with the Environment Agency, WSCC and other bodies, including neighbouring authorities, in the preparation of the SFRA.

Natural Environment

- 1.5. Within the Plan Area there are a number of internationally important habitats sites designated for their ecological importance. New development can have a negative impact on habitats sites due to the recreational impact of residents visiting these sites. The Council is one of 19 partners in the Solent Recreation Mitigation Partnership. The partnership has developed a programme of avoidance and mitigation measures sufficient to avoid an adverse effect on the integrity of habitats sites¹⁶. This is funded from developer contributions from new residential development within 5.6km of the site.
- 1.6. The Council have also worked in partnership with Arun District Council to develop a Strategic Scheme of Access Management and Mitigation to address the recreational impacts from new residential development on the Pagham Harbour Special Protection Area. This is also funded via developer contributions.
- 1.7. Natural England commented on the Preferred Approach Local Plan and raised concern that the proposed policy on wastewater management and water quality would not ensure that an adverse effect on the Chichester Harbour SPA/SCA/Ramsar would be avoided. The Council have sought to address this through redrafting of the relevant policies and Natural England were provided with an informal opportunity to comment on relevant emerging Local Plan policies for inclusion in the Regulation 19 Local Plan.

3. Conclusion

- 3.1. This statement demonstrates how Chichester District Council has worked closely with West Sussex County Council, neighbouring authorities, statutory agencies and other duty to cooperate bodies to address the strategic cross boundary issues identified in preparing the Chichester Local Plan.
- 3.2. It is considered that the Council has a positive record throughout the preparation of the Local Plan of cooperation. The Council has undertaken collaborative working on joint evidence base studies (where appropriate), ongoing engagement with infrastructure providers through the IDP and discussions with neighbouring authorities and others on the identified strategic issues. The outcomes of this engagement has shaped and informed the development of the Local Plan.

¹⁶ Within the Plan Area these are the Chichester and Langstone Harbours Special Protection Areas

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- 3.3. The Council recognises that the Duty to Cooperate is an ongoing requirement and will continue to engage with neighbouring authorities and other bodies through the delivery of the Local Plan and the development of their own plans and strategies. The Council will publish addendum reports or updated Statements of Common Ground as required to reflect further progress.

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Appendix 1: Record of engagement with Duty to Cooperate Bodies

DtC Body	How engaged	When engaged	What issues engaged	Why engaged	Summary of key outcomes/current position
Neighbouring Planning Authorities					
Arun District Council (ADC)					
Page 31	Multi organisation officer meeting (ADC, CDC, WSCC)	13 September 2016	Update of LP progress, transport impacts, wastewater, infrastructure provision	DtC liaison meeting to review progress and share information	Transport – modelling for ADC’s transport study has identified capacity issues at Bognor Road roundabout. CDC Adopted Local Plan identifies mitigation measures for this roundabout. To be considered again following further work on ADC’s transport study. Wastewater – CDC to share brief for Wastewater Treatment Study Infrastructure – potential need for new secondary school in Arun. May need to review secondary capacity as part of CDC Local Plan review.
	CDC Issues and Options	June – August 2017		Statutory consultee	Highlighted role of Strategic Planning Board in considering cross boundary issues; impact of strategy options on Arun services and infrastructure; need for cross boundary impacts of traffic to be considered and approach to A27 improvements.
	Officer meeting	31 January 2018	Update of LP progress, LSS3, A27, SoCG	DtC liaison meeting to review progress and share information	No meeting note
	Evidence input/feedback	May 2018	Infrastructure provision (preparation of IDP to support Local Plan)	To take account of any cross boundary issues	ADC did not respond with comments
	Joint evidence base study (Adur, ADC, CDC, Worthing)	October 2018	Gypsy and Traveller and Travelling Showpeople Accommodation Needs	Joint evidence study for four West Sussex coastal authorities	Pitch and plot needs identified for each local authority area
	CDC Preferred Approach Local Plan	December 2018 – February 2019		Statutory consultee	Conditional support given by ADC to the Plan, subject to a series of actions:

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DtC Body	How engaged	When engaged	What issues engaged	Why engaged	Summary of key outcomes/current position
					<ul style="list-style-type: none"> • CDC considering whether more can be done in Chichester District to address unmet need from within West Sussex and Greater Brighton area • further research being undertaken re justification for potential imbalance between households and jobs with potential consequences for commuting on congested road network • further clarification and cooperation on the potential mitigation for resolving infrastructure pressures
Page 32	Officer meeting	18 November 2019	Update of LP progress Discussion of: housing requirements, supply and unmet need; affordable housing; employment; transport; nitrates; other strategic issues; preparation of SoCG	DtC liaison meeting to review progress and share information	<p>No CDC unmet G&T need to be accommodated ADC encourage CDC to review HELAA to consider capacity of CDC plan area to meet wider unmet housing needs</p> <p>ADC meeting unmet employment need from the FEMA, Adur and Worthing and possibly Chichester, may have deliverability issues, especially with regards to LEC site but not looking for help with employment land.</p> <p>Consider joint meetings with WSCC/NH over A27 work</p>
	Evidence input/feedback	December 2020	Revised development distribution and IDP update	To take account of any cross boundary issues	<p>Cross boundary issues identified, particularly in relation to the impact of growth to the east of Chichester on the SRN. Requirement to maintain officer level liaison to ensure transport modelling and proposed mitigation reflect the requirements of both districts. Other cross boundary issues noted in relation to active travel, education, healthcare provision, leisure facilities, landscape, the cumulative impact of development on Pagham harbour, flooding, waste transfer station upgrades, wastewater and renewable energy.</p>

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DtC Body	How engaged	When engaged	What issues engaged	Why engaged	Summary of key outcomes/current position
	Memorandum of Understanding	January 2020	Housing and affordable housing Transport Nitrates Employment Gypsy and traveller sites	DtC cross boundary issues	Details current position on identified issues and areas for continued joint working (A27 impacts/mitigation with WSCC and HE)
	Officer meeting	26 January 2021	Transport evidence and development impacts	Cross boundary issue in respect of A27	Information sharing on transport modelling inputs and existing CDC mitigation package
	Technical consultation	July – September 2021	Strategic Wildlife Corridors new/changes to proposed routes	Adjoining authority	ADC did not respond
	Letter	10 December 2021	Accommodating CDC unmet housing need	Neighbouring authority	ADC to undertake further work on A27 constraints. ADC unable to confirm if able to accommodate unmet need from neighbouring authorities
Page 33	Evidence input/feedback	January 2022	Revised development distribution and IDP updated	To take account of any cross boundary issues	Clarification sought by ADC of impact of infrastructure constrained approach on net commuting, the cross boundary mitigations previously acknowledged as being required within Arun, specifically the A259, and whether the evidence base (HEDNA) will be updated to consider implications for meeting unmet need, housing affordability.
	Officer meeting (ADC, CDC, WSCC, NH)	31 March 2022	Transport matters relating to A27 and A259	Cross boundary transport issues	No meeting note
	Evidence input/feedback	October 2022	Revised development distribution and IDP updated	To take account of any cross boundary issues	ADC did not respond
	Officer meeting	28 October 2022	Update of LP progress, Discussion of: unmet housing need, employment; transport; other strategic issues	DtC liaison meeting to review progress and share information	CDC to share and confirm transport work outputs; ADC unable to confirm if able to accommodate any of CDC's unmet housing need; agreement to progress SoCG
	Letter	12 December 2022	Accommodating CDC unmet housing and Gypsy and Traveller needs	Neighbouring authority	Yet to respond (as at 05/01/23)

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DtC Body	How engaged	When engaged	What issues engaged	Why engaged	Summary of key outcomes/current position
Horsham District Council (HDC)					
	Evidence input/feedback	May 2018	Infrastructure provision (preparation of IDP to support Local Plan)	To take account of any cross boundary issues	HDC did not respond.
	Officer meeting	17 December 2019	Update of LP progress Discussion of: housing requirements, supply and unmet need; employment; transport; other strategic issues; preparation of SoCG	DtC liaison meeting to review progress and share information	HDC intend to meet own housing need No need for either authority to accommodate unmet employment or G& T need No cross boundary transport implications
Page 34	CDC Preferred Approach Local Plan	December 2018 – February 2019		Statutory consultee	HDC has reservations about reliance on neighbourhood planning to deliver extent of housing currently identified and further evidence to justify delivery within timescales is needed. Support emphasis placed on work of the WS&GB Strategic Planning Board to address longer term and unmet development needs through an accelerated work programme of LSS3. General support to approach to meeting travelling communities' needs and employment land provision.
	Memorandum of Understanding	January 2020	Housing Transport Employment Green infrastructure Gypsy and traveller requirements	DtC cross boundary issues	Agreement that no unmet housing, employment or gypsy and traveller needs to be accommodated by either authority. Continued liaison on wildlife corridors and transport assessments.
	Response to HDC Regulation 18 consultation	February – March 2020	Scale of development	CDC statutory consultee	CDC encourage HDC to consider potential to meet wider unmet housing needs
	Evidence input/feedback	December 2020	Revised development distribution and IDP update	To take account of any cross boundary issues	No cross boundary issues identified
	Letter	10 December 2021	Accommodating CDC unmet housing need	Neighbouring authority	HDC unlikely to be able accommodate unmet needs – priority to those authorities that have direct relationship in housing market terms

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DtC Body	How engaged	When engaged	What issues engaged	Why engaged	Summary of key outcomes/current position
	Evidence input/feedback	January 2022	Revised development distribution and IDP update	To take account of any cross boundary issues	If development in north of plan area is progressed HDC would want to see cumulative impact on junctions in Horsham assessed and necessary mitigation identified in CDC Transport Assessment. Understand with relevant parties impact of development and necessary mitigation on access to rail services, health and education provision, community facilities and wastewater.
	Officer meeting	14 June 2022	Update on CDC housing distribution Infrastructure impacts	DtC liaison meeting to review progress and share information	CDC to have further discussion with WSCC on education/transport Further meeting to be arranged
	Evidence input/feedback	October 2022	Revised development distribution and IDP updated	To take account of any cross boundary issues	Concern about impact of development in northern plan area on road junctions, infrastructure and services within Horsham district
Page 35	Officer meeting	13 December 2022	Update of LP progress, Discussion of: unmet housing and Gypsy and Traveller needs, water neutrality, infrastructure impacts	DtC liaison meeting to review progress and share information	Agreement to progress SoCG
	Letter	14 December 2022	Accommodating CDC unmet housing and Gypsy and Traveller needs	Neighbouring authority	Yet to respond (as at 05/01/23)
Waverley Borough Council (WBC)					
	CDC Preferred Approach Local Plan	December 2018 – February 2019		Statutory consultee	WBC have no major concerns, wishing only to ensure that the housing target for Chichester can be accommodated without the need of assistance from WBC.
	Officer meeting	12 December 2019	Update of LP progress Discussion of: housing requirements, supply and unmet need; employment; transport; other strategic issues; preparation of SoCG	DtC liaison meeting to review progress and share information	WBC not looking to CDC to meet any unmet housing need No requirement from either authority to accommodate unmet employment need

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DtC Body	How engaged	When engaged	What issues engaged	Why engaged	Summary of key outcomes/current position
					No significant cross boundary implications due to location of major roads in relation to large settlements No requirement to accommodate any unmet G&T need
	Evidence input/feedback	December 2020	Revised development distribution and IDP update	To take account of any cross boundary issues	No response received
	Letter	10 December 2021	Accommodating CDC unmet housing need	Neighbouring authority	WBC unlikely to be able accommodate unmet needs – constraints within Borough
	Evidence input/feedback	January 2022	Revised development distribution and IDP update	To take account of any cross boundary issues	Concern about impact of development in northern plan area on Waverley district
Page 36	Officer meeting	25 March 2022	Revised development distribution and IDP	DtC liaison meeting to review progress and share information	WBC keen to understand how commitments in WBC have been handled in transport modelling Further meeting following revised transport modelling Cross boundary issues identified CDC to draft SoCG
	Evidence input/feedback	October 2022	Revised development distribution and IDP updated	To take account of any cross boundary issues	Concern about transport impacts of development in northern plan area and on infrastructure/services
	Officer meeting	7 December 2022	Update of LP progress Discussion of: unmet housing need; transport; water neutrality; wastewater; habitats sites; infrastructure; preparation of SoCG	DtC liaison meeting to review progress and share information	CDC to share transport assessment; opportunities for cross boundary use of CIL to be considered; agreement to progress SoCG
	Letter	12 December 2022	Accommodating CDC unmet housing and Gypsy and Traveller needs	Neighbouring authority	Yet to respond (as at 05/01/23)
East Hampshire District Council (EHDC)					
	Email	4 May 2018	Housing and employment needs assessment for East Hants	Response to technical consultation	Agreement to share findings from evidence studies and keep under review need for joint studies

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DtC Body	How engaged	When engaged	What issues engaged	Why engaged	Summary of key outcomes/current position
	Evidence input/feedback	May 2018	Infrastructure provision (preparation of IDP to support Local Plan)	To take account of any cross boundary issues	No additional infrastructure needs identified at time but kept under review as EH LP progresses
	CDC Preferred Approach Local Plan	December 2018 – February 2019		Statutory consultee	No comments, although recognition that both authorities face similar issues in respect of planning for housing for those parts of the districts within the South Downs National Park
	Response to East Hants Regulation 18 and Large Sites consultation	14 March 2019	Response to consultation on East Hants draft Local Plan	CDC statutory consultee	Continued working on cross boundary issues In response to Large Sites consultation, CDC provided comments on potential transport impacts of two site and how consideration should be given to understanding the transport impacts of the cumulative impact of the large development sites on A3(M) junction 2 and vehicular pollution on nearby Special Areas of Conservation.
Page 37	Officer meeting	19 November 2019	Update of LP progress Discussion of: housing requirements, supply and unmet need; affordable housing; employment; transport; other cross boundary issues; preparation of SoCG	DtC liaison meeting to review progress and share information	To share information on housing need and transport to ensure any cross boundary issues are picked up at early stage No cross boundary employment issues
	Evidence input/feedback	December 2020	Revised development distribution and IDP update	To take account of any cross boundary issues	No cross boundary issues identified
	Letter	10 December 2021	Accommodating CDC unmet housing need	Neighbouring authority	Meeting to be arranged to discuss (see February and May 2022 meetings below)
	Evidence input/feedback	January 2022	Revised development distribution and IDP update	To take account of any cross boundary issues	No response received
	Officer meeting	14 February 2022	Update on LP progress, housing need evidence, SA progress	DtC liaison meeting to review progress and share information	Sharing of information on unmet needs, strategic and local constraints Further meeting to discuss SA reasonable alternatives Further discussion regarding unmet housing need following transport modelling

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DtC Body	How engaged	When engaged	What issues engaged	Why engaged	Summary of key outcomes/current position
					Further discussion re SoCG and G&T accommodation
	Officer meeting	3 May 2022	Update on housing need, constraints and opportunities in East Hants to inform RA, strategic relationships	DtC liaison meeting to review progress and share information	Evidence sharing to continue CDC to draft SoCG Further discussion on G&T needs
	Evidence input/feedback	October 2022	Revised development distribution and IDP updated	To take account of any cross boundary issues	No response received
Page 38	Letter	12 December 2022	Accommodating CDC unmet housing and Gypsy and Traveller needs	Neighbouring authority	Currently consulting at Reg18 stage and at early stages of considering key priorities. Too early in process to identify any capacity to meet others unmet needs. In a similar position to CDC with a high pitch need, and lack of suitable available sites. Currently undertaking a further call for sites for Traveller accommodation.
	Havant Borough Council (HBC)				
	Officer meeting	8 June 2016	Update on Local Plan progress; update on sub-regional work; housing need	DtC liaison meeting to review progress and share information	Ongoing engagement as both local plans are progressed
	Portfolio holder and officer meeting	31 July 2017	Update on Local Plan progress and evidence base; update on sub-regional work	DtC liaison meeting to review progress and share information	CDC to share information on Thornham wastewater treatment strategy
	Portfolio holder and officer meeting	22 January 2018	Update on Local Plan progress and evidence base; update on sub-regional work	DtC liaison meeting to review progress and share information	
	Evidence input/feedback	May 2018	Infrastructure provision (preparation of IDP to support Local Plan)	To take account of any cross boundary issues	Need to also include A259, need for review of capacity at Thornham WwTW, primary health care capacity to serve strategic development at Southbourne.
	Multi organisation meeting (Havant, Chichester, West	7 June 2018	Transport implications of delivering increased housing	Cross boundary impacts of development on highways	Havant and CDC to share assumptions for and outputs from transport modelling work

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DtC Body	How engaged	When engaged	What issues engaged	Why engaged	Summary of key outcomes/current position
	Sussex CC, Hampshire CC, Highways England)		requirements in Havant and Chichester		Continued engagement
	Response to Havant Regulation 19 consultation	14 March 2019	Housing needs; transport impacts; international sites	CDC statutory consultee	No objection in principle to Havant LP. Clarification sought on assumptions used in Havant transport and wastewater evidence on cross boundary planned development Modifications to Havant LP Ecological Network policy
Page 39	Officer meeting	3 December 2019	Update of LP progress Discussion of: housing requirements, supply and unmet need; employment; transport; nitrates; other strategic issues; preparation of SoCG	DtC liaison meeting to review progress and share information	No cross boundary requirement to accommodate unmet housing need from CDC or HBC. HBC Housing Market Area covers area to west of HBC and HBC accommodating some of Portsmouth Housing Market Area unmet need. No requirement to accommodate any unmet employment need arising from within HBC. HBC may be able to accommodate unmet employment need arising from CDC. Ongoing discussions required to assess whether there is a requirement from CDC and whether HBC can accommodate this. HBC may have headroom in their nitrates mitigation scheme that CDC could make use of. HBC are unlikely to know the answer until Feb / March time, but discussions are ongoing. HBC and CDC to ensure Local Plan Transport assessments are finalised using a shared understanding of current and planned development.
	Officer meeting	23 September 2020	Nitrates; wastewater; SoCG preparation	DtC liaison meeting to review progress and share information	No spare capacity at HBC Warblington Farm nitrate mitigation scheme to sell credits to developers in CDC area Capacity issue at Thornham WwTW – potential for development in Emsworth to be redirected. CDC/HBC to work with EA/SW to inform SW Business Plan

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DtC Body	How engaged	When engaged	What issues engaged	Why engaged	Summary of key outcomes/current position
					Warblington Junction upgrade may require S106 contributions from CDC. HBC to provide more information on costs
	Evidence input/feedback	December 2020	Revised development distribution and IDP update	To take account of any cross boundary issues	No response received
Page 40	Statement of Common Ground	February 2021	Housing requirements and distribution Transport Nutrient neutrality Wastewater treatment Employment Sites of International Importance and Wildlife Corridors		Agreement that no unmet housing or employment needs to be accommodated by either authority. Nitrates – both Councils part of wider joint working pursuing a Solent wide solution Wastewater – both Councils committed to working together with Southern Water to find solution for additional wastewater capacity Transport – HBC modelling indicates that forecast changes in flow on West Sussex network together with HBC mitigation package not likely to result in severe residual impact
	Technical consultation	July – September 2021	Strategic Wildlife Corridors new/changes to proposed routes	Adjoining authority	No response
	Letter	10 December 2021	Accommodating CDC unmet housing need	Neighbouring authority	No specific comments
	Evidence input/feedback	January 2022	Revised development distribution and IDP update	To take account of any cross boundary issues	HBC withdrawing current local plan and commencing new review. Anticipated transport and wastewater will remain key cross boundary issues together and potentially nature conservation (wildlife corridors, GI).
	Evidence input/feedback	October 2022	Revised development distribution and IDP updated	To take account of any cross boundary issues	No cross boundary issues identified
	Letter	12 December 2022	Accommodating CDC unmet housing and Gypsy and Traveller needs	Neighbouring authority	Yet to respond (as at 05/01/23)

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DtC Body	How engaged	When engaged	What issues engaged	Why engaged	Summary of key outcomes/current position
South Downs National Park Authority (SDNPA)					
	CDC Issues and Options	June – August 2017		Statutory consultee	Consideration of potential impacts on National Park and its setting; role of National Park in providing accessible natural greenspace; ability of Chichester Plan Area to accommodate unmet needs arising from National Park
Page 41	Letter	21 February 2018	SDNP unmet housing need	Formal request from SDNPA for CDC to consider through LPR accommodating some or all of the SDNP unmet housing need	Decision of CDC Full Council (06/03/18) to agree, subject to completion of LPR evidence base and assessment of sites, to accommodate unmet housing needs of approximately 44 dpa arising from that part of the National Park within Chichester district
	Member and officer meeting	13 March 2018	Accommodating SDNP unmet housing need; local plan progress; SoCG preparation	DtC liaison meeting to review progress and share information	No meeting note
	Statement of Common Ground	April 2018	SDNP unmet housing need	DtC	Articulates formal request and CDC decision regarding accommodating some or all of the unmet housing needs arising from the part of the National Park within Chichester District via the Chichester Local Plan Review.
	Evidence input/feedback	May 2018	Infrastructure provision (preparation of IDP to support Local Plan)	To take account of any cross boundary issues	Identification of cross boundary issues to be referenced in IDP including A27, walking/cycling/education
	CDC Preferred Approach Local Plan	December 2018 – February 2019		Statutory consultee	SDNPA welcomes provisions made in the Plan to ensuring that there would be no adverse impact on the openness of views and setting of the SDNP, including the important relationship between SDNP and Chichester Harbour. Suggests minor policy wording to site allocation policies in A259 corridor to ensure adverse impacts on SDNP are

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DtC Body	How engaged	When engaged	What issues engaged	Why engaged	Summary of key outcomes/current position
					<p>minimised, with opportunities to enhance areas secured.</p> <p>Supports provision of strategic wildlife corridors but notes no corresponding policy in the South Downs Local Plan and queries whether they are substantial enough to perform intended function. Broad support for level of development proposed in Plan. Representations also made on improving transport links into SDNP and ensuring that transport study has taken account of SDNPA's transport study findings re Midhurst.</p>
Page 42	Officer meeting	15 November 2019	Update of LP progress Discussion of: housing requirements, supply and unmet need; affordable housing; employment; transport; nitrates; landscape gaps/wildlife corridors; other strategic issues; preparation of SoCG	DtC liaison meeting to review progress and share information	<p>SDNPA to provide updated housing figures.</p> <p>SDNPA confirmed no capacity to accommodate horticultural needs</p> <p>CDC to clarify impact on A286 to Midhurst in Local Plan transport assessment.</p> <p>Further discussion on areas affected by nitrates, SDNPA to provide details of which WwTW development will discharge to SDNPA and CDC agreed landscape gaps/wildlife corridors strategic matter. Detail to be agreed through neighbourhood plans with wider principles to be agreed</p> <p>CDC to prepare draft SoCG.</p>
	Officer meeting	10 December 2019		DtC liaison meeting to review progress and share information	No agenda/meeting note
	Memorandum of Understanding	January 2020	Housing Employment Transport infrastructure Nitrates Landscape gaps/wildlife corridors		Record of discussions and agreement (as outlined in meetings noted above)
	Evidence input/feedback	December 2020	Revised development distribution and IDP update	To take account of any cross boundary issues	Transport impacts on A286 to Midhurst and mitigation required

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DtC Body	How engaged	When engaged	What issues engaged	Why engaged	Summary of key outcomes/current position
	Technical consultation	July – September 2021	Strategic Wildlife Corridors new/changes to proposed routes	Adjoining authority	Comments on route functionality
	Letter	10 December 2021	Accommodating CDC unmet housing need	Neighbouring authority	No response
	Evidence input/feedback	January 2022	Revised development distribution and IDP update	To take account of any cross boundary issues	Transport impacts on A286 to Midhurst and mitigation
Page 43	Officer meeting	25 March 2022	Update of LP progress; development distribution in CDC plan areas; cross boundary infrastructure; housing need	DtC liaison meeting to review progress and share information	SDNPA likely to raise concern over transport and air quality impacts if significant development were to be proposed for northern area plan area SDNPA likely to maintain comments made to Preferred Approach LP concerning: functional width of SWC; impact on setting of National Park; impacts on links between National Park and AONB require high quality design Agreed issues to be covered by SoCG: transport impacts; air quality impacts; wildlife corridors/GI; setting of protected landscapes; housing need CDC confirmed no longer able to accommodate some of SDNP unmet need due to A27 capacity
	Evidence input/feedback	October 2022	Revised development distribution and IDP updated	To take account of any cross boundary issues	No comments made
	Letter	12 December 2022	Accommodating CDC unmet housing and Gypsy and Traveller needs	Neighbouring authority	Yet to respond (as at 05/01/23)
	County Council				
West Sussex County Council (WSCC)					
	Officer meeting	15 December 2017 12 January 2018 22 November 2018	Technical input into CDC Transport Study/Modelling	Technical consultee	Suggested revisions to brief

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DtC Body	How engaged	When engaged	What issues engaged	Why engaged	Summary of key outcomes/current position
	CDC Issues and Options	June – August 2017		Statutory consultee	Highlighted areas for further consideration in development of plan
	CDC Preferred Approach Local Plan	December 2018 – February 2019		Statutory consultee	Suggested amendments to policies and updated information of development impacts on infrastructure provision, particularly education
	Officer meeting	20 December 2019	General update	DtC liaison meeting to review progress and share information	No specific outcomes
Page 44	Statement of Common Ground (WSCC and local authorities in West Sussex)	April 2020	Minerals Planning Waste Planning Waste Disposal Education Highways, including Public Rights of Way Flood Management Library Service Public Health Service Older Persons Provision Fire and Rescue Service		Covers (in a general sense) the various roles and functions of the County Council and the joint working arrangements. It does not cover specific agreements for County interests or initiatives in Chichester, such as the A27 or land promotion.
	Evidence input/feedback	December 2020	Infrastructure implications of revised development distribution	To take account of development impacts on infrastructure	WSCC identify school planning areas where there is insufficient primary capacity to accommodate level of development proposed and will require provision to be made. Number of sites within minerals safeguarding areas or minerals consultation area, meaning criteria set out in Policy M9 of the West Sussex Joint Minerals Local Plan (2018) must be met.
	Multi organisation officer meeting (CDC, WSCC, NH, Homes England)	30 June 2021	Strategic transport and infrastructure funding	Highway authorities/funding bodies	Agreed that mitigation package could not be funded by developer contributions alone. Homes England advised that no appropriate external funding pot available and no certainty of any future appropriate funding source

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DtC Body	How engaged	When engaged	What issues engaged	Why engaged	Summary of key outcomes/current position
					<p>Highways England advised no certainty that national scheme will be forthcoming and nor could it be assumed that it would provide capacity of itself to support future development</p> <p>Highway authorities willing to consider phased incremental improvements based on revised work Stantec had carried out, whilst recognising that these works may not be able to be delivered financially over the plan period.</p> <p>CDC to carry out some further work on putting a proposal together for an alternative approach.</p>
	Technical consultation	July – September 2021	Strategic Wildlife Corridors new/changes to proposed routes	Technical consultee	No response
Page 45	Evidence input/feedback	January 2022	Infrastructure implications of revised development distribution	To take account of development impacts on infrastructure	<p>WSSC identify school planning areas where there is insufficient primary capacity to accommodate level of development proposed and will require provision to be made.</p> <p>Number of sites within minerals safeguarding areas or minerals consultation area, meaning criteria set out in Policy M9 of the West Sussex Joint Minerals Local Plan (2018) must be met.</p> <p>Site specific transport requirements identified</p>
	Officer meeting (ADC, CDC, WSCC, NH)	31 March 2022	Transport matters relating to A27 and A259	Cross boundary transport issues	No meeting note
	Meeting between CDC officers, consultants and relevant technical specialists representing the Local Lead Flood Authority (LLFA) (part of WSCC).	13 May 2022	Strategic Flood Risk Assessment - Sequential Test Methodology	Technical consultee	The LLFA set out recommendations for how to proceed with the further development of the Sequential Test Methodology. The main issues considered were how to incorporate surface and groundwater into the process.
	Meeting between CDC officers, consultants and relevant technical	17 August 2022	Strategic Flood Risk Assessment - Sequential Test Methodology	Technical consultee	Further discussions regarding how to integrate surface and groundwater into the process.

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DtC Body	How engaged	When engaged	What issues engaged	Why engaged	Summary of key outcomes/current position
	specialists representing the LLFA (part of WSCC).				
	Technical consultation regarding the draft SFRA.	21 October 2022	Strategic Flood Risk Assessment Level 1	Technical consultee	Comments were provided in relation to the sequential test methodology from relevant officers on behalf of WSCC as Local Lead Flood Authority. Other relevant consultees within WSCC were also consulted, namely Emergency Planners and Highways, but no response was received from those departments.
Other local authorities					
Crawley Borough Council (CBC)					
	Letter (Member)	21 January 2020	Crawley unmet housing and employment land need	Crawley approach under DtC	CDC advised unable to accommodate unmet needs arising from Crawley – issues in delivering CDCs housing need, other areas with unmet needs more directly related to Chichester
	Response to Crawley Regulation 19 consultation	7 March 2021	Crawley unmet housing need	CDC statutory consultee	Encourages CBC to further investigate all potential opportunities to increase housing provision in plan area
	Letter	10 December 2021	Accommodating CDC unmet housing need	DtC approach (within wider HMA)	Crawley unable to accommodate unmet needs.
	Letter	12 December 2022	Accommodating CDC unmet housing and Gypsy and Traveller needs	DtC approach (within wider HMA)	Yet to respond (as at 05/01/23)
Fareham District Council					
	Letter	10 December 2021	Accommodating CDC unmet housing need	DtC approach (within wider HMA)	Fareham unable to accommodate unmet needs. Fareham following stepped approach in early plan area to meet own needs and already accommodating unmet need from South Hampshire sub-region

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DtC Body	How engaged	When engaged	What issues engaged	Why engaged	Summary of key outcomes/current position
	Letter	12 December 2022	Accommodating CDC unmet housing and Gypsy and Traveller needs	DtC approach (within wider HMA)	Yet to respond (as at 05/01/23)
Gosport District Council					
	Letter	10 December 2021	Accommodating CDC unmet housing need	DtC approach (within wider HMA)	Gosport unable to consider accommodating CDC unmet need at this stage. Gosport dealing with own unmet housing need and restricted supply of housing sites
	Letter	12 December 2022	Accommodating CDC unmet housing and Gypsy and Traveller needs	DtC approach (within wider HMA)	Yet to respond (as at 05/01/23)
Guildford Borough Council					
	Letter	10 December 2021	Accommodating CDC unmet housing need	DtC approach (within wider HMA)	Guildford unable to accommodate unmet needs. Limited functional links between two authorities and within different housing market areas
	Letter	12 December 2022	Accommodating CDC unmet housing and Gypsy and Traveller needs	DtC approach (within wider HMA)	No change in position since December 2021 response on unmet housing needs. Have built in flexibility to meet any future arising local pitch/plot needs through requirement to make provision on strategic sites. However, not all the homes on these sites will be delivered within Plan period, thereby not triggering thresholds requiring the provision of pitches/plots. Do not consider level of sites identified is, in reality, much greater than needed and there is therefore no surplus that could be considered to meet any unmet needs arising from elsewhere
Lewes District Council					
	Letter	10 December 2021	Accommodating CDC unmet housing need	DtC approach (within wider HMA)	Lewes DC unlikely to be able to meet own housing need or have capacity to meet unmet need of

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DtC Body	How engaged	When engaged	What issues engaged	Why engaged	Summary of key outcomes/current position
					other authorities due to environmental, landscape and infrastructure constraints
	Letter	12 December 2022	Accommodating CDC unmet housing and Gypsy and Traveller needs	DtC approach (within wider HMA)	Yet to respond (as at 05/01/23)
Mid Sussex District Council					
	Letter	10 December 2021	Accommodating CDC unmet housing need	DtC approach (within wider HMA)	No change in position since 2014 MoU that given relative distance between authorities would not be sustainable for Mid Sussex to meet CDCs general housing needs. Mid Sussex would give priority to authorities within North West Sussex HMA and then Greater Brighton area
Page 20	Letter	12 December 2022	Accommodating CDC unmet housing and Gypsy and Traveller needs	DtC approach (within wider HMA)	Yet to respond (as at 05/01/23)
Portsmouth City Council					
	Letter	10 December 2021	Accommodating CDC unmet housing need	DtC approach (within wider HMA)	Portsmouth unable to meet own housing needs
	Letter	12 December 2022	Accommodating CDC unmet housing and Gypsy and Traveller needs	DtC approach (within wider HMA)	Yet to respond (as at 05/01/23)
Winchester City Council					
	Letter	10 December 2021	Accommodating CDC unmet housing need	DtC approach (within wider HMA)	Unable to confirm until further work on housing need at sub-regional and local plan level had progressed but query whether most appropriate authority to meet unmet need given different HMAs and distance from Chichester
	Letter	12 December 2022	Accommodating CDC unmet housing and Gypsy and Traveller needs	DtC approach (within wider HMA)	Recent Regulation 18 consultation Plan allows for a modest buffer to cater for potential changes to 'standard method' and/or help with unmet needs of nearby authorities. Given Winchester is in a different housing market to majority of Chichester

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DtC Body	How engaged	When engaged	What issues engaged	Why engaged	Summary of key outcomes/current position
					<p>District, would expect any surplus that Winchester may eventually identify to contribute to meeting needs of neighbouring Hampshire authorities.</p> <p>Recently completed GTAA identifies considerable current and future unmet need for both pitches and plots, which will increase if non-travelling travellers are included. Likely to be heavily reliant on windfall provision through criteria based policies in emerging local plan and therefore extremely unlikely that will be in position to help unmet need of nearby authorities.</p>
Adur and Worthing Councils					
Page 49	Joint evidence base study (Adur, Arun, CDC, Worthing)	October 2018	Gypsy and Traveller Accommodation Needs	Joint evidence study for four West Sussex coastal authorities	Identified needs for each local authority area
	Response to Worthing Regulation 18 Local Plan	December 2018	Unmet housing need;	CDC statutory consultee	Encourages Worthing to further investigate all potential opportunities to increase housing provision in plan area, commit to working through the WSGB Strategic Planning Board to ensure strategic development and infrastructure needs are met, supports in principle gaps policy subject to further evidence to justify their extent
	CDC Preferred Approach Local Plan	December 2018 – February 2019		Statutory consultee	Offers broad support for the proposed housing delivery of the Plan, noting that the infrastructure demands in Chichester may require public subsidy in order to deliver this level of housing. Highlights the identified unmet needs arising from Worthing Borough and the potential unmet needs also arising from Adur District. Commits to the work of the Strategic Planning Board in providing the appropriate mechanism

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DtC Body	How engaged	When engaged	What issues engaged	Why engaged	Summary of key outcomes/current position
					within which sub-region's wider development needs can be met in longer term
Page 50	Officer meeting	22 November 2019	Update of LP progress Discussion of: housing requirements, supply and unmet need; affordable housing; employment; transport; other cross boundary issues; preparation of SoCG	DtC liaison meeting to review progress and share information	Adur and Worthing have significant unmet housing need. Will be looking to 'leave no stone-unturned' in looking for potential sites but will also be exploring whether any nearby areas could assist to meet some of the unmet need in the sub-region. Request CDC does all it can to assist in this. CDC requested to clarify housing supply position in each sub plan area. No significant cross boundary employment issues Adur to confirm progress of SoCG by Strategic Partnership Board Draft SoCG to be circulated
	Memorandum of Understanding (with Adur and Worthing)	January 2020	Housing/Affordable Housing Transport Employment Other Cross Boundary Issues		Details current position on identified issues and areas for continued joint working
	Officer meeting	22 October 2020	Update on LP progress; preparation of SoCG	DtC liaison meeting to review progress and share information	Adur to circulate draft SoCG
	Response to Worthing Regulation 19 Local Plan	23 March 2021	Worthing unmet housing need	CDC statutory consultee	CDC unable to agree to accommodate unmet needs whilst undertaking LPR - issues in delivering CDCs housing need, other areas with unmet needs more directly related to Chichester
	Statement of Common Ground (with Worthing BC)	21 May 2021			Details joint working undertaken and areas of agreement in relation to Worthing Local Plan
Surrey County Council					
	CDC Issues and Options	June – August 2017		Statutory consultee	Welcome reference to need to consider cross-boundary linkages with Surrey. Suggest mention should also be made of need to consider any

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DtC Body	How engaged	When engaged	What issues engaged	Why engaged	Summary of key outcomes/current position
					potential cross-boundary impacts of new development on infrastructure.
	CDC Preferred Approach Local Plan	December 2018 – February 2019		Statutory consultee	No response
	Evidence input/feedback	January 2022	Revised development distribution and IDP update	To take account of any cross boundary issues	Concern over potential impacts of development in northern plan area, particularly of the highest growth option, on secondary school provision in Cranleigh and from increased traffic on specific roads and junctions within Surrey
	Evidence input/feedback	October 2022	Revised development distribution and IDP update	To take account of any cross boundary issues	No response
Hampshire County Council					
Page 51	CDC Issues and Options	June – August 2017		Statutory consultee	No response
	CDC Preferred Approach Local Plan	December 2018 – February 2019		Statutory consultee	No response
	Evidence input/feedback	January 2022	Revised development distribution and IDP update	To take account of any cross boundary issues	Identified cross boundary issues for further discussion, particularly highway related impacts that could arise from development along the A27 corridor
	Evidence input/feedback	October 2022	Revised development distribution and IDP update	To take account of any cross boundary issues	No response
West Sussex and Greater Brighton Planning Board					
	Draft Statement of Common Ground	January 2021	Long term sustainable economic growth Delivering housing needs Infrastructure development Addressing both climate change and biodiversity emergencies		Outlines the relationship of the WS & GB Strategic Planning Board with the strategic planning activities in the area. It sets out how the local authorities have successfully worked together on strategic planning matters and how they continue to do so

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DtC Body	How engaged	When engaged	What issues engaged	Why engaged	Summary of key outcomes/current position
			Identifying potential growth options to meet development needs Nutrient neutrality Safeguarding mineral reserves		
	Letter	10 December 2021	CDC unmet housing need		Highlight issues around meeting CDC local housing need figure in full and A27 capacity and investment for further discussion by WS & GB Planning Officer's group.
Prescribed Bodies					
Environment Agency (EA)					
	CDC Issues and Options	June – August 2017		Statutory consultee	Highlighted need for Local Plan to be informed by appropriate evidence i.e. flood risk and address issues around water quality, wastewater and sources of flooding
	Evidence input/feedback	May 2018	Infrastructure provision (preparation of IDP to support LPR)	To take account of development impacts on water quality and flood risk	Provision of information relating to specific flood risk and habitat creation schemes
	CDC Preferred Approach Local Plan	December 2018 – February 2019		Statutory consultee	Comments on policies and proposed allocations
	Multi organisation officer meeting (CDC, EA, Southern Water)	18 June 2019 2 March 2020 25 January 2021 (also with Havant BC)	Wastewater quality	To understand implications of development on available treatment capacity	Preparation of information on WwTW headroom capacity and discussions on calculations related to revised development distribution
	Officer meeting	11 September 2019	Wastewater quality		Drafting of position statement
	Online Multi organisation officer meeting (CDC, EA, Southern Water)	13 August 2020	Wastewater quality	Capacity and growth requirements, SOCG drafting	Discussion around possible solution for development to be diverted to most appropriate WwTW rather than closest. CDC to consider phasing of allocations and policy wording
	Evidence input/feedback	December 2020	Revised development distribution and IDP update	To take account of development impacts on	EA generally support development to the eastern side of the plan area due to the waste water

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DtC Body	How engaged	When engaged	What issues engaged	Why engaged	Summary of key outcomes/current position
	Officer meeting	9 January 2021 22 February 2021		water quality and flood risk	treatment capacity issues within the Apuldram catchment in the west. The EA confirm that new development should ideally look for connection to Tangmere WwTW. EA is also pleased to see that proposed housing has been reduced on the Manhood Peninsula due to potential increased flooding from sea level rise and that site AL6 (land south west of Chichester) has been removed.
Page 53	Officer meeting	29 June 2021	Discussion on capacity of Thornham WwTW	To understand implications of development on available treatment capacity	Agreed that need for solutions to be investigated and phasing of development to later in plan period
	Technical consultation	July – September 2021	Strategic Wildlife Corridors new/changes to proposed routes	Technical consultee	No specific comments
	Evidence input/feedback	2021/22	Feedback on draft SFRA	Relevant technical party	
	Evidence input/feedback	January 2022	Revised development distribution and IDP update		Information on site specific constraints
	Meeting between officers, consultants (representing the council) and representatives of EA.	16 September 2022	Implications of updates to Planning Practice Guidance on 25 August.	Technical consultee	EA provided guidance in relation to the new PPG guidance and the implications for the SFRA process/ sequential test methodology, such as need for additional modelling. Further clarification also provided via email.
	Technical consultation regarding the draft SFRA.	21 October 2022	Strategic Flood Risk Assessment Level 1	Technical consultee	Technical comments received regarding some limited methodological issues.
	Evidence input/feedback	October 2022	Revised development distribution and IDP update		Minor updates to IDP
	Natural England				
	CDC Issues and Options	June – August 2017		Statutory consultee	Highlighted need to consider in combination effects on designated conservation sites, impacts

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DtC Body	How engaged	When engaged	What issues engaged	Why engaged	Summary of key outcomes/current position
					of development on protected landscapes and opportunities for biodiversity net gain.
	CDC Preferred Approach Local Plan	December 2018 – February 2019	Habitats Regulation Assessment	Statutory consultee	Concurs with HRA findings.
	Evidence input/feedback	December 2020	Revised development distribution and IDP update	To take account of development impacts on natural environment	LPR should address both nitrate and water neutrality requirements The Local Plan should plan for the forecasted increased capacity demands on WwTW.
	Technical consultation	July – September 2021	Strategic Wildlife Corridors new/changes to proposed routes	Technical consultation	No response
	Officer meeting	24 January 2022	Draft LPR coastal policies	Informal consultation on emerging policies	Advice on reframing policies
Page 54	Evidence input/feedback	January 2022	Revised development distribution and IDP update		No response
	Evidence input/feedback	October 2022	Revised development distribution and IDP update		No specific comments
Civil Aviation Authority (CAA)					
	CDC Issues and Options	June – August 2017		Statutory consultee	No response
	CDC Preferred Approach Local Plan	December 2018 – February 2019		Statutory consultee	No response
Historic England					
	CDC Issues and Options	June – August 2017		Statutory consultee	Highlighted issues around historic environment and heritage assets to be considered in plan preparation
	CDC Preferred Approach Local Plan	December 2018 – February 2019	Historic environment	Statutory consultee	Comments on historic environment policies and some suggested amendments to better reflect requirements of NPPF
	Evidence input/feedback	January 2022	Revised development distribution and IDP update		Allocation of sites should be informed by assessment of impacts on historic environment
	Email	March 2022	Draft LPR heritage policies	Informal consultation on emerging heritage policies	Advice on reframing policies to provide proactive approach to heritage

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DtC Body	How engaged	When engaged	What issues engaged	Why engaged	Summary of key outcomes/current position
	Evidence input/feedback	October 2022	Revised development distribution and IDP update		Comments on need to ensure infrastructure projects avoid and minimise harm to historic environment.
Homes England					
	CDC Preferred Approach Local Plan	January - February 2019	Site deliverability (Policy AL5)	Statutory consultee	Revisions to policy criteria to clarify position regarding retention of playing pitch
Page 55	Multi organisation officer meeting (CDC, WSCC, NH, Homes England)	30 June 2021	Strategic transport and infrastructure funding		Agreed that mitigation package could not be funded by developer contributions alone. Homes England advised that no appropriate external funding pot available and no certainty of any future appropriate funding source Highways England advised no certainty that national scheme will be forthcoming and nor could it be assumed that it would provide capacity of itself to support future development Highway authorities willing to consider phased incremental improvements based on revised work Stantec had carried out, whilst recognising that these works may not be able to be delivered financially over the plan period. CDC to carry out some further work on putting a proposal together for an alternative approach.
NHS Sussex					
	Evidence input/feedback	May 2018	Infrastructure provision (preparation of IDP to support Local Plan)	To take account of any health infrastructure issues	Identification of health infrastructure required to support development
	Evidence input/feedback	December 2020	Revised development distribution and IDP update		No response received
	Evidence input/feedback	January 2022	Revised development distribution and IDP update		Identification of health infrastructure required to support development
	Evidence input/feedback	October 2022	Revised development distribution and IDP update		No change to previously identified health infrastructure
Office of Road and Rail (ORR)					
	CDC Issues and Options	June – August 2017		Statutory consultee	No response

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DtC Body	How engaged	When engaged	What issues engaged	Why engaged	Summary of key outcomes/current position
	CDC Preferred Approach Local Plan	December 2018 – February 2019		Statutory consultee	No response
National Highways (NH)					
	CDC Issues and Options	June – August 2017		Statutory consultee	Highlighted need to consider impacts of additional/redistributed housing and employment developments on A27 and mitigation viable and deliverable
	Email	2 February 2018	Invitation to comment on draft brief for CDC Transport Study/Modelling	Technical consultee input	Suggested revisions to brief
Page 56	Evidence input/feedback	May 2018	Infrastructure provision (preparation of IDP to support Local Plan)		Updates to highway projects
	CDC Preferred Approach Local Plan	December 2018 – February 2019		Statutory consultee	Satisfied package of highway improvements identified will mitigate impacts on SRN but number of issues to consider further around costs, use of CPO, developer contributions and updating of SPD.
	Multi organisation officer meeting (CDC, WSCC, NH)	29 January 2019	Local Plan A27 mitigation	Liaison with Highway Authorities	
	Multi organisation officer meeting (CDC, WSCC, NH)	4 March 2019	Local Plan A27 mitigation	Liaison with Highway Authorities	Discussion of NH/WSCC response to Preferred Approach and implications, commissioning of A27 feasibility work
	Multi organisation officer meeting (CDC, WSCC, NH)	15 November 2019	Local Plan A27 mitigation	Liaison with Highway Authorities	Update of NH review of Transport Study and potential funding streams given acknowledgement that costs of delivering the A27 junction improvements would be unlikely to be capable of being borne by developer contributions alone
	Multi organisation officer meeting (CDC, NH, WSCC)	19 December 2019	Impact of emerging Local Plan allocations on phasing of A27 improvement works	Statutory consultee	Agreed to explore potential to commence design work on A27 junction improvements, possibly utilising funding already secured HE to investigate timing of implementation of adopted LP mitigation schemes taking into account CDC and Arun DC updated housing land supply and

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DtC Body	How engaged	When engaged	What issues engaged	Why engaged	Summary of key outcomes/current position
					proposed mitigation for Local Plan Review. Review Transport Study cost estimates and sign study off. CDC to review funding opportunities/sources available for A27 mitigation
Page 57	Multi organisation officer meeting (CDC, WSCC, NH, Homes England)	30 June 2021	Strategic transport and infrastructure funding		Agreed that mitigation package could not be funded by developer contributions alone. Homes England advised that no appropriate external funding pot available and no certainty of any future appropriate funding source. Highways England advised no certainty that national scheme will be forthcoming and nor could it be assumed that it would provide capacity of itself to support future development. Highway authorities willing to consider phased incremental improvements based on revised work Stantec had carried out, whilst recognising that these works may not be able to be delivered financially over the plan period. CDC to carry out some further work on putting a proposal together for an alternative approach.
	Evidence input/feedback	January 2022	Revised development distribution and IDP update		Need for development to be supported by robust Transport Assessment to consider individual/cumulative impacts on A27
	Multi organisation officer meeting (ADC, CDC, WSCC, NH)	31 March 2022	Transport matters relating to A27 and A259	Cross boundary transport issues	No meeting note
	Evidence input/feedback	October 2022	Revised development distribution and IDP update		No response
	Marine Management Organisation (MMO)				
	CDC Preferred Approach Local Plan	January - February 2019	Marine planning	Statutory consultee	Request to include reference to relevant Marine Plans and guidance

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DtC Body	How engaged	When engaged	What issues engaged	Why engaged	Summary of key outcomes/current position
	Technical consultation regarding the draft SFRA.	21 October 2022	Strategic Flood Risk Assessment Level 1	Technical consultee	No comments received.
Coast to Capital (LEP)					
	CDC Preferred Approach Local Plan	January - February 2019			No response
	Meeting	July 2021	Funding for A27 improvement package	Funding body	Confirmation that not in position to provide funding
	Evidence input/feedback	January 2022	Revised development distribution and IDP update		No response
Sussex Nature Partnership (LNP)					
	CDC Preferred Approach Local Plan	January - February 2019			No response
	Technical consultation	July – September 2021	Strategic Wildlife Corridors new/changes to proposed routes	Technical consultation	No response
Southern Water					
	Technical consultation regarding the draft SFRA.	21 October 2022	Strategic Flood Risk Assessment Level 1	Technical consultee	Comments were provided in relation to the incidents of historic flooding.
Portsmouth Water					
	Technical consultation regarding the draft SFRA.	21 October 2022	Strategic Flood Risk Assessment Level 1	Technical consultee	No comments received.

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Appendix 2: Statements of Common Ground

The table below lists the Statements of Common Ground between Chichester District Council and the following:

LPA/DtC Body	Agreed matters to be covered	Status
Arun District Council	Unmet housing needs Development levels and viability Employment needs Gypsy and Traveller allocations and unmet need Strategic Road Network impacts Nitrate neutrality Green Infrastructure Sustainability Appraisal Reasonable Alternatives Flooding risk	Drafting
Crawley Borough Council	Unmet housing needs Gypsy and Traveller unmet needs Water neutrality	Drafting
East Hampshire District Council	Unmet housing needs Gypsy and Traveller unmet needs Transport Green Infrastructure	Drafting
Havant Borough Council	Unmet housing needs Development levels Employment needs Gypsy and Traveller unmet need Transport Nitrate neutrality Green Infrastructure Wastewater treatment Habitats sites	Drafting
Horsham Borough Council	Unmet housing needs Development levels Employment needs Gypsy and Traveller allocations and unmet need Transport Green Infrastructure Infrastructure Water neutrality	Drafting
Waverley Borough Council	Unmet housing needs Development levels Transport Wastewater treatment European protected sites Infrastructure Air quality Water neutrality	Drafting
South Downs National Park Authority	Unmet housing needs Development levels Gypsy and Traveller unmet need Transport Green Infrastructure Air quality Solent recreation mitigation Protected landscape setting	Drafting
West Sussex County Council	Housing site selection/methodology Development levels Gypsy and Traveller unmet needs	Drafting

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LPA/DtC Body	Agreed matters to be covered	Status
	Transport Nitrate Neutrality Water neutrality Infrastructure Flood Risk management Waste management Minerals	
Surrey County Council	Transport impacts Infrastructure (education)	Drafting
Hampshire County Council	Housing levels and allocations Transport impacts Nitrate neutrality Water neutrality Infrastructure Chichester Harbour Conservancy Strategic Open Space	Draft with HCC for agreement
Environment Agency	Water neutrality Wastewater treatment and water quality Flood risk (assessment, mitigation and adaptation) Groundwater protection Land contamination	Drafting
Historic England	Housing site selection/allocation methodology Historic environment assessments Policy development/compliance	Drafting
Natural England	Nutrient neutrality Water neutrality Habitats sites	Drafting
NHS Sussex	Healthcare infrastructure	Draft with NHS Sussex for agreement
National Highways	Housing levels/allocations Development phasing SRN capacity/mitigation	Drafting
West Sussex County Council, National Highways	A27	Drafting
Environment Agency, Southern Water	Wastewater treatment (update to 2021 Statement)	Drafting
Crawley Borough Council, Horsham District Council	Water Neutrality	Drafting

All signed Statements of Common Ground will be published on the Council website.

Chichester Local Plan 2021 - 2039

Regulation 19 Local Plan

Equality Impact Assessment



January 2023

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1. Introduction

- 1.1. The Council is in the process of preparing the Chichester Local Plan 2021 – 2039 (the Local Plan), which when adopted will provide the policy framework for planning and development in the district, outside of the South Downs National Park, in the period up to 2039.
- 1.2. It will include both strategic and detailed policies related to the development and use of land across the Plan Area and provide the policy basis for the determination of planning applications and as well as setting the policy framework for a subsequent Site Allocation Development Plan Document (DPD) and neighbourhood plans. It will replace the adopted Chichester Local Plan: Key Policies 2014-2029.
- 1.3. The Regulation 19 Proposed Submission Local Plan is the conclusion of the council's work on preparing the Local Plan and is the document the council proposes to submit for independent examination. The Proposed Submission Local Plan builds on the Preferred Approach Local Plan (2018) and takes account of comments received during consultation on that document¹.
- 1.4. The cross cutting nature of equality across planning is widely recognised. National guidance requires that local plans take account of the needs of all the community, including particular requirements relating to age, sex, ethnic background, religion, disability or income. In order to create socially inclusive communities, plans should ensure that the impact of development on the social fabric of communities is considered and taken into account.

2. Equality Impact Assessment

- 2.1. The Equality Act 2010 places a duty on the council, when exercising public functions to have due regard to the need to:
 - Eliminate discrimination, harassment and victimisation
 - Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it
 - Foster good relations between persons who share a relevant protected characteristic and persons who do not share it
- 1.1. These are known as the three aims of the general equality duty.
- 1.2. An Equality Impact Assessment (EqIA) is a document that summarises how the council has had due regard to the public sector equality duty in decision making. An EqIA should be carried out when changing, removing or introducing a new service, policy or function. The assessment should be proportionate; a major decision will need to be assessed more closely than a minor policy change.

¹ Consultation on the Preferred Approach Local Plan took place between December 2018 and February 2019

Protected characteristics

- 1.3. The Equality Act 2010 sets out nine protected characteristics that apply to the equality duty. These are:
- Age
 - Disability
 - Gender reassignment
 - Marriage and civil partnership
 - Pregnancy and maternity
 - Ethnicity
 - Religion or belief
 - Gender
 - Sexual orientation

Due Regard

- 1.4. To 'have due regard' means that in making decisions and in its other day-to-day activities the council must consciously consider the need to do the things set out in the general equality duty: eliminate discrimination, advance equality of opportunity and foster good relations.
- 1.5. How much regard is 'due' will depend on the circumstances and in particular on the relevance of the aims in the general equality duty to the decision or function in question. The greater the relevance and potential impact, the higher the regard required by the duty. The three aims of the duty may be more relevant to some functions than others; or they may be more relevant to some protected characteristics than others.
- 1.6. The Equality and Human Rights Commission states that assessing impact on equality involves looking at equality information and the outcomes of any engagement in order to understand the impact or potential impact of decisions on people with different protected characteristics. This will help reduce or remove unhelpful impacts.

2. Equality Impact Assessment of the Chichester Local Plan 2021 - 2039

Does the Local Plan have the potential to cause any adverse impact or discriminate against different groups in the community?

- 1.1 The Local Plan will set out how much land should be provided to accommodate new homes and jobs over the plan period. It will include a vision for the plan area and provide a strategy for accommodating the planned growth. It will identify the locations of strategic development but the allocation of smaller development sites will be undertaken through a subsequent Site Allocation DPD or neighbourhood plans. It will also include policies to protect and enhance the plan area's high quality natural and built environments.
- 1.2 The preparation of the Local Plan also needs to meet legislative requirements, for example around protected species and habitats and must conform to national planning policy (National Planning Policy Framework) and guidance (Planning Practice Guidance).

- 1.3 Everyone who lives, works in, and has business or visits and travels in the district has the potential to be affected by the Local Plan policies and proposals. Also affected will be statutory bodies, landowners/developers, service providers and other key stakeholders.
- 1.4 The Local Plan aims to positively impact on all people who live, work and have an interest in the plan area regardless of protected characteristics through improving access to housing and jobs, the environment and people's quality of life. In certain cases, however, the Local Plan will specifically target a group in order to improve their opportunities, for example Gypsies and Travellers.

Information to inform assessment

- 1.5 The Local Plan is informed and supported by an extensive evidence base covering the economy and retailing, future assessments of housing need, which includes an assessment of the housing needs of specific groups of the population, and transport and environmental matters.
- 1.6 The evidence base reports have been published on the planning policy pages of the Council's website [Supporting evidence - Local Plan review: Chichester District Council](#).
- 1.7 The Local Plan has been subject to Sustainability Appraisal (SA) at each stage of the Local Plan preparation, which assesses the social, economic and environmental impact of the development strategy and individual policies. This includes consideration of baseline data against which the impacts of the Plan can be assessed. The SA has the potential to highlight any potential adverse social or economic impacts on protected groups.

Consultation

- 1.1. The preparation of the Local Plan follows a process set out in the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended). This identifies that the council must carry out engagement and take into account comments made during the preparation of the Local Plan and enable formal representations to be made on the content of the plan it wishes to submit for independent examination. In undertaking engagement, the council has a duty to seek the views of local communities, including residents, businesses, organisations and public bodies and to consider comments received and make changes to the policies in order to make the plan sound.
- 1.2. The consultation undertaken is in accordance with the council's Statement of Community Involvement, which sets out how the council will engage the local community and other stakeholders, including the measures the council will take to ensure people who traditionally do not participate with the planning system, which may include those with protected characteristics, have the opportunity to have their views heard. This includes direct notification of groups, organisations and networks that represent harder to reach groups.

- 1.3. Consultation on the Local Plan is open to all interested parties and consultation on the Regulation 19 Local Plan will be advertised through a range of different media. The council also has a database of individuals and organisations it contacts to inform them prior to the commencement of consultation on a planning policy document. Any individual or group may request their contact details be added to the database.
- 1.4. There have been several previous stages of consultation on the Local Plan and responses to earlier consultations identified no differential impact on protected characteristics. The Regulation 19 Proposed Submission Local Plan consultation will provide a further opportunity to raise any concerns on the impacts of the potential policy approach and the necessity to make any changes to those policies on the grounds of equality.

Previous Assessments

- 2.1. The Local Plan equality assessment is an ongoing process that has taken place alongside the preparation of the Local Plan in order to inform its content and ensure that it meets the aims of the equality duty.
- 2.2. An Issues and Options consultation was undertaken in June 2017 and was supported by an [initial EqlA](#). This found that at this early stage there was no evidence to indicate that the Local Plan would cause a differential impact on groups with protected characteristics but further assessment to confirm any differential impact and how people were adversely or positively affected would be undertaken when the detail of the policies was known.
- 2.3. The Preferred Approach version of the Local Plan was published in December 2018 and was accompanied by an [EqlA of the Preferred Approach policies](#). This found that none of the Preferred Approach policies was expected to result in negative impacts on protected characteristic groups. Overall, the Local Plan was considered to be inclusive and no mitigation measures were necessary.

Regulation 19 Local Plan

- 2.4. Following the Preferred Approach, a number of the policies were amalgamated or revised to address consultation comments and/or clarify elements of the policy. Although the overall direction and intent of the Plan did not change, an assessment of the individual policies of the of the Regulation 19 Local Plan has been undertaken to determine whether any of them are likely to have any relevance to equality issues and, if so, the likely effects on protected groups and whether any adjustments to the policies are required (Appendix 1).
- 2.5. After the Regulation 19 stage, changes to policies should only be minor and not materially affect the assessment. If significant changes are needed a further EqlA may be required.

Conclusions

- 2.6. A summary assessment of the implications of the Regulation 19 Local Plan for each of the protected characteristic groups is set out below.

Protected Characteristic	Summary
Age	<p>The Local Plan makes provision for development that takes account of the needs of people of all ages.</p> <p>Policies H5, H8 and H10 of the Regulation 19 Local Plan aims to ensure a wide range of housing is developed, including housing to meet the needs of certain groups whose needs may not otherwise be met through the market. This may include older people through the provision of specialist accommodation i.e. retirement homes or dwellings that meet accessibility standards and young people and families with children who may need affordable housing if they cannot enter the housing market.</p> <p>The increase in the provision of employment land (Policy E1) would increase employment opportunities, particularly for young people.</p> <p>The provision of infrastructure will be of benefit to all ages including young and old and the provision of open space (Policy P15) will benefit all age groups particularly children through the provision of play areas and facilities.</p>
Disability	<p>Policies H8 and H10 of the Regulation 19 Local Plan aims to ensure a wide range of housing is developed, including housing to meet the needs of certain groups whose needs may not otherwise be met. This may include people with a disability through the provision of accommodation that is built to accessible standards.</p> <p>Focusing development in sustainable locations and encouraging travel by sustainable transport (Policy T1) could also support people with mobility issues access the services and facilities they need.</p>
Gender reassignment	No differential impacts identified
Marriage and civil partnership	No differential impacts identified
Pregnancy and maternity	Given the potential health care and community infrastructure needs of this group, some of the Regulation 19 Local Plan policies such as Policy I1, will have a positive impact.
Ethnicity	The Regulation 19 Local Plan seeks to ensure that the specific accommodation needs of Gypsies and Travellers are provided for through the provision of pitches on strategic housing allocations and other sites, additional pitches on existing sites and on windfall sites (Policy H11) and the inclusion of a criteria based policy for the development of new sites (Policy H13).
Religion or belief	Focusing development in sustainable locations will mean a range of facilities, including places of worship, will be accessible.
Gender	No differential impacts identified
Sexual orientation	No differential impacts identified

- 1.1. The Local Plan is a policy document for the use and development of land across the plan area and seeks to create sustainable, inclusive and mixed communities providing housing,

employment opportunities and supporting infrastructure. The Local Plan policies have been developed taking into account the findings of the extensive evidence base studies.

- 1.2. An assessment of the potential impacts of the Local Plan policies on protected characteristics has identified that there would be no negative impacts.

Appendix 1 – Policy Assessment

Policy	Description	Protected characteristics								Assessment of impact on groups with protected characteristics						
		Age	Disability	Gender reassignment	Marriage and civil partnership	Pregnancy and maternity	Ethnicity	Religious beliefs	Gender		Sexual orientation					
<p>Policy S1 – Development strategy</p> <p>Policy S2 – Settlement hierarchy</p>	Sets out the development strategy which is reflective of the role and function of the settlements and their ability to accommodate growth. Seeks to direct development to the more sustainable locations within the plan area.									<table border="1"> <tr> <td style="background-color: #90EE90;"></td> <td>Positive</td> </tr> <tr> <td style="background-color: #D3D3D3;"></td> <td>Neutral (impacts no greater than those experienced by the population as a whole)</td> </tr> <tr> <td style="background-color: #FF0000;"></td> <td>Negative</td> </tr> </table>		Positive		Neutral (impacts no greater than those experienced by the population as a whole)		Negative
	Positive															
	Neutral (impacts no greater than those experienced by the population as a whole)															
	Negative															
<p>Policy H4 – Affordable housing</p> <p>Policy H7 – Rural and First Homes exceptions sites</p>	Aims to ensure that new developments contributing to meet the affordable housing needs of the plan area									The provision of affordable housing is expected to have positive impacts as it will benefit those people who are unable to access market housing as a result of affordability issues. If young people or families with children and/or people with disabilities make up a disproportionate amount of people unable to secure local housing due to affordability issues, then there will also be positive impacts on age and/or disability characteristics.						
Policy H5 – Housing mix	Aims to ensure new development contributes to the provision of an integrated mix of housing of different types and sizes in order to meet the needs of a wide range of households.									No negative impacts on any of the protected characteristics groups are expected as increasing the range of housing, including housing of mixed tenures and sizes will be of benefit to all sections of the community. It is expected the policy will have positive impacts on the age and disability characteristics in particular as it encourages the provision of specialist accommodation across the plan area.						

Policy	Description	Protected characteristics								Assessment of impact on groups with protected characteristics						
		Age	Disability	Gender reassignment	Marriage and civil partnership	Pregnancy and maternity	Ethnicity	Religious beliefs	Gender		Sexual orientation					
										<table border="1"> <tr> <td style="background-color: #92d050;"></td> <td>Positive</td> </tr> <tr> <td style="background-color: #cccccc;"></td> <td>Neutral (impacts no greater than those experienced by the population as a whole)</td> </tr> <tr> <td style="background-color: #ff0000;"></td> <td>Negative</td> </tr> </table>		Positive		Neutral (impacts no greater than those experienced by the population as a whole)		Negative
	Positive															
	Neutral (impacts no greater than those experienced by the population as a whole)															
	Negative															
Policy H8 – Specialist accommodation for older people and those with specialised needs	The policy aims to support the provision of housing designed to meet the needs of specific groups in sustainable locations.									No negative impacts on any of the protected characteristics groups are expected as increasing the supply and range of housing, including housing of mixed tenures and sizes which will be of benefit to all sections of the community. It is expected the policy will have positive impacts on the age and disability characteristics in particular as it encourages the provision of specialist accommodation for older people and disabled people across the plan area.						
Policy H9 – Housing for agricultural, horticultural and other rural workers	The policy enables the provision of dwellings for workers in the countryside where new dwellings would not normally be permitted.									The policy may have positive benefits for younger adults who need to access property in the open countryside close to their place of work but are unable due to issues of supply and affordability.						
Policy H10 – Accessible and adaptable housing	The policy aims to ensure that a percentage of dwellings on housing sites are built to accessible and adaptable standards.									Positive impacts should be provided for older and/or disabled residents by increasing the opportunity to remain living independently in their own homes as their needs change.						

Policy	Description	Protected characteristics								Assessment of impact on groups with protected characteristics						
		Age	Disability	Gender reassignment	Marriage and civil partnership	Pregnancy and maternity	Ethnicity	Religious beliefs	Gender		Sexual orientation					
<p>Policy H11 – Meeting Gypsies, Travellers and Travelling Showpeople’s needs</p> <p>Policy H12 – Intensification of sites</p> <p>Policy H13 - Accommodation for Gypsies, Travellers and Travelling Showpeople</p>	Seeks to ensure appropriate accommodation is provided to meet identified needs									<table border="1"> <tr> <td style="background-color: #90EE90;"></td> <td>Positive</td> </tr> <tr> <td style="background-color: #D3D3D3;"></td> <td>Neutral (impacts no greater than those experienced by the population as a whole)</td> </tr> <tr> <td style="background-color: #FF0000;"></td> <td>Negative</td> </tr> </table> <p>The policy is expected to have positive impacts on the ethnicity characteristic as it addresses the need for accommodation to meet the specific needs of Gypsies and Travellers. The policy seeks to meet the needs of all Gypsies and Travellers regardless of whether they meet the definition of ‘traveller’ set out in the Planning Policy for Traveller Sites².</p> <p>There will also be positive impacts on the age characteristic (both young and old) by providing a settled base in which to live and in locations accessible to schools and health facilities.</p>		Positive		Neutral (impacts no greater than those experienced by the population as a whole)		Negative
	Positive															
	Neutral (impacts no greater than those experienced by the population as a whole)															
	Negative															
<p>Policy P4 – Layout and access</p> <p>Policy P5 – Spaces and landscaping</p>	Sets out principles that require developments to achieve high quality design in terms of the design and accessibility of developments									The policy seeks to provide a high quality living environment and, as such, should be of benefit to all people in the plan area but the requirement for development to be well designed and accessible is expected to have a positive impact on several of the protected characteristics groups.						
Policy P6 – Amenity	An element of the policy is to require new housing to provide a reasonable level of internal space in accordance with the Nationally Described Space Standards.									No negative impacts on any of the protected characteristics groups are expected. All future occupiers are likely to benefit but delivering improved levels of space, particularly in smaller homes, may have a positive impact on certain groups enabling access to housing with appropriate levels of space to meet their needs.						

² This follows the Court of Appeal judgement Smith vs Secretary of State for Levelling Up, Communities and Housing (CA-2021-001741), 31 October 2022

Policy	Description	Protected characteristics							Assessment of impact on groups with protected characteristics							
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	Positive															
	Neutral (impacts no greater than those experienced by the population as a whole)															
	Negative															
Policy P7 – Alterations and extensions	Sets out the requirements relating to proposals to extend existing dwellings where planning permission is required									No negative impacts on any of the protected characteristics groups are expected. There could be positive impacts on certain groups as the policy enables people to extend, subject to criteria, dwellings to meet their changing needs.						
Policy P15 – Open space, sport and recreation	Seeks to protect existing open space, sport and recreation facilities and secure new provision as part of development									The policy seeks to provide accessible open space, sport and recreation facilities and, as such, should be of benefit to all people in the plan area but the provision of accessible open space and facilities is expected to be particularly beneficial to those without access to a car, which may disproportionately include older and younger people, and some people with particular disabilities.						
Policy P16 – Health and wellbeing	Promotes the creation of healthy, active, inclusive and safe places and the provision of Health Impact Assessments in specified circumstances to assess any potential adverse impacts of proposals									No negative impacts on any of the protected characteristics groups are expected. The policy will benefit all as it encourages health and wellbeing across the plan area but is expected to have positive impacts on those who may experience health inequalities.						
Policy P17 – New and existing local and community facilities, including local shops	Aims to encourage retention and improvement of community facilities to ensure people across the plan area retain good access to a range of services.									No negative impacts on any of the protected characteristics groups are expected. The policy will benefit all people in the plan area as it seeks to retain existing social and community facilities and secure provision of new facilities to serve development across the plan area. However, it may particularly benefit those in rural areas or where alternative facilities are some distance away and those without access to a car.						

Policy	Description	Protected characteristics							Assessment of impact on groups with protected characteristics							
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	Neutral (impacts no greater than those experienced by the population as a whole)															
	Negative															
Policy E5 – Retail strategy and new development	Promotes a town centre first approach with the aim of maintaining the vitality and viability of the plan area’s town and local centres									No negative impacts on any of the protected characteristics groups are expected. As the policy is intended to support the provision of a range of shopping and other town centre services and facilities in the plan area’s identified town and local centres, it might be expected for there to be a positive impact on those who may find it difficult to access these if they were dispersed and/or in less accessible locations.						
Policy T1 – Transport Infrastructure Policy T2 – Transport and development Policy T3 – Active travel - Walking and cycling provision	The policies seek to achieve more sustainable travel behaviour by promoting improvements to sustainable transport modes, including cycle and pedestrian routes and public transport and ensuring developments seek to reduce the need to travel									No negative impacts on any of the protected characteristics groups are expected. As the policy actively encourages more sustainable forms of travel and seeks to ensure new development minimises the need to travel, this should have a positive impact on those that find transport or mobility a barrier.						
Policy I1 – Infrastructure provision	Seeks to accommodate additional demands for infrastructure arising from growth and sets out the policy approach to securing such provision.									No negative impacts on any of the protected characteristics groups are expected. The policy will benefit all people in the plan area as it seeks to retain existing social and community facilities and secure provision of new infrastructure and services to serve development across the plan area.						

The following policies have been assessed as having a **neutral impact**, that is they are considered to have:

- Neither a positive nor negative impact, or
- The policy has no relevance to or impact on protected characteristics

Policy NE1 – Stand-alone renewable energy
Policy NE2 – Natural landscape
Policy NE3 – Landscape gaps between settlements
Policy NE4 – Strategic Wildlife Corridors
Policy NE5 – Biodiversity and biodiversity net gain
Policy NE6 – Chichester’s Internationally and Nationally designated sites
Policy NE7 – Development and disturbance of birds in Chichester, Langstone and Pagham Harbours
Policy NE8 – Trees, hedgerows and woodlands
Policy NE9 – Canals
Policy NE10 – Development in the countryside
Policy NE11 – The Coast
Policy NE12 – Development around the coast
Policy NE13 – Chichester Harbour AONB
Policy NE14 – Integrated Coastal Zone Management for the Manhood Peninsula
Policy NE15 – Flood risk and water management
Policy NE16 – Water management and water quality
Policy NE17 – Water Neutrality
Policy NE18 – Source Protection Zones
Policy NE19 – Nutrient neutrality
Policy NE20 - Pollution
Policy NE21 – Lighting
Policy NE22 – Air quality
Policy NE23 – Noise
Policy NE24 – Contaminated land
Policy H1 – Meeting housing needs

Policy H2 – Strategic locations/allocations 2021 - 2039
Policy H3 – Parish housing requirements 2021- 2039
Policy H6 – Custom and/or self-build homes
Policy H14 – Gypsy and Traveller and Travelling Showpeople site design
Policy P1 – Design principles
Policy P2 – Local character and distinctiveness
Policy P3 - Density
Policy P6 - Amenity
Policy P9 – The historic environment
Policy P10 – Listed buildings
Policy P11 – Conservation areas
Policy P12 – Non designated heritage assets
Policy P13 – Registered Parks and Gardens
Policy P14 – Green Infrastructure
Policy E1 – Meeting employment land needs
Policy E2 – Employment development
Policy E3 – Addressing horticultural needs
Policy E4 – Horticultural development
Policy E6 – Chichester city centre
Policy E7 – Local centres
Policy E8 – Built tourist and leisure development
Policy E9 – Caravan and camping sites
Policy E10 – Equestrian development
Policy T4 – Parking provision
Policy A1 – Chichester City development principles
Policy A2 – Chichester City strategic housing allocation
Policy A3 – Southern Gateway – development principles
Policy A4 – Southern Gateway – bus station, bus depot and Basin Road car park
Policy A5 – Southern Gateway – Police Field, Kingsham Road
Policy A6 – Land west of Chichester

Policy A7 – Land at Shopwyke (Oving Parish)
Policy A8 – East of Chichester
Policy A9 – Land at Westhampnett/north east of Chichester
Policy A10 – Land at Maudlin Farm
Policy A11 – Land at Highgrove Farm, Bosham
Policy A12 – Land at Chidham and Hambrook
Policy A13 – Southbourne Broad Location for Development
Policy A14 – Land west of Tangmere
Policy A15 – Loxwood
Policy A16 – Goodwood Motor Circuit and Airfield
Policy A17 – Development within the vicinity of Goodwood Motor Circuit and Airfield
Policy A18 – Thorney Island
Policy A19 – Land at Chichester Business Park, Tangmere
Policy A20 – Land south of Bognor Road
Policy A21 – Land east of Rolls Royce

Chichester Local 2021 – 2039

Regulation 19 Local Plan

Health Impact Assessment



January 2023

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1. Introduction

- 1.1. The Chichester Local Plan 2021 – 2039 will guide development in the plan area until 2039 and the strategic objectives and planning policies set out in the Local Plan will impact on the long term health and well-being of Chichester’s residents.
- 1.2. Determinants considered to influence health and well-being encompass physical, social and economic environments (Figure 1).

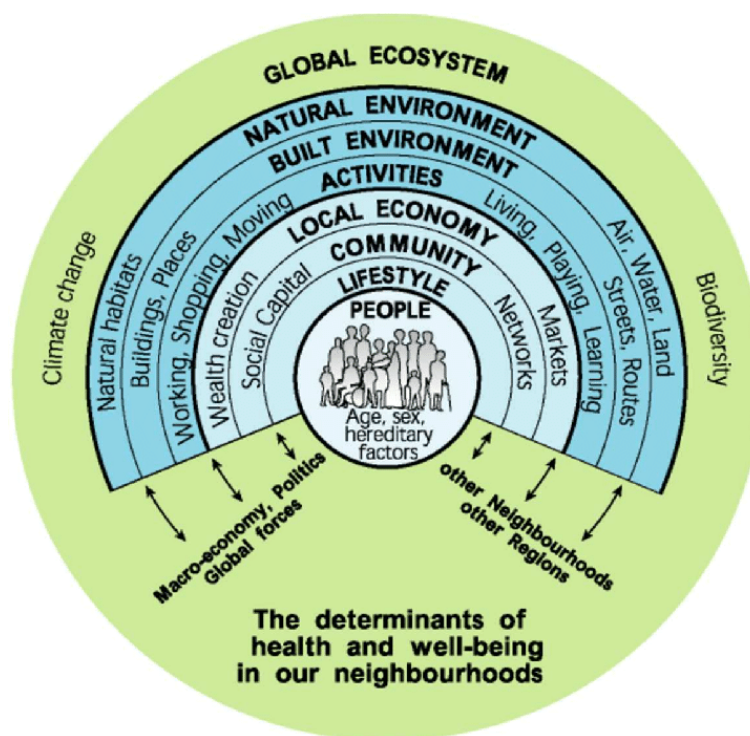


Figure 1: The Health Map Barton and Grant (2006) developed from a concept by Dhalgren and Whitehead (1991)

- 1.3. It is widely recognised that planning is intrinsically linked to health and wellbeing. The Marmot Review: Implications for Spatial Planning (2011) identified the role planning can play in affecting health through: the design of developments, ensuring that services are joined up and easier to access, community participation, accessible transport, well located services and by the pursuit of health lifestyles through active travel and use of green space.
- 1.4. The [West Sussex Joint Health and Wellbeing Strategy 2019-2024](#) recognises that shaping the physical environment of the community so that it can better promote healthier lifestyles is central to the health improvement role of local authorities.
- 1.5. The Local Plan will, therefore, have an influence on the determinants of health and wellbeing and can unlock opportunities for the creation of healthy and sustainable places to live, work and play.

1.6. This document sets out the Health Impact Assessment (HIA) of the Chichester Local Plan 2021 - 2039. There is no statutory requirement to undertake a HIA; but it is considered best practice and is one approach to ensure that an explicit regard is given to health and wellbeing outcomes and any potential negative impacts identified are mitigated.

2. National planning policy and health

2.1. The National Planning Policy Framework (NPPF) sets the framework (section 8) for how the planning system contributes to the creating healthy, inclusive and safe places which: promote social interaction, are safe and accessible, and enable and support healthy lifestyles, especially where this would address identified local health and wellbeing needs.

2.2. The Planning Practice Guidance (PPG) provides further detail on how the planning system can help promote healthy and safe communities. The guidance identifies two ways in which positive planning can contribute to healthier communities:

- By creating environments that support and encourage healthy lifestyles; and
- By identifying and securing the facilities needed for primary, secondary and tertiary care, and the wider health and care system (taking into account the changing needs of the population).

3. Health profile of Chichester District

3.1. The estimated resident population of the district is 124,100¹, an increase of just over 9% since 2011. The population is made up of 48% men and 52% women². Chichester district has an older population. The 2021 Census indicated that 27% of residents were aged over 65, compared to 19% for the south east and 18% for England.

3.2. The most recently available health profile data³ for Chichester (appendix 1) concludes that the health of people living in the district is generally better than the England average. Life expectancy for both men and women is higher than the England average. Life expectancy is 3.5 years lower for men and 4.4 years lower for women in the most deprived areas of Chichester than those in the least deprived; this is significantly lower than comparable figures for both the south east region and England.

3.3. Early deaths within Chichester district have been consistently below the England average for both men and women. Estimated levels of excess weight in adults (aged 18+) and physically active adults (aged 19+) are better than the England average. In Year 6, 12.7% of children are classified as being obese⁴.

¹ Census 2021

² Census 2021

³ [Health profiles online tool](#), Office for Health Improvement and Disparities. Accessed 14 09 22.

⁴ Data from 2019

3.4. In 2019, 7.9% of the population was income-deprived, ranking Chichester as the 237th (from a total of 316) most income deprived local authority⁵. The median housing affordability ratio is 13.67, the 4th highest in the south east region⁶. The district has a high level of home ownership.

4. Health Impact Assessment process

4.1. The HIA is a tool used to evaluate the potential effects of a policy or plan on the health and wellbeing of the local population. This HIA aims to identify the positive and negative health and wellbeing impacts that may arise from implementation of the policies and proposals in the Local Plan. The HIA is also useful in highlighting health inequalities amongst different population groups.

4.2. There is no fixed way to undertake a HIA. The Council has used the quality assurance framework contained in the [Creating Health and Sustainable Places](#) (CHPS) produced by West Sussex County Council (WSCC), as a tool to assess how well health and wellbeing has been addressed in the Local Plan. The CHPS was prepared by WSCC to promote the consideration of health issues within WSCC and partner organisations such as the Council. The development of the CHPS involved input and consultation with the district and borough councils in West Sussex and other organisations.

4.3. The CHPS framework covers the following health and wellbeing topic areas:

- Evidence
- Housing quality and design
- Access to healthcare services and other social infrastructure
- Access space and nature
- Air quality, noise and neighbourhood amenity
- Accessibility and active transport
- Crime reduction and community safety
- Access to healthy food
- Access to work and training
- Social cohesion and lifetime neighbourhoods
- Minimising the use of resources
- Economic factors
- Environment and sustainability factors
- Health inequalities and equity

1.1. The framework has been used to assess not only the proposed standalone health and wellbeing policy but also how other policies in the Local Plan that influence health and wellbeing are addressed, such as housing standards, climate change and active travel.

⁵ 2019 Indices of Multiple Deprivation

⁶ Ratio of house prices to residence based earnings (2021), ONS

5. Health in the early stages of the Local Plan

- 5.1. The planning system can support a healthy population in two ways; firstly by creating environments that support healthy lifestyles and secondly by supporting the provision of health infrastructure. These two elements have been considered in the emerging plan to date as specific health related policies and through supporting policies such as green infrastructure and housing.

Issues and Options

- 5.2. At the Issues and Options stage, consultation comments received in relation to the plan objectives suggested that more explicit reference should be made to health and wellbeing, in particular recognising the significance of the aging population in the plan area. Reference was also made to the Royal Society for Public Health report 'Health on the High Street' which included a range of measures to help high streets promote health.
- 5.3. The aim of retaining, enhancing and increasing the quantity and quality of open space, sport and recreation facilities and improving access to them was supported with a particular focus on access to open spaces i.e. ensuring provision in areas with shortfall. Acknowledging the range of age groups in the plan area was also mentioned.
- 5.4. Health and wellbeing and the way in which it links to greenspace was highlighted as a key issue, particularly the opportunities provided by multi-functional green infrastructure and the creation of pedestrian and cycle paths in new developments. Health was also mentioned in respect of local green spaces (LGS), as these provide important opportunities for health and wellbeing at a local level – usually in a less formal environment than that offered by sports pitches.
- 5.5. It was also suggested that consideration should be given to the advice in 'Spatial Planning for Health' (2017) when planning for healthier places. As reference is made to this document in the WSCC CHSP framework, the use of the CHSP framework will help ensure it is taken into account.

- 5.6. The responses received during the issues and Options consultation were subsequently considered and used to help inform Policy S21 as set out in the Preferred Approach.

Preferred Approach

- 5.7. Using the CHSP framework an assessment of the Preferred Approach policies was undertaken. This found that the majority of the criteria framework were addressed, indicating that health and wellbeing was well considered within the Local Plan. There were four issues identified that would benefit from further work:

- **Health infrastructure**

The assessment suggested that the Health and Wellbeing policy would benefit from use of local health needs data from the JSNA to demonstrate that the policy has taken account of and is justified by local health needs.

- **Local evidence**
The assessment suggested that the vision and objectives could be amended to be more specific to the plan area. In particular, health infrastructure and elderly care. It was also suggested that including data from the JSNA in the supporting text would help provide context for the local population's health.
- **Future policy monitoring**
The assessment recommended that further work be undertaken to consider if suitable indicators could be identified that would help monitor and review health impacts and benefits. The Authority Monitoring Report did not specifically consider health and wellbeing, as there were no specific policy indicators in the Local Plan monitoring framework.
- **Health Impact Assessments**
The assessment identified that the use of Health Impact Assessments (HIA) for certain types of development was not referenced in the Local Plan or included in the local list of requirements for a planning application. HIAs can be a useful tool for assessing how a development would help implement the vision, objectives and policies of the local plan. HIAs are produced by the applicant to demonstrate how the proposals supports health and wellbeing priorities. The assessment recommended that the Local Plan would benefit from reference to HIAs and information on when they will be required from developers in support of planning applications and the information which should be included.

1.2. The following specific issues were also identified for further consideration in preparing the Regulation 19 Local Plan.

- Objectives refer to people with disabilities rather than just wheelchair users
- Need to consider how disability issues are covered in certain aspects of the Local Plan e.g. housing needs and accessible buildings
- Housing quality and design and how this impacts on an aging population and delivering properties that cater for different aspects of a person's life
- Availability of evidence to demonstrate how factors that contribute to health and wellbeing, such as income, food and fuel poverty have been considered

5.8. The key issues raised in the Preferred Approach consultation responses to Policy S21: Health and Wellbeing were the capacity of healthcare infrastructure with an increasing population, the aging population and provision of relevant facilities i.e. care facilities. While the Policy would provide the framework to provide or improve these facilities the policy as drafted did not ensure their delivery. As such, it was considered that consideration should be given to ways in which the policy could support the delivery of infrastructure, which acknowledging that certain aspects fall outside the remit of the planning system.

Sustainability Appraisal

- 5.9. Health and wellbeing is included as an objective in the Sustainability Appraisal (SA) framework. The SA is used to assess the sustainability benefits of policies and proposals throughout the local plan process. At each stage of the Local Plan, it is assessed against a number of objectives to assess social, economic and environmental impacts. The SA provides an opportunity to identify potential negative effects of a policy and where they are identify propose amendments to the policy or mitigation measures.

6. Health in the Regulation 19 Local Plan

- 6.1. Following the Preferred Approach, a number of the policies were amalgamated or rewritten to address consultation comments and/or clarify elements of the policies. Although the overall direction and intent of the Plan did not change, the assessment using the CHSP framework has been updated to reflect the Regulation 19 Local Plan (Appendix 2).
- 6.2. In terms of addressing the issues identified in respect of the assessment of the Preferred Approach, the Local Plan now:
- Includes references to the JSNA in the supporting text to the Health and Wellbeing section of the Local Plan;
 - Includes an indicator in the monitoring framework related to the percentage of adults participating in different levels of exercise per week;
 - Includes a policy requirement for the submission of Health Impact Assessments to support proposals for major residential development or where the proposal may have an impact on health;
 - Has a redrafted health and wellbeing objective that is more encompassing;
 - Includes a policy requirement that a percentage of dwellings on housing sites are built to accessible and adaptable standards, thereby increasing the opportunity for older and/or disabled residents to remain living independently in their own home as their needs change;
 - Expects the design of development to be inclusive and accessible, ensuring all residents are able to get around regardless of physical ability; and
 - Has a redrafted health and wellbeing policy that requires new development to contribute towards the provision of new or enhanced healthcare facilities.
- 6.3. The assessment demonstrates that the policies in the Local Plan are not anticipated to have any negative effects on the health and wellbeing of the plan area residents. The inclusion in the Local Plan of an overarching health and wellbeing objective and policy, together with hooks in a number of other policies has the potential to positively influence the general health of the plan area by identifying sustainable transport i.e. walking and cycling as opportunities to improve physical activity, provision of housing to suit people's needs and accessibility to green infrastructure, open space and sports facilities.

Appendix 1 – Chichester Health Profile

Indicator	Period	Chichester			Region England			England		
		Recent Trend	Count	Value	Value	Value	Worst	Range	Best	
Life expectancy and causes of death										
Life expectancy at birth (Male, 3 year range)	2018 - 20	-	-	80.6	80.6	79.4	74.1			
Life expectancy at birth (Male, 1 year range)	2020	-	-	79.7	80.1	78.7	73.6			
Life expectancy at birth (Female, 3 year range)	2018 - 20	-	-	84.5	84.1	83.1	79.0			
Life expectancy at birth (Female, 1 year range)	2020	-	-	84.3	83.7	82.6	78.0			
Under 75 mortality rate from all causes (3 year range)	2018 - 20	-	1,046	268.6	293.9	336.5	570.7			220.1
Under 75 mortality rate from all causes (1 year range)	2020	→	380	291.5	308.0	358.5	622.8			202.4
Under 75 mortality rate from all cardiovascular diseases (3 year range)	2017 - 19	-	208	53.0	57.1	70.4	121.6			39.8
Under 75 mortality rate from all cardiovascular diseases (1 year range)	2020	→	68	50.6	61.5	73.8	137.1			36.1
Under 75 mortality rate from cancer (3 year range)	2017 - 19	-	451	113.7	121.6	129.2	182.4			17.4
Under 75 mortality rate from cancer (1 year range)	2020	→	165	122.9	116.2	125.1	187.1			3
Suicide rate New data	2018 - 20	-	38	12.2	10.1	10.4	20.3			5.0
Injuries and ill health										
Killed and seriously injured (KSI) casualties on England's roads	2020	-	-	-	95.4*	86.1*	-	Insufficient number of values for a spine chart		
Emergency Hospital Admissions for Intentional Self-Harm	2020/21	→	200	186.9	201.9	181.2	471.7			41.5
Hip fractures in people aged 65 and over	2020/21	→	200	538	508	529	746			
Percentage of cancers diagnosed at stages 1 and 2	2019	→	397	55.6%	57.0%	55.0%	45.1%			
Estimated diabetes diagnosis rate	2018	-	-	73.1%	75.2%	78.0%	54.3%			
Estimated dementia diagnosis rate (aged 65 and over) New data	2022	→	1,226	57.4%	*	62.0%	41.2%			
Behavioural risk factors										
Admission episodes for alcohol-specific conditions - Under 18s	2018/19 - 20/21	-	30	44.8	31.3*	29.3	84.0			7.7
Admission episodes for alcohol-related conditions (Narrow): New method. This indicator uses a new set of attributable fractions, and so differ from that originally published.	2020/21	→	505	391	389	456	805			251
Smoking Prevalence in adults (18+) - current smokers (APS)	2019	-	9,167	9.3%	12.2%	13.9%	26.4%			1%
Smoking Prevalence in adults (18+) - current smokers (APS) (2020 definition)	2020	-	-	11.2%	11.1%	12.1%	25.0%			3%
Percentage of physically active adults	2020/21	-	-	75.6%	69.2%	65.9%	48.8%			3.4%
Percentage of adults (aged 18+) classified as overweight or obese	2020/21	-	-	59.4%	62.4%	63.5%	76.3%			
Child health										
Under 18s conception rate / 1,000	2020	→	22	12.7	10.6	13.0	30.4			2.1
Smoking status at time of delivery	2020/21	→	74	8.4%	9.0%	9.6%	21.4%			1.8%
Baby's first feed breastmilk	2018/19	-	-	-	72.7%	67.4%	-	Insufficient number of values for a spine chart		
Infant mortality rate	2018 - 20	-	11	3.8	3.5	3.9	8.3			0.8
Year 6: Prevalence of obesity (including severe obesity)	2021/22	-	-	-	-	-	-			-
Inequalities										
Deprivation score (IMD 2019)	2019	-	-	14.1	15.5	21.7	45.0			5.5
Smoking prevalence in adults in routine and manual occupations (18-64) - current smokers (APS)	2019	-	-	23.1%	23.7%	24.5%	60.3%			3.5%
Smoking prevalence among adults aged 18-64 in routine and manual occupations (APS) (2020 definition)	2020	-	-	*	20.1%	21.4%	-	Insufficient number of values for a spine chart		
Inequality in life expectancy at birth (Male)	2018 - 20	-	-	3.5	7.9	9.7	17.0			
Inequality in life expectancy at birth (Female)	2018 - 20	-	-	4.4	6.0	7.9	13.9			
Wider determinants of health										
Children in relative low income families (under 16s)	2020/21	↑	2,867	14.3%	14.3%	18.5%	42.4%			6.2%
Children in absolute low income families (under 16s)	2020/21	→	2,283	11.3%	11.6%	15.1%	39.2%			5.2%
Average Attainment 8 score	2020/21	-	48,642	50.9	52.1	50.9	42.7			
Percentage of people in employment	2020/21	→	48,900	70.2%	77.7%	75.1%	59.5%			
Homelessness - households owed a duty under the Homelessness Reduction Act	2020/21	-	-	*	9.9	11.3	31.0			1.6
Violent crime - hospital admissions for violence (including sexual violence)	2018/19 - 20/21	-	90	29.2	29.4	41.9	116.8			7.9
Health protection										
Excess winter deaths index	Aug 2019 - Jul 2020	-	60	11.6%	17.4%	17.4%	50.2%			0.7%
New STI diagnoses (exc chlamydia aged <25) / 100,000	2020	↓	215	312	461	619	3,547			158
TB incidence (three year average)	2018 - 20	-	7	1.9	5.6	8.0	43.1			0.3

Appendix 2 – Assessment of Regulation 19 Local Plan policies

KEY:

Positive	Negative	Neutral	Uncertain

No.	Assessment criteria	Relevant	Details/evidence	Potential health impact	Assessment summary including any recommended amendments or enhancement actions to the proposal under consideration	
Page 86	1	Is evidence used to identify and assess impacts	Yes Partial No	All evidence referenced within the Local Plan	Positive Negative Neutral Uncertain	The assessment of the Preferred Approach Plan recommended inclusion of links to the WSCC Joint Strategic Needs Assessment (JSNA) data, and West Sussex Joint Health and Wellbeing Strategy 2019-2024. These are now included in the supporting text for the Health and Wellbeing Policy, although it should be noted that the latest available information dates from 2019.
	2	Does the proposal make use of: Community/population health and socioeconomic data profile Literature/evidence review Stakeholder opinion and experience Technical data (if relevant) ie air quality statistics or health outcome projections	Yes Partial No		Positive Negative Neutral Uncertain	The evidence studies which support and underpin the Local Plan use a number of information sources and technical data. For example, the Housing and Economic Development Needs Assessment (HEDNA) uses a range of information including on demography, disability and affordability. At key stages of preparing the Local Plan, the Council must carry out engagement and seek the views of local communities, including residents, businesses, organisations and public bodies and to take into account the comments made.
	3	Is there a clear link between the evidence gathered, assessment and recommendation?	Yes Partial No		Positive Negative Neutral Uncertain	The reasons for the Local Plan policies are clearly justified and articulated in the supporting text and/or evidence base.
	4	Does the proposal seek to address the housing needs of the wider community by requiring provision of variation of house type that will meet the needs of older or disabled people? (For example, does it meet all Lifetime	Yes Partial No	Local Plan policies, HEDNA	Positive Negative Neutral Uncertain	The HEDNA has assessed the mix of housing by type and tenure required during the plan period to meet specific housing needs in the plan area. This is reflected in Policies H5 (Housing mix), H8 (Specialist accommodation), Policy H10 (Accessible and adaptable dwellings) and P6 (Amenity).

No.	Assessment criteria	Relevant	Details/evidence	Potential health impact	Assessment summary including any recommended amendments or enhancement actions to the proposal under consideration
	Homes Standards, Building for Life?)				
5	Does the proposal promote development that will reduce energy requirements and living costs and ensure that homes are warm and dry in winter and cool in summer?	Yes Partial No	Local Plan policies	Positive Negative Neutral Uncertain	Policy P1 (Design principles) requires all development proposals to be accompanied by a Sustainability Statement to demonstrate how the proposal applies sound sustainable design and good environmental practices and includes measures to adapt to climate change.
6	Does this proposal contribute to access and quality services: medical and healthcare services?	Yes Partial No	Local Plan policies, IDP	Positive Negative Neutral Uncertain	Policy P16 (Health and wellbeing) sets out the requirement for residential developments to contribute towards new or enhanced healthcare facilities as set out in the Infrastructure Delivery Plan (IDP). Policy I1 (Infrastructure provision) sets out how the necessary infrastructure will be secured.
7	Does this proposal contribute to access and quality services: leisure services?	Yes Partial No	Local Plan policies, Open Space, Sport and Recreation Study, IDP	Positive Negative Neutral Uncertain	Policy 15 (Open Space, Sport and Recreation) seeks to resist the loss of existing and support the provision of new sport and recreation facilities and on-site open space as part of new development in accordance with the Council's open space standards.
Page 87	Does this proposal contribute to access and quality services: Career advice?	Yes Partial No	N/A	Positive Negative Neutral Uncertain	Career advice is outside remit of Local Plan. However, the Local Plan is supported by an IDP, which has been prepared with input from the education authority (West Sussex County Council) and identifies the new education provision required to support the Local Plan proposed level and location of growth. Where new school provision is required on-site this is reflected in the relevant allocation policies. Policy I1 (Infrastructure provision) provides the policy basis for securing necessary infrastructure.
	9	Does this proposal contribute to access and quality services: shops and commercial services?	Yes Partial No	Local Plan policies supported by Retail and Main Town Centre Uses Study	Positive Negative Neutral Uncertain
10	Does this proposal contribute to access and quality services: public amenities?	Yes Partial No	Local Plan policies	Positive Negative Neutral Uncertain	Policy P17 (New and existing local and community facilities) seeks to support the retention of social and community facilities as well as the development of new facilities. Policy NE10 (Development in the countryside) specifically references the provision of facilities which serve rural communities. Policy P15 (Open Space, Sport and Recreation) seeks to resist the loss of existing and support the provision of new sport and recreation facilities and on-site open space. Policy I1 (Infrastructure provision) seeks to ensure that new social infrastructure required to

No.	Assessment criteria	Relevant	Details/evidence	Potential health impact	Assessment summary including any recommended amendments or enhancement actions to the proposal under consideration
					support development is provided in a timely manner.
11	Does this proposal contribute to access and quality services: sustainable transport?	Yes Partial No	Local Plan policies	Positive Negative Neutral Uncertain	Policy T1 (Transport infrastructure) seeks to ensure that new development encourages the use of sustainable modes of transport. Policies T2 (Transport and development) and T3 (Active travel – cycling and walking) both seek to improve pedestrian and cycling accessibility and Policy P14 (Green Infrastructure) encourages the opportunities provided by multi-functional green corridors.
12	Does this proposal contribute to access and quality services: education and training?	Yes Partial No	Local Plan policies, IDP	Positive Negative Neutral Uncertain	The Local Plan is supported by an IDP, which has been prepared with input from the education authority (West Sussex County Council) and identifies the new education provision required to support the Local Plan proposed level and location of growth. Where new school provision is required on-site this is reflected in the relevant allocation policies. Policy I1 (Infrastructure provision) provides the policy basis for securing necessary infrastructure.
Page 88	Does this proposal contribute to access and quality services: information technology, internet access, digital services?	Yes Partial No	Local Plan policies, IDP	Positive Negative Neutral Uncertain	Policy I1 (Infrastructure provision) requires new development to safeguard the requirements of infrastructure providers to deliver gigabit-capable electronic communication networks and for new development to benefit from gigabit-capable broadband infrastructure at the point of occupation.
14	Does the proposal seek to retain, replace or provide health and social care related infrastructure?	Yes Partial No	Local Plan policies, IDP	Positive Negative Neutral Uncertain	The Local Plan is supported by an IDP, which has been prepared with input from the Integrated Care Board (NHS Sussex) and West Sussex County Council and identifies the new health care and social provision required to support the Local Plan's proposed level and location of growth. Where new provision is required on-site this is reflected in the relevant allocation policies. Policy I1 (Infrastructure provision) provides the policy basis for securing necessary infrastructure.
15	Does the proposal address the proposed growth/ assess the impact on healthcare and social services?	Yes Partial No	Local Plan policies, IDP	Positive Negative Neutral Uncertain	Future growth and impacts are assessed through the IDP which has been prepared with input from the relevant service providers. Policy I1 (Infrastructure provision) provides the policy basis for securing the necessary infrastructure to mitigate the impacts of development.
16	Does the proposal explore/allow for opportunities for shared community use and co-location of services?	Yes Partial No	Local Plan policies	Positive Negative Neutral Uncertain	Policy I1 (Infrastructure provision) seeks to ensure that new development looks at opportunities for co-location, sharing and multi-functional use of services and facilities. The comprehensive masterplanning of strategic sites can also help maximise opportunities for shared use of facilities.
17	Does the proposal seek to retain and enhance existing and provide new open and natural spaces to support	Yes Partial No	Local Plan policies, Open Space, Sport and	Positive Negative Neutral	Policy 15 (Open Space, sport and recreation) seeks to resist the loss of existing and support the provision of new sport and recreation facilities and on-site open space as part of new development in accordance with

No.	Assessment criteria	Relevant	Details/evidence	Potential health impact	Assessment summary including any recommended amendments or enhancement actions to the proposal under consideration
	healthy living and physical activity?		Recreation Study, IDP	Uncertain	the Council's open space standards.
18	Does the proposal promote links between open and natural spaces and areas of residence, employment and commerce?	Yes Partial No	Local Plan policies, Green Infrastructure study	Positive Negative Neutral Uncertain	Policy P15 (Open Space, sport and recreation) requires the provision of open space to be made on site as part of new developments and Policy P16 (Health and wellbeing) promotes the development of pedestrian and cycling routes as part of multi-functional green infrastructure.
19	Does the proposal seek to ensure that open and natural spaces are welcoming, safe and accessible to all?	Yes Partial No	Local Plan policies	Positive Negative Neutral Uncertain	Both Policies P1 (Design principles) and P5 (Spaces and landscaping) require the design of open spaces to be inclusive, serving the whole community.
20	Does the proposal seek to provide a range of play spaces for children and young people (e.g. play pitches, play areas etc.) including provision for those that are disabled?	Yes Partial No	Local Plan policies, Open Space, Sport and Recreation Study, IDP	Positive Negative Neutral Uncertain	Policy P15 (Open space, sport and recreation) requires the provision of different types of open space and recreational facilities depending on the size of development, with Policies P1 (Design principles) and P5 (Spaces and landscaping) requiring the design of open spaces to be inclusive, serving the whole community.
Page 89	Does the proposal seek to minimise construction impacts such as dust, noise, vibration and odours?	Yes Partial No	Local Plan policies	Positive Negative Neutral Uncertain	Policy P6 (Amenity) and Policy NE20 (Pollution) seek to ensure that all developments do not result in unacceptable impact on the amenity of an area, users or residents. The impact and mitigation of specific issues are addressed by Policies NE22 (Air quality) and NE23 (Noise). The use of construction management plans and/or planning conditions attached to planning a permission can also control impacts.
	22	Does the proposal seek to minimise air pollution caused by traffic and employment/ commercial facilities?	Yes Partial No	Local Plan policies	Positive Negative Neutral Uncertain
23	Does the proposal seek to minimise noise pollution caused by traffic and employment/ commercial facilities?	Yes Partial No	Local Plan policies	Positive Negative Neutral	Policy NE23 (Noise) seek to ensure that new development which is likely to have an adverse noise impact is accompanied by a noise impact assessment and the identification of appropriate mitigation measures.

No.	Assessment criteria	Relevant	Details/evidence	Potential health impact	Assessment summary including any recommended amendments or enhancement actions to the proposal under consideration
				Uncertain	This is supported by Policy E2 (Employment development) which seeks to ensure that existing and new employment developments do not result in unacceptable levels of noise and Policy A16 (Goodwood Motor Circuit and Airfield) which covers the specific noise issues associated with the operation of this site.
24	Does the proposal prioritise and encourage walking (such as through shared spaces) connecting to local walking networks?	Yes Partial No	Local Plan policies	Positive Negative Neutral Uncertain	Policy T3 (Active travel – walking and cycling) seeks to ensure that new development delivers, enables and contributes to walking and cycling routes that integrate with the existing network and planned cycling and walking routes identified in the Chichester Local Cycling and Walking Infrastructure Plan and WSCC strategies.
25	Does the proposal prioritise and encourage cycling (for example by providing secure cycle parking, showers and cycle lanes) connecting to local and strategic cycle networks?	Yes Partial No	Local Plan policies	Positive Negative Neutral Uncertain	See response to Q24. Policy T3 (Active travel – walking and cycling) also requires the provision of appropriate facilities to support and encourage cycling.
26	Does the proposal support traffic management and calming measures to help reduce and minimise road injuries?	Yes Partial No	Local Plan policies	Positive Negative Neutral Uncertain	Policy T2 (Transport and development) seeks to ensure that major development incorporates measures that decrease traffic speed and flows and is designed so that the safety of pedestrians and cyclists is not compromised.
27	Does the proposal promote accessible buildings and places to enable access to people with mobility problems or a disability?	Yes Partial No	Local Plan policies	Positive Negative Neutral Uncertain	Policy H10 (Accessible and adaptable homes) requires a certain percentage of all new dwellings to be built to accessible standards. Policy P4 (Access and layout) also requires the layout and access of all spaces and buildings to be designed to provide inclusive access and egress.
28	Does the proposal create environments & buildings that make people feel safe, secure and free from crime ?	Yes Partial No	Local Plan policies	Positive Negative Neutral Uncertain	Policy P1 (Design principles) seeks to ensure that development is designed to make a positive contribution to creating a safe and secure environment, with the integration of measures for security, designing out crime and opportunities for crime and anti-social behaviour.
29	Does the proposal support the retention and creation of food growing areas , allotments and community gardens in order to support a healthy diet and physical activity?	Yes Partial No	Local Plan policies, Open Space, Sport and Recreation Study, IDP	Positive Negative Neutral Uncertain	Policy P15 (Open space, sport and recreation) seeks to protect existing allotments and requires the provision of new allotments within developments over a certain size. Policy P16 (Health and wellbeing) supports the provision of garden plots within the development and opportunities for small scale agriculture and farmers markets to provide access to healthy, affordable locally produced food options.
30	Does the proposal seek to restrict the development of hot food takeaways	Yes Partial	Retail and Main Town Centre	Positive Negative	The Local Plan does not specifically cover this issue. The Retail and Main Town Centre Uses Study indicates that the number of takeaways in

No.	Assessment criteria	Relevant	Details/evidence	Potential health impact	Assessment summary including any recommended amendments or enhancement actions to the proposal under consideration
	in specific areas?	No	Uses Study	Neutral Uncertain	the plan area's town and local centres is significantly below the national average and food takeaways near schools has not been noted as a specific issue to be addressed.
31	Does the proposal seek to provide new employment opportunities and encourage local employment and training?	Yes Partial No	Local Plan policies, HEDNA	Positive Negative Neutral Uncertain	The Local Plan contains several policies relating to the economy that are designed to encourage and support the sustainable economic growth of the plan area. Policies E1 (Meeting employment land needs) and E2 (Employment development) aim to improve the quality and choice of local employment opportunities through the allocation of sites and enabling other employment sites to come forward. Policy NE10 (New development in the countryside) supports development that would contribute to the rural economy.
32	Does the proposal connect with existing communities where the layout and movement avoids physical barriers and severance and encourages social interaction ? [For example, does it address the components of Lifetime Neighbourhoods?]	Yes Partial No	Local Plan policies	Positive Negative Neutral Uncertain	The Local Plan design policies (Policies P4 (Layout and access) and P5 (Spaces and landscaping)) require development to take a design led approach so that the layout and orientation of buildings and spaces ensures a high level of physical integration with their surroundings. Developments should define a clear pattern of streets and well located spaces to promote physical activity and social interaction. The design of development should also be inclusive and accessible, ensuring all residents are able to get around regardless of physical ability.
33	Does the proposal seek to incorporate sustainable design and construction techniques?	Yes Partial No	Local Plan policies	Positive Negative Neutral Uncertain	Policy P1 (Design principles) requires all development proposals to be accompanied by a Sustainability Statement to demonstrate how the proposal applies sound sustainable design and good environmental practices.
34	Does the proposal consider gross domestic product (GDP)?	Yes Partial No	Local Plan policies, HEDNA	Positive Negative Neutral Uncertain	The Local Plan and the supporting evidence (HEDNA) does not consider GDP specifically but rather considers the economy of the plan area as a whole.
35	Does the proposal consider economic development (rural & urban)?	Yes Partial No	Local Plan policies, HEDNA	Positive Negative Neutral Uncertain	The Local Plan addresses economic development in both rural and urban areas. Policies E1 (Meeting employment land needs) and E2 (Employment development) aim to improve the quality and choice of local employment opportunities through the allocation of sites and enabling other employment sites to come forward across the plan area. Policy NE10 (New development in the countryside) supports development that would contribute to the rural economy.
36	Does the proposal consider economic inactivity?	Yes Partial No	HEDNA	Positive Negative Neutral	The Local Plan supporting evidence (HEDNA) considers economic activity rates in relation to labour supply and future economic growth.

No.	Assessment criteria	Relevant	Details/evidence	Potential health impact	Assessment summary including any recommended amendments or enhancement actions to the proposal under consideration
				Uncertain	
37	Does the proposal consider income?	Yes Partial No	Local Plan policies, HEDNA	Positive Negative Neutral Uncertain	The HEDNA considers household income in relation to the affordability of home ownership, which is reflected in Policy H4 (Affordable housing) and Policy H5 (Housing mix).
38	Does the proposal consider poverty including fuel and food?	Yes Partial No		Positive Negative Neutral Uncertain	There are no direct references within Local Plan policies that address poverty; however the Local Plan does aim to address these issues in an indirect way through the Vision and Strategic Objectives.
39	Does the proposal consider personal and household debt?	Yes Partial No		Positive Negative Neutral Uncertain	See Q37.
40	Does the proposal consider social justice and equality issues?	Yes Partial No	Equality Impact Assessment	Positive Negative Neutral Uncertain	An Equality Impact Assessment has been undertaken at each stage of the Local Plan to evaluate whether it would cause a differential impact on groups with protected characteristics.
42	Does the proposal consider climate change i.e. flooding, heatwaves	Yes Partial No	Local Plan policies	Positive Negative Neutral Uncertain	One of the overarching objectives of the Local Plan is addressing the impacts of climate change across the plan area. Policies that specifically do this include: Policy NE11 (The Coast), Policy NE14 (Integrated Coastal Zone Management for the Manhood Peninsula), Policy NE16 (Flood risk and water management), Policy P1 (Design principles) and P5 (Spaces and landscaping).
42	Does the proposal consider the cost of living i.e. food, rent, transport and house prices	Yes Partial No	Local Plan policies, HEDNA	Positive Negative Neutral Uncertain	See Q37.
43	Does the proposal consider sustainable development principles (integration; collaboration; involvement; long term thinking; and prevention)?	Yes Partial No	Local Plan policies	Positive Negative Neutral Uncertain	The Local Plan vision and objectives build on the three overarching sustainable development objectives in the National Planning Policy Framework (economic, social and environmental). The vision and objectives have informed the spatial strategy and policies in the Local Plan, to ensure that the plan is promoting a sustainable pattern of development that seeks to meet the development needs of the area; align growth and infrastructure; improve the environment; mitigate climate change and adapt to its effects.
44	Does the proposal incorporate renewable energy and ensure that	Yes Partial	Local Plan policies	Positive Negative	Policy NE1 (Stand-alone renewable energy) supports proposals for renewable energy subject to certain criteria being met. Policy P1 (Design

No.	Assessment criteria	Relevant	Details/evidence	Potential health impact	Assessment summary including any recommended amendments or enhancement actions to the proposal under consideration
	buildings and public spaces are designed to respond to winter and summer temperatures, i.e. ventilation, shading and landscaping?	No		Neutral Uncertain	principles) requires all development proposals to be accompanied by a Sustainability Statement to demonstrate how the proposal applies sound sustainable design and good environmental practices.
45	Does the proposal maintain or enhance biodiversity	Yes Partial No	Local Plan policies	Positive Negative Neutral Uncertain	Policy NE5 (Biodiversity and net gain) seeks to ensure that the plan area's biodiversity is maintained and enhanced, including the requirement for new developments to deliver at least a 10% net gain in biodiversity. The plan also proposes the identification of a number of Strategic Wildlife Corridors (Policy NE4) to ensure connectivity between the two protected landscapes of the Chichester and Pagham Harbours and the South Downs National Park.
46	Does the proposal consider access, availability, and quality of green and blue space, natural space?	Yes Partial No	Local Plan policies	Positive Negative Neutral Uncertain	Policy P14 (Green infrastructure) seeks to protect the integrity of the existing green and blue infrastructure network and improve and enhance this through further provision of multi-functional green spaces.
47	Does the proposal consider health and Safety i.e. falls, home safety, safety of public places?	Yes Partial No	Local Plan policies	Positive Negative Neutral Uncertain	Policy P1 (Design principles) seeks to ensure that development is designed to make a positive contribution to creating a safe and secure environment, with the integration of measures for security, designing out crime and opportunities for crime and anti-social behaviour.
48	Does the proposal consider light pollution?	Yes Partial No	Local Plan policies	Positive Negative Neutral Uncertain	Policy NE21 (Lighting) covers matters related to light pollution.
49	Does the proposal consider odour pollution?	Yes Partial No	Local Plan policies	Positive Negative Neutral Uncertain	Policies P6 (Amenity) and NE22 (Air quality) both deal with this issue.
50	Does the proposal consider waste disposal?	Yes Partial No	Local Plan policies, Wastewater Position Statements	Positive Negative Neutral Uncertain	The Council is not the waste disposal authority so the Local Plan does not include policies on this matter. Policy NE15 (Water management and water quality) covers the specific issue of managing wastewater from development so as to avoid detrimental environmental impacts. The Council works closely with the relevant bodies including Southern Water and the Environment Agency on this matter and has agreed Position Statements on available wastewater capacity.
51	Does the proposal consider noise pollution?	Yes Partial No	Local Plan policies	Positive Negative Neutral	Policy NE23 (Noise) seek to ensure that new development which is likely to have an adverse noise impact is accompanied by a noise impact assessment and the identification of appropriate mitigation measures.

No.	Assessment criteria	Relevant	Details/evidence	Potential health impact	Assessment summary including any recommended amendments or enhancement actions to the proposal under consideration
				Uncertain	
52	Does the proposal consider road hazards?	Yes Partial No		Positive Negative Neutral Uncertain	This is not specifically relevant to the Local Plan, although Policy T2 (Transport and development) seeks to ensure that major development incorporates measures that decrease traffic speed and flows and is designed so that the safety of pedestrians and cyclists is not compromised.
53	Does the proposal consider injury hazards?	Yes Partial No		Positive Negative Neutral Uncertain	This is not specifically relevant to the Local Plan.
54	Does the proposal consider quality and safety of play areas?	Yes Partial No	Local Plan policies	Positive Negative Neutral Uncertain	The supporting text to Policy P15 (Open space, sport and recreation) sets out that new play areas should be designed and built in accordance with relevant governing body or national standards/guidance. Policy I1 (Infrastructure provision) also requires that arrangements are put in place (secured through legal agreement) for the in-perpetuity costs of the future management and maintenance of facilities.
55	Does the proposal consider health inequalities and encourage engagement by underserved communities?	Yes Partial No		Positive Negative Neutral Uncertain	Not specifically, but the Local Plan Vision and objectives now has a strong focus on health and wellbeing, that is also evident through Local Plan policies that reflect on the opportunities for healthy communities. Engaging with hard to reach groups is a long-standing issue, not just in Chichester District, and Local Plan consultations are promoted through a variety of channels in an attempt to engage widely.
56	Does the proposal focus on contributing to achieving health equity?	Yes Partial No	Local Plan policies	Positive Negative Neutral Uncertain	The Local Plan Vision and objectives now has a stronger focus on health and wellbeing, that is also evident through Local Plan policies that reflect on the opportunities for healthy communities. Policy P16 (Health and wellbeing) requires the submission of a Health Impact Assessment to support major planning applications or where the proposed development might have an impact on health.

Chichester District Council
Infrastructure Delivery Plan
Local Plan
2021 - 2039



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Introduction

Purpose

- 1.1. The Infrastructure Delivery Plan (IDP) forms a key part of the evidence base to support the Chichester Local Plan 2039. It also influences the Council's spending decisions on the Community Infrastructure levy. The provision of local infrastructure is a very important issue for the development of local communities. The delivery of the right levels and type of infrastructure is essential to support new homes, economic growth, and the creation of sustainable communities.
- 1.2. The IDP supports the objectives outlined in the Chichester Local Plan on infrastructure needs within the Local Plan area (It excludes the parts of the district covered by the South Downs National Park (SDNP) as the SDNP has its own Local Plan). The Local Plan sets out the necessary social, physical, and green infrastructure which will be required to ensure that sustainable communities are created and developed. To help achieve this, the Infrastructure Delivery Plan will identify the strategic infrastructure requirements for the Plan Area and where known who will provide it and when it is expected to be delivered.
- 1.3. The IDP plays an important role in the preparation and adoption of a reviewed Community Infrastructure Levy (CIL) Charging Schedule for the Chichester Local Plan Area by providing evidence of a need for infrastructure investment and forms the basic justification for setting a levy rate.
- 1.4. The Infrastructure Delivery Plan may also help Town and Parish Councils in the production or review of Neighbourhood Plans.
- 1.5. Infrastructure planning helps to ensure that there is a common understanding between service providers, developers, local communities, and the Council as to the local infrastructure needs, and to ensure that infrastructure is properly planned for, funded, and provided in time with planned development in the Plan Area. Where possible, the IDP sets out an estimate of likely costs associated with each project/ programme. In the future, this document will be updated and monitored as necessary to reflect changes as infrastructure is provided and new needs identified.
- 1.6. In producing this IDP the council has worked with other organisations who are responsible for providing strategic infrastructure such as West Sussex County Council, National Highways, public transport providers, emergency services, utility companies, developers, the local health authority, and many others.
- 1.7. Once the Local Plan is adopted the infrastructure projects within this IDP will be refined and updated through the annual Infrastructure Business Plan (IBP) process. The tables below describe the housing numbers and distribution covered by this IDP.

Housing Numbers and Distribution covered by this IDP

Numbers and Distribution South of the Local Plan area

Allocation/Parish	Proposed Development	Allocation Type	HELAA Appendix 3
Chichester and Eastern Corridor			
Boxgrove	50 dwellings	NP Parish	Page 21-29
Chichester City	270 dwellings	NP Parish	Page 30-42
West of Chichester (A6)	1,600 dwellings (750 dwellings already permitted in Phase 1 under Application – 14/04301/OUT)	LP Allocation	Existing allocation
Land at Shopwyke (A7)	585 Dwellings (All consented under application 15/03720/OUT)	LP Allocation	Existing allocation
Land East of Chichester (A8)	680 dwellings	LP Allocation	Increased allocation
Land at Westhampnett (A9)	500 dwellings (All consented under application 16/03791/OUT)	LP Allocation	Existing allocation
Land East of Rolls Royce	7 ha employment land safeguarded for Rolls Royce	LP Allocation	Page 175
Land at Maudlin Farm, Westhampnett (A10)	265 dwellings	LP Allocation	Page 181
Land South of Bognor Road	Up to 15ha employment land/ 28,000 sqm	LP Allocation	Page 115
Southern Gateway (A4 and A5))	180 dwellings (110 Bus Station, Bus Depot, Basin Road car park, 70 Former Police playing field)	LP Allocation	Existing allocation
West of Tangmere (A14)	1,300 dwellings (All under planning application 20/02893/OUT, resolution to grant 31 st March 2021)	LP Allocation	Increased allocation
Total	5,370 (including permissions) 3,545 dwellings (excluding permissions) / (2,245 excluding West of Tangmere)		
Chichester Western Corridor			
Chidham and Hambrook (A12)	300 dwellings (includes 26 dwellings granted under permission CH/20/01854/OUT Land at Chas Wood Nurseries and 118 granted under permission CH/20/01826/FUL at Land at Scant Road.	NP Parish	Page 43-54
Fishbourne	30 dwellings	NP Parish	Page 61-71
Highgrove Farm, Bosham (A11)	300 (250 dwellings LP allocation plus 50 Site Allocations DPD allocation)	LP Allocation/ Site Allocation DPD	Page 15
Southbourne (A13)	1050 dwellings	NP Parish	Page 141 -163
Westbourne	30 dwellings	NP Parish	Page 168-174

Total	1,710 (including permissions) 1,566 dwellings (excluding permissions)			
Manhood Peninsula				
Runcton Horticultural Development Area Extension	30ha horticultural land		LP Allocation	N/A
North Mundham	50 dwellings (includes 39 granted under 20/01686/FUL)		NP Parish	Page 104-118

North of the Plan Area

Plan Area North of the South Downs National Park					
Parish				Allocation Type	HELAA Appendix 3
Kirdford	50 dwellings			NP Parish	Page 90-94
Loxwood	220 dwellings			NP Parish	Page 95-103
Plaistow and Ifold	25 dwellings			NP Parish	Page 132-135
Wisborough Green	75 dwellings			NP Parish	Page 186-190
Total	370 dwellings				

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National Policy Context

- 1.8. The National Planning Policy Framework (NPPF) was updated by the Ministry of Housing, Communities and Local Government in July 2021. It sets out the planning policy framework for local planning authorities to follow both when making plans and when determining planning applications.
- 1.9. Paragraph 8 of the NPPF refers to the three dimensions to sustainable development. The economic role for planning includes, *“...and by identifying and coordinating the provision of infrastructure.”*
- 1.10. Paragraph 16 recognises the importance of timely liaison with the infrastructure and service providers during the plan making process: *“Plans should: c) be shaped by early, proportionate and effective engagement between plan makers and ... infrastructure providers and operators and statutory consultees”*
- 1.11. Paragraph 20 of the NPPF states that, *“Strategic policies should..., and make provision for: b) infrastructure for transport, telecommunications, security, waste management, water supply, wastewater, flood risk and*

- c) *coastal change management, and the provision of minerals and energy (including heat); community facilities (such as health, education and cultural infrastructure; and*
- d) *....green infrastructure...."*

- 1.12. Paragraphs 25-26 refer to the importance of joint working between plan making authorities, and engagement with infrastructure providers on strategic matters to help determine where additional infrastructure is necessary.
- 1.13. Paragraph 34 deals with developer contributions, that plans should set out what is expected in the way of infrastructure from development and that this should not undermine the deliverability of the plan.
- 1.14. Paragraph 81 states that. "Planning policies should: c) *seek to address potential barriers to investment, such as inadequate infrastructure, services...*". The availability and capacity of existing infrastructure and services is therefore of concern, as mentioned in paragraph 124 c).
- 1.15. The future resilience of infrastructure to the impacts of climate change is also to be taken account of in plan making with paragraph 153 mentioning as examples, "*providing space for physical protection measures, or making provision for the possible future relocation of vulnerable development and infrastructure.*"
- 1.16. Infrastructure is defined in Section 216 (1) of the Planning Act 2008 in relation to the Community Infrastructure Levy as a funding mechanism. The word 'infrastructure' is defined in section 216 (2) of the Planning Act 2008, as including:
 - (a) *roads and other transport facilities,*
 - (b) *flood defences,*
 - (c) *schools and other educational facilities,*
 - (d) *medical facilities,*
 - (e) *sporting and recreational facilities*
 - (f) *open spaces, and*
 - (g) *affordable housing [...]."*

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Sub-Regional Context

- 1.17 Chichester District Council is part of the West Sussex and Greater Brighton Strategic Planning Board (CWS&GB). This was formed in October 2012 to identify and manage strategic planning issues within that area and to support better integration and alignment of strategic spatial and investment priorities. It was initially made up of the coastal West Sussex planning authorities (LPAs), together with Brighton and Hove City Council and Lewes District Council. It has since expanded to include Crawley Borough Council, Mid Sussex and Horsham District Council and the South Downs National Park Authority, reflecting the functional strategic relationship these areas have with Coastal West Sussex and the Greater Brighton area.

- 1.18 Its remit is to identify and manage spatial issues that impact on more than one local planning area within West Sussex and Greater Brighton and support better integration and alignment of strategic spatial and investment priorities in West Sussex and Greater Brighton, ensuring that there is a clear and defined route through the statutory local planning process, where necessary.
- 1.19 The West Sussex and Greater Brighton area sits within the Coast to Capital Local Economic Partnership. Several of the West Sussex and Greater Brighton partner authorities are members of the Greater Brighton City Region (Arun, Adur, Worthing, Brighton and Hove, Lewes, Mid Sussex, and Crawley). The north-west authorities of Crawley, Horsham and Mid-Sussex are also located within the Gatwick Diamond area.
- 1.20 The West Sussex and Greater Brighton Strategic Planning Board has been engaged in addressing key strategic matters as set out in LSS2 in order to address the Duty to Cooperate challenges presented by a constrained geography and to ensure that strategic cross-boundary infrastructure can be delivered in a timely way to support sustainable development, including transport, water supply, flooding, wastewater, education and health, and addressing planning issues such as the provision of housing, climate change, biodiversity networks, water and nutrient neutrality, and the safeguarding of mineral reserves.

Local Policy Context

1.21 The Chichester Local Plan identifies strategic infrastructure provision as one of its key objectives.

1.22 Local Plan Policy I1: Infrastructure Provision will require new development to be supported by necessary infrastructure and that it is provided in a timely manner, through developer contributions:

Policy I1: Infrastructure Provision

The Council will work with partner organisations to coordinate provision to ensure that individual and cumulative development is supported by the timely provision of adequate infrastructure, facilities and services. The Infrastructure Delivery Plan will be used to identify the timing and nature of infrastructure requirements to support the objectives and policies of the Plan as well as the main funding mechanisms and lead agencies responsible for their delivery.

New development will be expected to provide for the on and off-site infrastructure, facilities and services required as a result of the development. Provision should be made in accordance with a phasing and implementation plan where necessary. All such requirements will be secured by way of condition or legal agreement.

Development proposals will be permitted that:

- (i) Make effective use of existing infrastructure, facilities, and services, including opportunities for co-location, sharing and multi-functional use of services and facilities;
- (ii) Provide for the on and off-site infrastructure, facilities and services required as a result of the development;

(iii) Safeguard the requirements of infrastructure providers, including but not limited to:

- Renewable energy;
- Gigabit-capable electronic communications networks;
- Electricity power lines;
- High pressure gas mains;
- Educational facilities;
- Health facilities;
- Aquifer protection areas;
- Highways and cycle lanes, and
- Flood defences and SuDS infrastructure.

(iv) Future-proof infrastructure provision to take account of the impacts of climate change such as flooding events from heavy rainfall, rivers and rising sea levels, increased drought, sustained and high wind speeds and extremes of temperature and water scarcity;

(v) To consider and meet as appropriate the in-perpetuity costs of infrastructure and arrangements for its future management and maintenance;

(vi) Agree a programme of delivery with the relevant infrastructure provider before development begins including coordination of financial and physical contributions;

(vii) Ensure new development benefits from gigabit-capable broadband infrastructure at the point of occupation;

(viii) Improve accessibility to necessary facilities and services by sustainable travel modes from the outset.

Infrastructure Typology and Providers

Providers

- 2.1 Creating sustainable communities is about providing the necessary supporting infrastructure of utility services, transport, schools, open space, community, health, and leisure services. The preparation of this Infrastructure Delivery Plan will help coordinate services as it will identify who will be delivering what and by when.
- 2.2 At the heart of this process is the development of land and buildings that provide the services for places and communities. Where expected development is identified, the capacity of existing services to accommodate growth needs to be captured and any gaps in provision clearly set out.
- 2.3 New development often provides the opportunity to deliver facilities and services that may be lacking in that particular location. Where sufficient capacity does not already exist to meet the need created by new residents or users of a development, the development should contribute what is necessary, either on site or by making a financial contribution towards provision or enhancement elsewhere.
- 2.4 Some elements, such as the delivery of utility infrastructure, will be an integral part of all new development. Other elements, particularly community, recreation and transport contributions will relate to the identified needs that would arise from a development in a particular location. These requirements will be informed by infrastructure planning work and the planning application process.
- 2.5 Some of the key infrastructure services are provided by the private sector within a regulatory framework, overseen on behalf of the Government by independent regulators. Those that are particularly relevant to delivering the Local Plan are:
- Water and sewerage companies overseen by Ofwat (Office of Water Services);
 - Gas and electricity markets overseen by Ofgem (Office of Gas and Electricity Markets);
 - UK communications industries overseen by Ofcom (Office of Communications); and
 - Britain's railways overseen by ORR (Office of Rail Regulation).
- 2.6 The ability of some services to take a long-term view on the provision of additional infrastructure is affected by the regulatory framework which commonly reviews a shorter time period than the Local Plan. Where major increases in capacity are required, then costs may need to be spread over more than one cycle of the regulatory framework.
- 2.7 West Sussex County Council is one of the key providers of a number of important services in Chichester District. These include: social services; education; fire and rescue; waste management; library services; and highways and transport. The County Council has developed a Strategic Infrastructure Package (SIP) to enable the provision of County Council services to meet the needs of

new strategic development. This also helps to coordinate and align service delivery with the expected levels of development set out in the Chichester Local Plan.

2.8 National Highways is responsible for operating, maintaining, and improving the strategic road network in England on behalf of the Secretary of State for Transport. In the Chichester Local Plan Area, National Highways is responsible for the A27 trunk road.

2.9 For the purpose of this document, the definition of key infrastructure categories, and the typology within each group and provider, is set out in the table below:

Table 1: Infrastructure Typology and Providers

Category	Typology	Provider
Transport	Roads	National Highways (Strategic Road Network) West Sussex County Council (Local Road Network)
	Bus	Stagecoach Compass Travel West Sussex County Council
	Rail networks	Network Rail Southern (Govia Thameslink) Railway
	Cycling and walking infrastructure	West Sussex County Council Sustrans Chichester District Council
Education	Further Education	Chichester College
	Higher Education	University of Chichester
	Secondary education	West Sussex County Council, Private Schools and Academies Free Schools
	Primary education	West Sussex County Council, Private Schools and Academies Free Schools
	Early Years	West Sussex County Council. Various private nursery & pre-school providers Voluntary sector
	Special Educational Needs and Disability (SEND)	West Sussex County Council

Category	Typology	Provider
Health	Acute care and general hospitals	Western Sussex Hospitals NHS Foundation Trust
	Community and Mental Health facilities	NHS Sussex – Sussex Health and Care
	Primary Care facilities i.e. General Practitioner (GP) practices	NHS Sussex – Sussex Health and Care Various GP surgeries
Social Infrastructure	Social and Community facilities	Parish Councils Private Companies/Organisations
	Built Sports and leisure facilities	Chichester District Council Parish Councils Private Companies
	Built Community facilities	Parish Councils Organisations
Green Infrastructure	Open Spaces, Parks & Playing pitches	Chichester District Council Parish, City & Town Councils Private Companies Educational establishments
	Allotments	Parish, City & Town Councils
	Habitats Regulations Assessment mitigation – interventions necessary to mitigate the effects of development on European-designated conservation sites. In Chichester District these sites are mainly protected through payments (provided through Unilateral Undertakings) for management measures, but they can also be protected by the provision of Suitable Alternative Natural Greenspaces (SANGS) provided as on-site mitigation as part of this Plan. Flood defences	Solent Recreation Mitigation Partnership Chichester District Council & Natural England operating as Bird Aware Solent Pagham Harbour Mitigation Partnership (between Chichester District Council & Arun District Council) Environment Agency Chichester District Council
	Rivers and streams (blue corridors)	Environment Agency Riparian owners
	Coastal flood defences	Environment Agency Chichester District Council
	Public and Community Services	Emergency services - Police

Category	Typology	Provider
	Emergency services – Fire & Rescue	West Sussex County Council Fire & Rescue
	Emergency services - Ambulance	South East Coast Ambulance Service NHS Trust (SECamb)
	Libraries	West Sussex County Council
	Cemeteries and crematoria	Chichester District Council runs Portfield and Petworth Cemeteries Church owned and run Churchyards Dignity Crematorium (Private Company)
	Waste management and disposal	West Sussex County Council
Utility Services	Wastewater treatment and sewerage	Southern Water
	Water supply	Portsmouth Water Thames Water Southern Water
	Electricity	Scottish & Southern Energy Power Distribution (SSE)
	Gas	Scotia Gas Network (SGN)
	Telecommunications/Digital infrastructure	BT Openreach

Identifying the Issues

2.10 A pro-forma together with explanatory letter, a draft housing distribution and map of the Local Plan area was circulated to all infrastructure and service providers on the Council's contact database. Respondents were asked to provide information on:

- current capacity or existing levels of use;
- future capacity (of infrastructure in its current form);
- improvements that are already planned and what would be needed to accommodate the proposed levels of development in the area covered by the Chichester Local Plan to 2039; and
- timescale for the improvements to be implemented.

Format of the Infrastructure Delivery Plan

2.11 Section B provides further details on strategic infrastructure provision and funding sources for the various infrastructure categories. It identifies the key issues for the Chichester Local Plan area and the strategic infrastructure that may be required to

support further development. It should be noted that this section does not include all infrastructure required; it discusses infrastructure needs in broad terms.

- 2.12 Section C sets out the infrastructure delivery schedules for each of the strategic site allocations in the Chichester Local Plan, followed by a schedule of general Plan Area-wide infrastructure delivery.
- 2.13 Section C seeks to prioritise projects to 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. The table below defines how the infrastructure was prioritised.

Table 2: Infrastructure Prioritisation Categories

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

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Infrastructure Costs

- 2.14 The table below identifies the draft cost of infrastructure by category and details of S106 funding, showing the total cost of infrastructure still to be funded. The costs shown are estimates derived from the information available at the time of publication. It should be noted that in many cases the draft costs are not yet known.

2.15 Other funding sources are likely to be available which will contribute towards the costs of the infrastructure schemes. Where known, these details have been provided in the Infrastructure Delivery Schedules in Section C and shown in the table below.

Table 3: Infrastructure costs by type

Infrastructure Category	Draft Total Cost ¹	Funding source				
		S106	CIL	S106 & CIL	S278	Other (which could also include some CIL)
Transport	138,285,660	8,180,560	76,505,600	200,000	60,586,200	71,262,500
Education	72,088,084 ^{2 3}	53,588,084				18,500,000
Health	196,572,633		7,844,633			188,728,000
Social Infrastructure	16,800,000	8,000,000	1,000,000			7,800,000
Green Infrastructure	28,658,335	18,833,335	965,000			8,860,000
Habitats Regulations Mitigation	5,964,020	5,832,520				131,500
Public Services	6,944,535	200,000	4,234,535			2,510,000
Utility Services	44,441,000					44,441,000
Draft Infrastructure Total	£509,754,267¹	£94,634,499	£90,549,768	£200,000	£60,586,200	£342,233,000

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¹ The total estimated infrastructure cost (taken from the Infrastructure Delivery Schedules in Section 4) has been used to calculate the draft total cost

² The costs estimates include construction, fees, equipment and ICT but exclude the cost of land purchase, infrastructure costs outside the site boundary and site abnormalities

³ The total estimated cost does not currently include potential expansions of existing primary and secondary schools

Infrastructure Position Statement

Transport

Transport elements – Strategic Road Network	
Lead Organisation(s)	National Highways; West Sussex County Council (WSCC)
Main Sources of Information	Peter Brett Associates (PBA)(Now Stantec) – Chichester Local Plan Transport Studies 2018 - 2021
Existing Provision	A27 – the east to west trunk road running across the southern part of the Local Plan area
Future requirements	<p>There have been longstanding plans by National Highways to resolve the congestion problems of the A27 corridor, including the Chichester Bypass. At a national level, previous plans to deliver a national roads scheme on the A27 at Chichester were withdrawn due to a lack of consensus locally. National Highways have included the A27 Chichester bypass improvements as a ‘pipeline scheme’ for possible inclusion in their third Road Investment Strategy (RIS 3). This means that there is no current commitment to carry out any national improvement works on the A27. Should the A27 bypass improvements scheme be included in RIS 3, it will be necessary to coordinate Local Plan transport improvements with the eventual preferred National Highways scheme for the A27 bypass when this is known, both physically and in terms of funding.</p> <p>In 2018 the Council published the Transport Study of Strategic Development Options and Sustainable Transport Measures produced by Peter Brett Associates (Stantec) to inform the Local Plan. This study sought to understand the impacts on the existing highway network of the planned level of growth in the Local Plan, and to identify suitable mitigation measures accordingly. Committed development, together with planned mitigation schemes, in neighbouring Arun District and Havant District was factored into the modelling work undertaken.</p> <p>The Study identified mitigation measures required to satisfactorily address impacts arising from the emerging growth strategy. The total estimated costs for the mitigation measures at that time ranged from £50.57 million to £67.1 million. By far the most significant scheme identified was for the A27 Corridor including a Stockbridge Link Road. The estimated costs for the whole corridor range from £48.04 million to £64.57 million. The mitigation schemes (including a new Stockbridge Link Road which would remove a large number of trips from the A27 and at key junctions) will not resolve the longstanding capacity issues relating to the A27, but instead will simply retain the level of queues and delays ensuring that the situation does not deteriorate further as a result of planned development.</p> <p>The Stockbridge Link is a scheme that has been previously considered in part by National Highways</p>

Transport elements – Strategic Road Network	
	<p>within proposals for highway improvements for the wider strategic highway network. The scheme would offer benefits to the network, but may be constrained by a range of factors, including ecology, drainage, flood risk, landscape / visual impact and land ownership. The scheme is expected to require external funding.</p> <p>Further Transport Studies (Stantec) have been carried out since the 2018 Study and have informed the conclusions that the full costs of the A27 mitigation cannot be borne by developer contributions alone (cost estimates have been updated and are estimated to be between £90 and £135 million).</p> <p>A report was also taken to a Special Council meeting on the 29 July 2021 setting out that it would not be possible to fully secure the funding necessary to deliver the full level of development envisaged in the Preferred Approach Plan. The Report set out that the Stockbridge Link Road, as the most expensive element of the mitigation package, has deliverability issues and would not be fundable through the local plan process and therefore should not be proceeded with. The Report set out that the approach going forward would be to progress alternative ‘infrastructure constrained’ approach to development to then discuss and agree with the highway authorities. The minutes of the Meeting can be found here: Printed minutes Thursday 29-Jul-2021 09.30 All Member Session.pdf (modern.gov.co.uk)</p> <p>The solution is a ‘monitor and manage’ approach which will determine the triggers and therefore phasing of the implementation of A27 junction improvements. A key part of the monitor and manage approach is a Traffic and Infrastructure Management Group (TIMG) involving Chichester District Council, West Sussex County Council and National Highways. The Group will seek opportunities and secure relevant funding and deliver the monitor and manage process which will determine what mitigation schemes comes forward and when.</p>
Cross Boundary Issues	The A27 is the main trunk road along the south coast as such there are cross-boundary issues with the neighbouring District of Arun, Borough of Havant, and South Downs National Park Authority. The impact of planned development in these neighbouring authorities has been taken into account in the planned improvements within the Chichester Plan area.
Funding Sources	Potential sources of funding include: Coast to Capital Regional Growth Fund, Local Enterprise Partnership, Road Investment Strategy, Housing Infrastructure Fund, government grants, and Developer contributions through S106/S278 where viable.
Key Issues	<p>National Highways is responsible for the A27 trunk road, including the Chichester Bypass.</p> <p>The objectives of the Chichester Local Plan revolve around the Plan Area’s economic growth and providing the required levels of new housing as identified in the HEDNA. Major new development in</p>

Transport elements – Strategic Road Network	
	<p>the Plan Area will be necessary to achieve these objectives, which will have an impact on the transport infrastructure, including the A27.</p> <p>The Council works in partnership with National Highways and West Sussex County Council to pursue common transport goals, which will include potential new road infrastructure on or around the strategic road network, as well as changing travel behaviours and promoting the use of more sustainable modes of transport.</p>

Transport Elements – Local Road Network	
Lead Organisation(s)	West Sussex County Council (WSCC)
Main Sources of Information	Peter Brett Associates (PBA))(Now Stantec) – Chichester Local Plan Transport Studies 2018 - 2022 Chichester Strategic Infrastructure Package for current planned improvements
Existing Provision	West Sussex County Council is the designated local highways authority for the District. It has responsibility for the provision and maintenance of most of the District's local transport infrastructure.
Future requirements	There are a number of improvements needed to the local road network as set out in this IDP. . As set out under the Strategic Road Network, the Traffic and Infrastructure Management Group (TIMG) will also consider the phasing of the local improvement schemes and any new schemes that may be forthcoming.
Cross Boundary Issues	Traffic on the A27 and A259, and proposed development in Arun and Havant (Hampshire) along this corridor is a key cross boundary issue. The planning authorities will work jointly to further consider cross boundary transport matters to inform both Local Plans, Transport Assessments and IDPs.
Funding Sources	<p>WSCC capital programmes</p> <p>Local Sustainable Transport Fund (LSTF)</p> <p>Local Transport Capital Funding 2021/22</p> <p>Developer contributions will provide a wide range of new transport infrastructure as part of the development process. Funding can include payment for new access construction, public transport infrastructure such as bus stops and signage, supporting improvements at rail stations, real time information, waiting shelters, pedestrian crossings, cycle infrastructure and junction improvements. Site specific measures will be provided through S106 planning obligations and/or S278/S38 highways agreements.</p> <p>Infrastructure associated with the overall growth of the area may be funded from the CIL.</p>
Key Issues	West Sussex County Council has responsibility for the provision and maintenance of most of the district's local transport infrastructure.

Transport Elements – Local Road Network	
	<p>There is high demand for travel in Chichester and many factors contribute to the transport problems. Chichester city and the Manhood Peninsula suffer from road congestion, especially at peak times.</p> <p>Ensuring accessibility to services and determining the best pattern of transport provision are amongst the most challenging spatial issues which the Council and the other service providers need to address.</p> <p>The Local Plan and IDP will assist the District Council and the County Council in identifying road transport infrastructure requirements and how they can be delivered, i.e. through developer contributions and other funding sources.</p> <p>Targeted investment to improve local transport infrastructure, focusing on delivery of improved and better integrated bus and train services, and improved pedestrian and cycling networks.</p> <p>Implementation of behaviour change measures to reduce the use of the private car (Smarter Choices).</p>

Transport elements – Rail Services	
Lead Organisation(s)	Southern – train operating company Network Rail – main infrastructure provider
Main Sources of Information	Network Rail - West Sussex Connectivity Modular Strategic Study
Existing Provision	<p>Rail services along the West Coastway rail line through Chichester District operate between Brighton and Littlehampton to the east, and Portsmouth and Southampton to the west, with occasional services extending to and from the route to Bristol and beyond. Services operate through the District between Portsmouth and Southampton, and along the Arun Valley to Horsham, Crawley, Gatwick Airport and London Victoria.</p> <p>For communities in the north of the Plan Area, the nearest accessible rail stations are on the line from Havant through Petersfield and Haslemere to London Waterloo. Chichester has five stations at Chichester, Fishbourne, Bosham, Nutbourne and Southbourne.</p>
Future requirements	Committed and proposed improvements are focused on the Brighton Main Line services due to capacity constraints into London, including proposed signalling schemes, platform schemes at Gatwick and Redhill. The Thameslink Programme (due for completion in 2018) will also increase capacity across London, connecting with Crossrail services running east-west across London. These

Transport elements – Rail Services	
	schemes will indirectly benefit services from the Arun Valley and Chichester by providing more capacity for other services on the Brighton main Line and expanding journey opportunities.
Cross Boundary Issues	Trips to Barnham Station from the east of Chichester in Oving, and Tangmere will require regular and reliable bus routes to the station to prevent additional car traffic to the station.
Funding Sources	Network rail is funded like for like renewals and maintenance. The train operating companies are responsible for improvements to the stations, as the buildings are leased to the operator by Network Rail as the franchise. Funding for the rolling stock is provided by the train operating companies.
Key Issues	<p>The existing timetable for West Coastway and Arun Valley services does accommodate conflicting demands, but the nature of the routes means there is little flexibility for change.</p> <p>The West Coastway infrastructure is mainly a two track railway throughout with limited opportunities for overtaking of differing types of train services. End-to-end journey times along the coast struggle to provide a competitive alternative to the road network. West of Brighton, the only passing places are at Barnham for westbound services and at Worthing and Hove for eastbound services, and this can create reliability problems.</p> <p>This means there is little opportunity to enhance service levels with the current mix of fast and stopping services. Given demand volumes on the West Coastway relative to the busy radial routes into London, it would be difficult to justify any route enhancements that require significant changes to infrastructure. However, there are local and regional aspirations to expand the role of the West Coastway route, by improving strategic inter-urban journey times and also by increasing accessibility to the network with new stations.</p> <p>All surface-level level crossings in the County are the subject of an on-going review to see if changes to or closures of certain crossings can be achieved in an attempt to improve rail services whilst maintaining safety, improving air quality and road journey time, and reducing congestion on the road network. However, any changes could have major implications such as delays on certain parts of the network and large-scale re-routing, so would need to be modelled very carefully and further in-depth study work would be required to establish viability of any scheme/proposal. Also if crossings were closed for car traffic, alternative measures would have to be implemented for pedestrians & cyclists. Impact on local shops and services (including emergency access) would also need to be carefully considered and overall appropriate mitigation put in place.</p> <p>The preferred option at all crossings to mitigate against the risk increase would be closure of the crossing (either road or footpath) via suitable diversion or by the provision of a bridge or underpass wherever possible. Where this is not possible, risk control measures commensurate with the increase in risk at any given location should be put in place.</p>

Transport elements – Rail Services

The provision of detailed plans by the developer giving precise locations with site access and egress during construction and following occupation should be provided to Network Rail at the earliest opportunity in order that impact may be thoroughly assessed.

The Government will continue to play a strategic role in the future of rail provision in the UK and hence the areas surrounding Chichester. Infrastructure levels, service frequencies and most fares can be determined by the Department for Transport through the franchising process. Network Rail will be undertaking Route Studies as part of their Long-Term Planning Process which will update the Route Utilisation Strategy process:

[Network Rail's Route Studies to Long Term Planning Process for the Route Utilisation Strategy process](#)

Transport elements – Bus Services

Lead Organisation(s)	<p>West Sussex County Council</p> <p>Stagecoach Bus Company</p> <p>Compass Travel</p>
Main Sources of Information	National strategic and policy initiatives set at Government level
Existing Provision	<p>The city has one major provider of bus services, Stagecoach South, who run routes to all areas of the District.</p> <ul style="list-style-type: none"> • 51 Chichester to Selsey (15 minutes frequency) • 52/53 Chichester to the Witterings (15 minutes frequency) • 55 Chichester to Tangmere (20-25 minutes frequency) • 56 Chichester to Bosham (1 hour 30 minutes frequency) • 60 Chichester to Midhurst (30 minutes frequency) <p>Stagecoach also operates the 700 Coastliner service between Portsmouth and Brighton, this runs every 20 minutes and connects Chichester to Havant, Portsmouth, Bognor Regis, Yapton and Littlehampton. It passes through many of the communities in the East – West Corridor, including Southbourne, Bosham and Fishbourne.</p> <p>Compass Travel provides services on a contracted basis, often in rural areas where services are not commercially viable.</p>

Transport elements – Bus Services	
	<p>A programme of investment to provide Real Time Passenger Information (RTPI) at selected bus stops in Chichester city and at Chichester rail station is underway.</p> <p>New low floor accessible buses have been purchased by Stagecoach, and operate on routes into Chichester, such as 51 from Selsey, 60 to Midhurst, and 700 Coastliner.</p>
Future requirements	Stagecoach has been fully engaged in the Southern Gateway project and the provision of identifying suitable stopping facilities for bus passengers. There is a need to find suitable places for buses to park overnight and to be maintained.
Cross Boundary Issues	<p>The main cross boundary bus routes are the 700 Coastliner linking Chichester to Portsmouth in the west and Brighton in East Sussex to the east. The 60 bus route links Chichester to Midhurst.</p> <p>It is important to ensure a good and well serviced network of bus routes to strategic locations across into Arun and beyond to ensure reduced car use as well as travel to key nodes such as commuter parking at neighbouring authority train stations.</p>
Funding Sources	<p>West Sussex County Council</p> <p>Developer contributions – site specific measures will be funded through S106.</p> <p>Infrastructure associated with the overall growth of the area may be funded from CIL.</p> <p>Government grants (e.g. Local Sustainable Transport Fund).</p> <p>Bus operators.</p>
Key Issues	<p>Buses are the most used form of public transport for local journeys. The Government's aim is to drive up standards to provide a better quality service for those who already use buses and an attractive alternative for those who currently drive for short journeys. Working in partnership with the public and private sector, the County and District Councils also aim to increase the move toward bus use and increased passenger satisfaction.</p> <p>Since the deregulation of bus services in 1986 private operators provide the majority of bus services on a commercial basis. This is a key issue as bus operators run routes that are commercially viable. Routes can be withdrawn due to not being financially viable and this raises the question of accessibility and equality.</p>

Transport elements – Bus Services	
	<p>The County Council can subsidise the provision of ‘socially necessary’ bus services where these are not likely to be provided commercially. This is subject to budgetary pressures.</p> <p>The Local Plan has a role to play in encouraging a more sustainable pattern of transport use and encourage new development that is located and designed to minimise the need to travel.</p> <p>Stagecoach is faced with the problem of crossing the A27, which creates delays thus reducing the service it is able to offer its customers.</p>

Transport elements – Walking and Cycling	
Lead Organisation(s)	<p>West Sussex County Council</p> <p>Chichester District Council</p>
Main Sources of Information	<p>Chichester City Local Cycling & Walking Infrastructure Plan Jan 2021 (Chichester City LCWIP)</p> <p>WSSC Walking and Cycling Strategy 2016 – 2026 and (WSSC W&CS)</p> <p>WSSC Local Cycling and Walking Infrastructure Plan (WSSC Draft LCWIP) 2021.</p> <p>West Sussex Transport Plan 2022-2036</p>
Existing Provision	<p>The audit carried out for the Chichester City LCWIP reported that while there are areas where cycling is relatively safe and convenient, these are generally surrounded by roads that only confident cyclists are prepared to use. This especially applies to the A286 inner ring-road which restricts cycling (and indeed walking) access between the central area of Chichester and the rest of the City. Roads acting as barriers are compounded by other physical features such as the railway. In the outlying parts of the city, especially the more rural areas, there are little or no alternatives to using unsuitable roads classified as Level 3 or beyond (ie only suitable for less risk-averse cyclists). Although many of the pedestrian links assessed in the Chichester City LCWIP walking audit were considered good or adequate, 14 out of 99 links scored as poor, using the Walking Route Audit Tool (WRAT) ie needing to be addressed to make walking in the core centre of Chichester attractive and convenient for both residents and visitors.</p> <p>The National Cycle Network (NCN) Route 2 passes through the District, joining Bognor Regis to Emsworth and is predominately an off-carriageway shared cycle/pedestrian path. Along the A259 between Chichester and Emsworth it is a combination of an on-carriageway cycle lane and off-carriageway shared path. WSSC and National Highways are currently working on a scheme to improve the quality of provision between Chichester and Emsworth. From Emsworth the route</p>

Transport elements – Walking and Cycling

continues towards Havant. Some sections of the route are relatively disjointed and may not provide the most direct or convenient route for cyclists.

An off-road cycle and pedestrian route, Centurion Way, has been created along the former Chichester to Midhurst railway alignment. This links the city with the South Downs National Park and currently terminates at West Dean though SDNPA has planning permission to extent the path north of the West Dean tunnel to the South Downs Way at Cocking.

There are other named cycle routes from Chichester into the surrounding countryside, including the Salterns Way to West Wittering, which makes use of public rights of way and quiet lanes; and the Chichester Ship Canal towpath to Hunston (which connects to Route 88 to Selsey via North Mundham).

Routes have recently been constructed in Westhampnett connecting to a route via Barnfield Drive /the retail estate to the city centre. A short link through Jubilee Gardens has also been upgraded to enable cycling. Routes through the city centre using quieter roads avoiding the pedestrianised area were delivered using LSTF funding. Improvements to crossing facilities were put in place around the railway station and forecourt area.

To encourage and support the use of the cycle network there are education, skills and information initiatives for children and adults. These include Online Cycle Journey Planners and Bikeability training.

Safer routes to schools initiatives have been rolled out to a number of schools in the district and a project delivered by Living Streets encouraged active travel to schools and higher education facilities in recent years.

There are many footpaths/public rights of way both within Chichester and connecting to the surrounding countryside such as Chichester Harbour and the South Downs National Park. This includes long distance paths and a network of footpaths, bridleways and byways.

Future requirements

The Chichester City LCWIP has identified infrastructure to improve the network within Chichester City and along links to some of the adjacent parishes. The WSCC Draft LCWIP has identified infrastructure improvements to a selection of primary corridors as the initial focus for investment. (Within Chichester district the following routes have been identified: A259 Emsworth to Chichester, Selsey to Chichester Greenway and A259 Bognor Regis to Chichester).

Transport elements – Walking and Cycling	
	<p>Cycling and walking improvements are being considered for both the Northgate and Southgate gyratories to make them safer for cyclists to use as part of regeneration projects (Northgate proposals and Southern Gateway Project).</p> <p>Projects planned as part of the Strategic Transport Investment Programme (STiP) and Local Transport Investment Programme (LTiP) will be progressed over the coming years using a range of potential funding streams including DfT Active Travel Funds.</p> <p>Chichester city: 9 prioritised routes proposed in the Chichester City LCWIP intended to be taken sequentially through feasibility studies, detailed design, grant bids for delivery and delivery over the plan period (routes A, B, E, F, G, H, K, N and Q). The above routes are shown on the GIS layer within the revised Local Plan.</p> <p>Tangmere: Enhanced routes between Chichester and Tangmere delivered as part of Tangmere strategic development site delivery and as part of Shopwhyke area developments</p> <p>Selsey Greenway WSCC working with Selsey Community Forum/Sustrans to deliver route from Selsey to Chichester avoiding B2145)</p> <p>SDNPA Link to SDNPA proposals for enhancements to Centurion Way, Midhurst by pass, Midhurst to Petersfield link</p>
Cross Boundary Issues	<p>Cycling and pedestrian links to the South Downs National Park via Centurion Way, SDNP route between Midhurst and Petersfield, and other cycle routes linking Chichester to Havant and Bognor Regis in Arun District.</p> <p>Arun District Council prepared an Active Travel Study in 2021 which includes routes which will connect with Chichester District. Arun District Council is looking to promote Active Travel within the district as a way to improve routes to key trip generators, including schools, leisure destinations, public transport nodes, and to employment. A significant volume of commuter traffic would move from Arun to Chichester, so it is important that trips by car can be replaced by bicycle, or connections are improved to increase bus and rail trips. There are some routes which already have developer funding, including the Barnham to Chichester Link route.</p>

Transport elements – Walking and Cycling	
	<p>The Bersted to Chichester scheme is an important connection between Arun and Chichester, and could be upgraded to improve safety and efficiency of this route. This is a route that WSCC is looking to consider through the review of the West Sussex Cycling and Walking Strategy, through the West Sussex Draft LCWIP.</p>
Funding Sources	<p>WSCC</p> <p>Whilst WSCC as Highways Authority has the responsibility to maintain rights of way, the Chichester Harbour Conservancy, through the County Council precepts, also funds maintenance and repair works to rights of way.</p> <p>Developer contributions - Site specific measures will be funded through S106.</p> <p>Infrastructure associated with the overall growth of the area may be funded from the CIL</p> <p>Active Travel Fund (ATF) and other Government funding sources</p> <p>West Sussex Business Rate Pool Funding</p> <p>Sustrans</p>
Key Issues	<p>A key issue for the Local Plan is increasing accessibility, reducing the need to travel. Most trips in urban areas are under 2 miles, a distance that can be easily made on foot or cycled. This also includes enhanced pedestrian facilities and safer, more attractive cycle routes, as well as improving safety, security and new cycle parking and other end of trip facilities.</p> <p>Other issues include: the condition and connectivity of the cycle and pedestrian network, the barrier caused by busy roads – particularly the A27, access to the SDNP, safe crossing facilities, ensuring new routes are safe and attractive to cyclists and pedestrians, preferably traffic free and direct.</p> <p>National and local policy recognises the positive contribution to national priorities made by walking and cycling trips, these include improved health, reducing urban congestion and pollution, and bringing economic and social benefits. Increasing the number of trips made by walking and cycling will assist in meeting these priorities.</p> <p>The Government recognises the importance of improved environments for walkers and cyclists, particularly in giving priority to pedestrians and cyclists in town centres and ensuring the appropriate infrastructure for walking and cycling is built into new developments, with good networks for off-road and leisure cycling.</p>

Transport elements – Walking and Cycling

The County Council has published a Rights of Way Improvement Plan which sets out a strategic approach to managing public access. The overall aim is to enable the rights of way network to provide for the needs of walkers, cyclists and equestrians and those with mobility difficulties. Its objectives include improving accessibility, connectivity and quality.

Consideration should also be given to horse riders, both on and off road usage, who contribute significantly within local economies and are vulnerable road users.

Footpaths, cycle-ways and bridleways are often part of the GI network and within this network they can help bring many multifunctional benefits.

The Local Plan has an important role to play in taking a spatial approach to improving accessibility and improving the attractiveness of alternative modes of transport to the car. Cycle routes where possible should be built to current standards (LTN1/20) and should be coherent, connected, attractive, direct and safe and provide an enjoyable and practical alternative to car use. Commuter routes would take priority over leisure use.

The Local Plan can also support the West Sussex Transport Plan in seeking Travel Plans from both small and larger development proposals, particularly commercial, including measures to encourage walking and cycling. Cumulative traffic impacts can be evident from both small and large scale development.

Education

Education – Early Years Provision

Lead Organisation(s)	West Sussex County Council Private sector Voluntary sector
Main Sources of Information	Securing Sufficient Childcare in West Sussex April 2020 – March 2021 https://www.westsussex.gov.uk/media/10685/childcare_suff.pdf
Existing Provision	At the time of document preparation current data shows that there was sufficient childcare to meet the needs of families needing or wanting it.

Education – Early Years Provision

There are two Children and Family Centres located in the Chichester District Local Plan area, located at:

- St. James Road, Chichester
- East Street, Selsey

Early Years provision is at:

Chichester:

- Chichester Nursery School Children and Family Centre (Local Authority run)

The following are all run by private providers:

- The Cooperative Childcare
- Chantry House Nursery School
- Teddy Wilf's Nursery School
- First Steps Childcare
- St. Richard's School Nursery Unit
- The Little Blue Door
- Welcome House
- Chichester Montessori
- Westbourne House Pre-Prep
- The Prebendal School
- Busy Lizzie's Ltd
- Little learners Pre-School
- Sunbeams Pre-School

Oving:

- Woodpecker Nursery

Tangmere:

- Willowdene
- Tangmere Primary Academy
- Tangmere Pre-School

Boxgrove:

- Boxgrove

Singleton:

- Singleton Playschool

Eartham:

- Great Ballard Nursery

Fishbourne:

- Fishbourne Pre-School Ltd

Bosham

- Bosham Community Playgroup
- Ladybird Montessori Nursery Ltd
- Village Pre-School Bosham

East Ashling

- Oakwood Preparatory School Pre-School

Southbourne

- Little Stars
- Green Roots Nursery & Pre-school
- Loveders Nursery School

Birdham

- Birdham Pre-School

East Wittering and Bracklesham

- Ladybirds Nursery
- 4+ Nursery Class

Runcton

- Sunbeams Pre-School

Selsey

- The Pink Cottage
- Auntie Ro's Playgroup

Education – Early Years Provision	
	<p>Thorney Island</p> <ul style="list-style-type: none"> • Thorney Island Nursery <p>There are also 55 registered childminders operating in the area.</p>
Future requirements	<p>It is essential that an appropriate amount of early years and childcare provision is available early in the development of the new community to meet the immediate needs of the residents. The County Council has a statutory duty to secure sufficient childcare, so far as is reasonably practicable, for working parents, or parents who are studying or training for employment, for children aged 0-14 (or up to 18 for disabled children).</p> <p>Demand for places:</p> <p>The starting point is to calculate the number of children in each age group expected from the new housing. The West Sussex Section 106 planning obligations (2016) has indicated an adjusted population multiplied by average child product for houses of 14 children per year of age per 1,000 persons and for flats of 5 children per year of age per 1,000 persons.</p> <p>Where there is an outline planning application or an allocated site, it is presumed that the development is a mixture of houses and flats ($\frac{3}{4}$ houses and $\frac{1}{4}$ flats). The average house size and average persons per household for that District or Borough is used in the calculation, with a 2011 census basis. Using this calculation, gives an average child product of 12 children per year of age, per 1000 homes.</p> <p>Where the housing mix is not yet determined, the average occupancy rate used to calculate early years and childcare requirements is 2.28 persons per dwelling. Based on this, a development of 1,000 homes would indicate a population of 2,280 persons. Using a child product of 12 children per year of age per 1,000 persons gives 27 children per year of age ($12 \times 2.28 = 27.36$).</p> <p>Therefore, based on historic trends in take up data, on average, WSCC assume the need for 50 new early years and childcare places per 1,000 houses</p> <p>Further information can be found in Appendix 2 of this document: https://www.westsussex.gov.uk/media/10685/childcare_suff.pdf</p>
Cross Boundary Issues	Education is provided across boundaries with the South Downs National Park, Havant and Arun.
Funding Sources	<p>Sources of funding include:</p> <ul style="list-style-type: none"> • Early Years Capital Fund

Education – Early Years Provision	
	<ul style="list-style-type: none"> • Public sector • Private sector • CIL • S106
Key Issues	In September 2017 WSCC implemented the government’s initiative to provide 30 hours a week of free childcare for working parents of children aged 3 and 4 years in England. This is in addition to the existing 15 hours of free early education, which is available to all three and four year olds and eligible two year olds. The funding pays for 570 hours per year of flexible early education and care. Demand for this entitlement is growing and as such current sufficiency is being monitored closely.

Education – Primary Schools	
Lead Organisation(s)	West Sussex County Council
Main Sources of Information	Planning School Places 2022
Existing Provision	<p>There are 30 primary schools serving the plan area:</p> <ul style="list-style-type: none"> • Birdham CE Primary School, Birdham • Bosham Primary School, Bosham • Boxgrove CE Primary School, Boxgrove • Camelsdale First School, Camelsdale • St. Joseph’s Junior School, Chichester (academy) • Chichester Free School, Chichester • Chidham Parochial Primary School, Chidham • East Wittering Community Primary School, East Wittering • Fishbourne CE Primary School, Fishbourne • Jessie Younghusband Primary School, Chichester • Kingsham Primary School, Chichester • St. Joseph’s Infant School, Chichester • Loxwood Primary School, Loxwood • Medmerry Primary School, Selsey (academy) • North Mundham Primary School, Chichester • Parklands Community Primary School, Chichester • Plaistow and Kirdford Primary School, Plaistow • Portfield Primary Academy, Chichester (academy)

Education – Primary Schools

	<ul style="list-style-type: none"> • Rumboldswyke CE Infants' School, Chichester • St Richard's RC Primary School, Chichester • Seal Primary Academy, Selsey (academy) • Sidlesham Primary School, Sidlesham • Southbourne Infant School, Southbourne • Southbourne Junior School, Southbourne • Tangmere Academy, Tangmere (academy) • The March CE Primary School, Westhampnett • Thorney Island Community Primary School, Thorney Island • West Wittering Parochial CE School, West Wittering • Westbourne Primary School, Westbourne • Wisborough Green Primary School, Wisborough Green <p>There are 4 primary schools within the South Downs National Park where the catchment area extends into the Chichester District Local Plan area:</p> <ul style="list-style-type: none"> • Compton Primary School, Compton • Funtington Primary School, West Ashling • Lavant CE Primary School, Chichester • Petworth CE Primary School, Petworth <p>There are a number of private (fee-paying) primary schools located in the plan area.</p>
Future requirements	<p>New Primary School: West of Chichester Strategic Site Allocation</p> <p>New Primary School: Tangmere Strategic Site Allocation</p> <p>New Primary School: East of Chichester</p> <p>New Primary School at Southbourne</p>
Cross Boundary Issues	<p>Cross boundary consideration with Horsham District, and Waverley (Surrey), Arun, Havant, East Hampshire (Hampshire) and the South Downs National Park</p>
Funding Sources	<p>The Local Education Authority is responsible for the overall commissioning of school places and to ensure there are sufficient places both in mainstream and specialist facilities to cater for all children in their area whose parents request a place.</p> <p>WSCC as the Local Education Authority acts as a commissioner of education rather than a provider of new schools. It has the statutory duty to make education provision available for each pupil, and elects to provide a school place for each child, within the local catchment area where possible.</p>

Education – Primary Schools

It is the responsibility of the District Council as the Local Planning Authority to ensure land is allocated for education provision. Therefore, mitigation for land and contributions should be clearly set out in Local Plan policy requirements and allocations for schools sites will be expected to be free from constraints and provided full serviced at nil value.

WSCC expects developers' contributions to mitigate the cost of education services required as a direct consequence of the residential developments.

Chichester District Council requires developer contributions towards the cost of education provision for any development which gives rise to increased need if the current capacity of the existing schools exceeds 95% or if development will cause capacity to exceed 95%.

New Primary schools required as a result of development on strategic sites will be provided via S106.

Infrastructure associated with the overall growth of the area (school places) may be funded from the CIL.

Capital funding

Key Issues

West Sussex County has indicated that at a certain level, large-scale strategic development will require new and additional educational facilities, while other development may require expansion of facilities.

There is considerable pupil movement in the south of the plan area, making detailed planning more difficult. Chichester District adjoins Hampshire and Surrey and has good rail and road links which aid pupil movement across the area and between local authorities. The availability of church schools also attracts children from some distance.

Bourne.

The Planning Area will continue to operate very close to its overall capacity whilst the large year groups from previous years' work their way through the system.

There are a number of housing developments going ahead and planned for across the Planning Area which will be monitored for their effect on the school capacity. The provision of additional capacity is required to meet the needs of the residents.

Education – Primary Schools	
	<p>Chichester The Planning Area will be operating very close to its overall capacity for the foreseeable future with some schools operating over their capacity.</p> <p>Manhood The current housing developments have added immense pressure to the primary schools in the Planning Area at primary level. The provision of additional capacity is required to meet the needs of the residents. housing developments have added immense pressure to t</p>

Education – Secondary Schools	
Lead Organisation(s)	West Sussex County Council (Children and Young People Services) Organisation(s)
Main Sources of Information	Planning School Places 2022
Existing Provision	<p>There are 6 secondary schools serving the plan area:</p> <ul style="list-style-type: none"> • Bishop Luffa Church of England School, Chichester (academy) • Chichester High School (academy) • The Academy, Selsey (academy) • Chichester Free School (Free School) • Bourne Community College <p>There are two secondary schools outside the Plan Area where the catchment area extends into the Chichester Local Plan Area:</p> <ul style="list-style-type: none"> • Midhurst Rother College, Midhurst (academy) • The Weald Secondary School, Billingshurst <p>There are a number of private (fee-paying) secondary schools located in the plan area and beyond.</p>
Future requirements	Currently the secondary schools in the Chichester Planning Area could accommodate additional pupils either by way of expansion or in the accommodation they already have.
Cross Boundary Issues	<p>The Local Plan area adjoins the neighbouring educational authorities of Hampshire and Surrey. There are good rail and road links which aid pupil movement across the area and between local authorities.</p> <p>Secondary schools serving the north of the plan area are located in Horsham District (The Weald, Billingshurst) and Surrey.</p> <p>In Arun District, St Philip Howard Catholic High School (Barnham) and Ormiston Six Villages Academy may also cater for pupils from the Chichester Local Plan area.</p>

Education – Secondary Schools	
Funding Sources	<p>S106</p> <p>CIL</p> <p>Capital funding</p>
Key Issues	<p>West Sussex County Council has indicated that at a certain level, large-scale strategic development will require new and additional educational facilities, while other development may require improved facilities.</p> <p>There is considerable pupil movement in Chichester, making detailed planning more difficult. The availability of church schools also attracts children from some distance.</p> <p>There will be the need to create some additional space within the District at a later date including at secondary.</p>

Education – Post 16	
Lead Organisation(s)	<p>WSSC</p> <p>Chichester College</p> <p>LEP</p> <p>Bishop Luffa School</p> <p>Chichester High School</p> <p>Midhurst Rother College</p>
Main Sources of Information	<p>Planning School Places 2022</p> <p>Chichester College Group</p>
Existing Provision	<p>Planning School Places (WSSC, 2022) states that the County Council has a statutory duty to secure sufficient suitable education and training opportunities to meet the reasonable needs of young people in the County. Young people are defined as those who are over compulsory school age but are under 19, or aged 19-25 for those children with Special Educational Needs and Disability (SEND). The County Council does not have a duty to cater for higher education (HE) students at universities. The responsibilities for HE planning sits with the Higher Education Funding Council for England (HEFCE)</p> <p>In Chichester the following establishments have post 16 provision:</p> <p>Sixth Form Provision</p> <p>Bishop Luffa</p> <p>Chichester High School</p>

Education – Post 16	
	<p>Midhurst Rother College</p> <p>FE Colleges Chichester College - Delivery of education to 14-16 year olds, 16-18 year olds, 19+ learners, foundation learners and international students. Provision ranges from foundation to Level 7, statutory education and adult and community learning. The total student population is C15,000.</p>
Future requirements	<p>Given the level of development anticipated in the Local Plan expansion of sixth form provision will be required later in the plan period.</p> <p>At Chichester College there will be a requirement to replace some very sub-standard teaching accommodation and the refurbishment of buildings to accommodate new courses. Motor vehicle is currently taught off-site at Terminus Road and this needs to be brought back to campus but will require significant building works. Sufficient infrastructure will be required to handle an increase in student numbers, which will occur as the demographic increases</p>
Cross Boundary Issues	Transport links – bus and rail
Funding Sources	<p>The College receives its funding from the Education and Skills Funding Agency (ESFA), commercial income and grants.</p> <p>S106</p> <p>CIL</p>
Key Issues	<p>Key issues for the college are as follows: Suitable and sufficient infrastructure to support the College requirements. The river Lavant is prone to flooding. Dependable transport to and from areas of student recruitment. Affordable car parking costs in local car parks. Traffic congestion from the A27 impacts on the smooth access of vehicles to and from the College site.</p>

Education – Special Schools	
Lead Organisation(s)	West Sussex County Council
Main Sources of Information	https://www.westsussex.gov.uk/media/15073/send_requirements.pdf
Existing Provision	<p>There are 3 special schools serving the Plan area:</p> <ul style="list-style-type: none"> • Fordwater School - ages 2 to 19 • Littlegreen School (within the South Downs National Park) - ages 7 to 14 • St Anthony's School - ages 4 to 16
Future requirements	Further places require funding from development
Cross Boundary Issues	Littlegreen School is in Compton within the South Downs National Park

Education – Special Schools	
Funding Sources	S106 CIL Capital funding
Key Issues	West Sussex County Council requires all development to deliver or contribute to new and/or additional SEND educational facilities.

Education – Higher Education	
Lead Organisation(s)	University of Chichester
Main Sources of Information	University of Chichester Strategic Plan 2018-25, Estate Strategy 2018-25
Existing Provision	Total number of students 5541, Undergraduate total 4651, Postgraduate total 890
Future requirements	As new undergraduate and postgraduate courses are developed at the University in the next five years, there will be a requirement for new academic building provision at the Bishop Otter Campus. This will likely be located along the University's eastern boundary, associated with the construction of the north east link road into the University from Graylingwell Drive and the realignment and reorganisation of the University's main car park. The provision of future academic courses may necessitate some sensitive and appropriate redevelopment/repurposing of buildings, both academic and residential situated in the Conservation Area. The University also requires new student accommodation either on the campus or close to it. The University is aware that water pressure to the University Campus is at times less than adequate necessitating the use of storage tanks to meet demand. The issue can be overcome by using water storage, however, the adequacy of the water supply infrastructure to the area should be explored with the statutory undertaker, in this case Portsmouth Water.
Cross Boundary Issues	Transport Links to the University Campus at Bognor Regis
Funding Sources	Student Fees, Student Accommodation Fees, Financial Institutions.
Key Issues	Availability of land for potential expansion - constraints on the University from the recently extended Conservation Area. Shortage of available and suitable student accommodation on or close to the University campus. Poor Water Supply pressure, sub-optimal fast rail links to London.

Health

Community Healthcare/Primary Care																						
Lead Organisation(s)	NHS Sussex – Sussex Health and Care																					
Main Sources of Information	NHS Sussex – Sussex Health and Care https://www.nhsbsa.nhs.uk/access-our-data-products/catalyst																					
Existing Provision	<ul style="list-style-type: none"> • Southbourne Surgery • The Medical Centre (East Wittering) • Selsey Medical Group – Selsey Medical Centre • Tangmere Medical Centre • Lavant Road Surgery – Chichester • Parklands Surgery – Chichester • Langley House – Chichester • Cathedral Medical Group – Chichester • Loxwood Medical Practice <p>There are two surgeries within the South Downs National Park which may accommodate patients from the Chichester Local Plan area:</p> <ul style="list-style-type: none"> • Riverbank Medical Centre – Midhurst • The Surgery – Petworth <p>The surgeries below serve not only their settlement but surrounding areas. (Current premises were size compliant when built, but with housing growth are below NHS size guide now but are supporting the Chichester population with open lists).The situation within the plan area is as follows:</p> <table border="1"> <thead> <tr> <th>Practice Name</th> <th>List Size at March 2022</th> <th>Status</th> </tr> </thead> <tbody> <tr> <td>Cathedral</td> <td>13,636</td> <td>Near capacity</td> </tr> <tr> <td>Langley House</td> <td>13,001</td> <td>List closed</td> </tr> <tr> <td>Lavant Road</td> <td>11,984</td> <td>Near capacity</td> </tr> <tr> <td>Parklands</td> <td>10,562</td> <td>Near capacity</td> </tr> <tr> <td>Tangmere</td> <td>6,724</td> <td>Currently has some capacity</td> </tr> <tr> <td>Southbourne</td> <td>10,830</td> <td>Currently has some capacity</td> </tr> </tbody> </table>	Practice Name	List Size at March 2022	Status	Cathedral	13,636	Near capacity	Langley House	13,001	List closed	Lavant Road	11,984	Near capacity	Parklands	10,562	Near capacity	Tangmere	6,724	Currently has some capacity	Southbourne	10,830	Currently has some capacity
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	Witterings	10,628	Currently has some capacity
	Selsey	12,712	Currently has some capacity
	Loxwood	6,354	Currently has capacity, but this will be impacted by major cross-boundary developments in Surrey.
Future requirements	<p>All new housing / infrastructure has a direct impact on health care in the region. All residents will register with a GP when moving to a new home. At present, Primary Care services are run by General Practitioners (GP's) as a partnership. These are stand-alone businesses that are funded materially from NHS Sussex – Sussex Health and Care. A significant number of premises that GP's run services from are based in modified old established 'houses' e.g. in Chichester City, which in some cases are in adjoining properties linked together with the remainder being either ageing or recently i.e. within 10 years, built for purpose premises. Many GP surgeries are operating at or near capacity thus requiring additional investment to cater for future additional housing growth.</p> <p>There is an identified need for Primary Care facilities to serve the Whitehouse Farm and other city developments, which includes the extension of Langley House GP practice, Southbourne Surgery and the relocation of the Cathedral GP practice to another site within Chichester City. In 2022 an opportunity for redeveloping a WSCC property (Willow Park) is being tested, to complement existing city centre practices - it could be in place as early as 2022.</p>		
Cross Boundary Issues	<p>Ongoing and potential future housing development in Emsworth, Hampshire may impact on primary healthcare services in Southbourne arising from patients exercising choice.</p> <p>On-going and potential new developments in Waverley and Guildford will impact on primary healthcare services in Loxwood, particularly as the Cranleigh Medical Centre is at capacity and does not intend to provide any additional space.</p>		
Funding Sources	<p>At present, Primary Care services are run by General Practitioners (GP's) as a partnership. These are stand-alone businesses that are funded materially from NHS Sussex – Sussex Health and Care. Historically and current state is that the premises that GP's run services from are based on old established 'houses' linked together (modified) with some ageing built for purpose premises.</p>		

	<p>NHS Sussex – Sussex Health and Care does not have direct capital funding for Primary Care services. There are limited and scarce funds available that have to be applied for at a regional / national level. At present this is materially smaller Improvement Grants.</p> <p>Criteria such as new developments and developer contributions are a key factor in decision making, as the funding available needs to be directed to area of need (and funding is scarce). The key question from central NHS funds is “what funding has been secured from housing development” when applying for any central capital investment.</p> <p>The funding for new builds or Premises extensions/infrastructure comes from materially 2 sources, linked on the whole to new housing development growth.</p> <ul style="list-style-type: none"> i. S106 funds (or CIL equivalent) ii. NHS Sussex – Sussex Health and Care revenue allocation <p>Revenue funds from the NHS are used to run and maintain services that continually have a higher demand than the resource available. Health funds are provided and used for the existing population of the area and thus housing growth infrastructure costs are sourced and necessary from housing developments.</p> <p>Revenue funds for Health organisations are limited and challenging currently. However, working with CDC and their working on CIL funds for projects, NHS Sussex – Sussex Health and Care will be putting in new services for Chichester from 2021 onward and still requires the current premises to move forward.</p> <p>Infrastructure related to the overall growth of the area may be funded from the CIL as identified in the CIL draft infrastructure list.</p>
Key Issues	<p>The estate in Chichester is ‘old’ and does not readily support the patient numbers. Patient demand is high in Chichester and outlying areas with all four city centre surgeries at or nearing capacity (with actual size of premises a very limiting factor). Thus premises are a shared known key issue. To mitigate this current pressure, the redevelopment of Willow Park is being reviewed with stakeholders (CDC, WSCC and NHS Sussex – Sussex Health and Care). The CIL funding proposed for Langley should be possible to support development in 2022/23. Southbourne extension work is due to be presented in the summer of 2022.</p>

St. Richard’s Hospital	
Lead Organisation(s)	Western Sussex Hospitals NHS Foundation Trust

St. Richard's Hospital	
Main Sources of Information	Western Sussex Hospitals NHS Foundation Trust
Existing Provision	<p>St Richard's Hospital has 467 beds and provides a full range of acute hospital care, including accident and emergency services, acute medical care, maternity and children's services and a range of surgical specialties.</p> <p>It also has a purpose built NHS Treatment Centre on site which offers safe, fast, pre-booked day and short stay surgery and diagnostic procedures.</p> <p>The area served by St Richard's Hospital is around 400 sq miles. It covers the whole of the Chichester Local Plan area. It consists of the coastal areas of Selsey, Chichester Harbour, Littlehampton and Bognor Regis, together with the city of Chichester and the South Downs market towns of Midhurst, Billingshurst, Pulborough, Arundel and Petworth. Patients from East Hampshire also access St. Richard's Hospital.</p>
Future requirements	<p>Western Sussex Hospitals NHS Foundation Trust is in the process of refreshing its clinical and Estate Strategies to: respond effectively to demographic growth; enhance patient experience and safety; maximise the use of current hospital buildings; and comply with statutory requirements. To do so, the following changes to the estate are likely, but not limited to:</p> <ul style="list-style-type: none"> • Increase Accident and Emergency capacity, with opportunity to accommodate an Urgent Treatment Centre; • Improved outpatient department; • Increase ward capacity; • Improved size, capacity and functionality of operating theatres; • Improved women and children's services capacity; • Enhance diagnostic provision such as imaging capacity; • Redesign and rebuild of the sterile services unit.
Cross Boundary Issues	Arun and Hampshire
Funding Sources	In addition to Western Sussex Hospitals NHS Foundation Trust own internal generated capital funding, the Trust will seek to access additional external NHS funding and Community Infrastructure Levy.
Key Issues	It is essential that there is sufficient acute hospital provision at St. Richard's to meet the needs of the growing population resulting from predicted housing growth in the Chichester Local Plan Area. St. Richard's Hospital will also need to respond to both the housing growth planned by other District and Borough housing areas in the area, as well as to the significant demographic changes expected during the same period. Within the Coastal West Sussex Area, the number of residents aged 65 to 84 is predicted to increase by 39% from 104,000 to 145,000, and for those over 85 predicted to increase by 114% from 20,000 to 42,000 over the plan period

St. Richard's Hospital

Both housing growth and an ageing population are likely to have a significant impact on St Richard's Hospital. The impact of the housing growth will depend upon the demographic makeup of the new residents, as younger households will have different health needs to that of older ones. If however, for illustrative purposes, there were a net increase in bed requirements of 2% a year, this would equate to an additional 175 beds or approximately 7 new wards by 2034 together with the associated clinical support functions. Affordable housing for keyworkers would also be a critical component for ensuring sufficiency of staffing to meet this type of growth.

The hospital site is also relatively constrained by the surrounding residential and student accommodation. Therefore, working with partners taking a whole system approach will be crucial to meeting the anticipated increase in demand.

Social Infrastructure

Sports, Leisure and Playing Pitch Facilities	
Lead Organisation(s)	<p>Chichester District Council</p> <p>Sport England</p> <p>Private Sector</p>
Main Sources of Information	<p>Chichester District Council</p> <p>Chichester Open Space, Indoor Sports and Playing Pitch Strategy 2018</p>
Existing Provision	<p>There are a wide range of sport and recreation facilities across the Plan Area including health and fitness clubs, sports halls, swimming pools, synthetic turf pitches and bowls facilities.</p> <p>There are three Council owned leisure centres in Chichester, Southbourne and Midhurst which are managed by Sport and Leisure Management Limited (trading as Everyone Active). They offer a range of sporting activities and their sports development team offer support to clubs and teams across the district and also run a variety of sports courses and events throughout the year.</p>
Future requirements	<p>Football</p> <p>The Playing Pitch Strategy has identified a future need for the equivalent of 2-3 full size floodlit Artificial Grass Football Pitches. Possible sites:</p> <ul style="list-style-type: none"> • Bishop Luffa School (3G football & rugby share) • Oaklands Park stadia pitch (3G football) • Chichester High School/Southern Gateway (3G football) • Chichester College (9v9) • Bourne Community College (school/football) <p>Other opportunities include:</p> <ul style="list-style-type: none"> • Enhancements to facilities at Tangmere • On-site provision at Southern Gateway • Enhancements to off-site provision at Southbourne <p>Cricket</p> <ul style="list-style-type: none"> • Replacement cricket pitch at Graylingwell Park • Reinstatement of cricket ground at Oaklands Park <p>Rugby</p> <ul style="list-style-type: none"> • Access to another 2-3 rugby pitches <p>Hockey</p> <ul style="list-style-type: none"> • Access to two additional sand based Artificial Grass Pitches as a hub site for Hockey in Chichester City.

Sports, Leisure and Playing Pitch Facilities	
Cross Boundary Issues	There are cross-boundary issues with Arun and the South Downs National Park
Funding Sources	<p>Chichester District Council</p> <p>Government grants</p> <p>Developer contributions through S106 for site specific requirements.</p> <p>Infrastructure related to the overall growth of the area may be funded from the CIL.</p> <p>External funding (e.g. Trusts; private provision, Lottery funding, Governing Body funding)</p>
Key Issues	<p>CDC needs to ensure that it has sufficient indoor and outdoor leisure activities and premises to cater for both residents and visitor requirements in the future. It is likely that demand for leisure facilities will increase in the future so it is important that this demand is met.</p> <p>The recommendations of the Open Space Study, Indoor Sports and Playing Pitch Strategy (2018) have been taken into account in the preparation of the Chichester Local Plan.</p> <p>It is proposed through the Local Plan that developers will be required to contribute towards the provision of open space, sports and recreation facilities and provide facilities on larger development sites. The Council will work with towns and parishes preparing Neighbourhood Plans to identify suitable sites for the provision of sport and leisure facilities where particular deficiencies and local needs have been identified.</p>

Community Facilities	
Lead Organisation(s)	Chichester District Council, in consultation with Parish Councils
Main Sources of Information	Chichester District Council annual Community Facilities Audit; Chichester District Council Assessing Need and Demand for indoor sports facilities, June 2018
Existing Provision	<p>Within the Plan Area there are numerous community buildings in community ownership, providing a wide range of local facilities and accommodating an even wider range of local groups and organisations.</p> <p>Many of these facilities were built historically when community sizes were smaller, and accommodating increased demand from development requires expansion or adaptation.</p>
Future requirements	The Community Facilities Audit maps the planned improvements to many of the buildings by their respective owners, although often these will be responsive to housing developments.

Community Facilities	
	With larger developments, CDC would look to ensure appropriate provision within the site for the cohesion and sustainability that offers to new communities.
Cross Boundary Issues	
Funding Sources	<p>Developer contributions through S106 where provision is necessary to make the development acceptable in planning terms.</p> <p>Infrastructure related to the overall growth of the area may be funded from the CIL.</p> <p>Chichester District Council</p> <p>External funding (national funders e.g. Lottery, Trusts and other funders)</p> <p>Local fundraising – recognising the benefits to existing residents</p>
Key Issues	<p>CDC needs to ensure that adequate provision is made for community assembly and social activity to cater for the needs of future residents. Housing development creates additional demand, and consultation with the providers helps to establish the extent to which existing facilities can accommodate, or accommodate with some enhancement, or identify that new facilities need to be created. The annual Community Facilities Audit was devised to provide a database of this information to inform planning consultations.</p> <p>The District Council will work with parishes preparing Neighbourhood Plans to identify opportunities for the enhancement of existing provision or new facilities.</p>

Green Infrastructure (GI)	
Lead Organisation(s)	<p>Chichester District Council</p> <p>West Sussex County Council</p> <p>Natural England</p> <p>Chichester Harbour Conservancy</p> <p>South Downs National Park Authority</p>
Main Sources of Information	<p>Open Space, Indoor Sports and Playing Pitch Strategy Study 2018</p> <p>Natural England Green Infrastructure Guidance</p> <p>South East River Basin Management Plan</p> <p>Chichester Harbour AONB Management Plan (2019-2024) https://www.conservancy.co.uk/page/management-plan</p> <p>Chichester Harbour AONB joint SPD</p> <p>Chichester AONB Landscape Character Assessment (2019) and CDC Landscape Capacity Assessments</p> <p>WSSC Landscape Studies</p> <p>South Downs National Park Local Plan</p>
Existing Provision	<ul style="list-style-type: none"> • Chichester Harbour Area of Outstanding Natural Beauty • South Downs National Park • Parks and Gardens • Natural and Semi-Natural Green Space • Amenity Greenspace • Allotments and Community Gardens • Green Corridors • Beaches and seafront • Wetland areas, waterways and ditches

Green Infrastructure (GI)	
	<ul style="list-style-type: none"> • Canals, river corridors, tributaries and valleys of the River Lavant, River Kird and River Ems • Public Rights of Way
Future requirements	<p>Potential for improvement/enhancements to areas through Green Infrastructure. Green Infrastructure will be provided through Strategic Development Locations and small scale development at settlement hubs and service villages. This will contribute to existing GI and enhance or improve other areas.</p> <p>The Chichester Harbour Conservancy has future plans for:</p> <ul style="list-style-type: none"> • A new car park at Dell Quay; • Extension of the Itchenor Jetty and is currently seeking MMO Consent; • Extension to the Salterns Way between Shipton Green and West Wittering.
Cross Boundary Issues	<p>SDNP Arun Havant (Hampshire) Waverley (Surrey) Horsham</p> <p>Arun District Council is concerned about the loss of visual amenity and green views resulting from development on the edge of existing built forms to the east of Chichester District and thus requires landscape impact assessment and mitigation measures.</p>
Funding Sources	<p>Developer contributions through S106 where provision is necessary on site to make the development acceptable in planning terms.</p> <p>Infrastructure related to the overall growth of the area may be funded from the CIL.</p>
Key Issues	<p>Green infrastructure encompasses the full range of natural and historic landscape, including waterways, woodlands, and green corridors, and access to and between these features. It brings many social, economic and environmental benefits, attracting investment, jobs and people. For example, well-designed and integrated green infrastructure can assist with promoting a sense of community and providing opportunities for recreation.</p> <p>Natural England promotes green infrastructure as an important component of the infrastructure required to support sustainable growth. It also has an important role in enabling landscapes to become more responsive to climate change, such as absorbing CO₂, heat and flood control. It remains important to protect and where possible enhance areas that are important and valued for their nature, flora, fauna, geological and biodiversity conservation.</p>

Green Infrastructure (GI)	
	<p>Green infrastructure must be adequately resourced up front to meet capital and on-going revenue needs. Multi-functional land use is key to achieving value for money by planning, creating and managing areas to produce multiple public and environmental benefits, sharing resources between sites and combining investment from different sectors.</p> <p>The requirement for open space, sport and recreation facilities is likely to continue, not least because the need to build at higher densities will require the continued provision of high quality open space. Enhanced access provision can assist with connecting local communities as well as individuals' personal health needs.</p> <p>GI, in the form of public rights of way, also provide access to services, commuting facilities, and support many local businesses, such as cycle hire shops and equestrian supplies. Public rights of way provide a range of multi-functional benefits (health, economy, reduced pollution, biodiversity).</p> <p>The Local Plan is the delivery mechanism for ensuring GI is provided as part of development, linking with existing GI, enhancing or improving other areas and ensuring mitigation for those areas that where GI will be lost through development.</p> <p>A Green Infrastructure Strategy will be produced in order to provide a detailed strategy for implementing the delivery of an integrated green infrastructure network.</p>
Mitigation under the Habitats Regulations Assessment	
Lead Organisation(s)	<p>Solent Recreation Mitigation Partnership (including Chichester District Council and Natural England), operating as Bird Aware Solent.</p> <p>Pagham Harbour Mitigation Partnership (between Chichester District Council and Arun District Council)</p>
Main Sources of Information	<p>Bird Aware Solent Website</p> <p>https://solent.birdaware.org/strategy</p> <p>Map – Special Protection Areas (SPA) in the Bird Aware Solent region</p> <p>Pagham Harbour Joint Scheme of Mitigation</p>
Existing Provision	<p>Policy NE7 Development and Disturbance of Birds in Chichester, Langstone and Pagham Harbours and Solent and Dorset Coast Special Protection Areas and Medmerry Compensatory Habitat has been written to ensure that impacts from recreational disturbance are mitigated.</p>

Mitigation under the Habitats Regulations Assessment

	<p>Development that results in net new residential and holiday accommodation within the Chichester Harbour SPA zone of influence (5.6km) can opt to mitigate the impact of additional recreational disturbance on the SPA through a contribution to the Bird Aware Solent scheme. Similarly developments within the Pagham Harbour zone of influence (3.5km) can opt to contribute to that scheme. Development can also opt to make its own mitigation provision, but this must be funded in perpetuity as the partnership schemes are. Development that falls within both zones will only pay the higher contribution of the two.</p> <p>Larger developments and those in close proximity to an SPA site boundary may be required to provide additional mitigation measures within the development, site for example provision of a dog walking route within the open space provision. This will be assessed on a case by case basis.</p>
Future requirements	<p>For both Chichester Harbour and Pagham Harbour contributions will be sought to improve/enhance/link existing green infrastructure to encourage disturbance away from sensitive areas, or creation of new “open spaces”. Developers would be expected to provide alternative recreational space.</p>
Cross Boundary Issues	<p>For Chichester and Langstone Harbours this issue is being dealt with through a partnership approach across the Solent authorities.</p> <p>For Pagham Harbour this issue is being dealt with through a partnership approach between Chichester District Council and Arun District Council.</p>
Funding Sources	<p>Developer contributions through S106.</p>
Key Issues	<p>Defined protected habitats should be safeguarded in order to protect the existing biodiversity of the area. Within the Chichester Harbour AONB the Chichester Harbour Conservancy’s primary concern is to achieve favourable conservation status of the European sites and species.</p> <p>CDC and SDNPA have policies in their Local Plans to protect and enhance these areas through development, delivered through small scale Green Infrastructure initiatives.</p> <p>It remains important to avoid development in sensitive areas that are valued for their ecology. Where this is not possible, development should seek to mitigate any likely adverse effects. This includes development that has an impact on Chichester Harbour and Pagham Harbour Special Protection Areas and the Medmerry Compensatory Habitat.</p>

Flood Defences	
Lead Organisation(s)	<p>Chichester District Council</p> <p>West Sussex County Council</p> <p>Environment Agency</p>
Main Sources of Information	<p>Beachy Head to Selsey Bill Shoreline Management Plan</p> <p>North Solent Shoreline Management Plan (2010)</p> <p>Chichester District Strategic Flood Risk Assessment</p> <p>The Pagham to East Head Coastal Defence Strategy</p>
Existing Provision	The Manhood 16km coastline is actively protected. This is mostly Chichester District Council's frontage but the Environment Agency manages 5km over the Medmerry and Pagham frontages.
Future requirements	<p>The Manhood Peninsula Surface Water Management Plan will be undertaken by West Sussex County Council as Lead Local Flood Authority.</p> <p>The Environment Agency continually monitors the risk of fluvial and coastal flooding to communities in the Manhood Peninsula and produces up to date flood mapping.</p> <p>A beach management plan in the Selsey/Bracklesham/Wittering is being undertaken by CDC.</p> <p>Works will be required in the next 5+ years to protect Apuldram's STW.</p>
Cross Boundary Issues	<p>Havant (Hampshire)</p> <p>Arun</p>
Funding Sources	<p>Defra's Flood Defence Grant in Aid (FDGiA) is the key source of funding for the Environment Agency's flood and coastal risk management (FCRM) works. However due to partnership funding rules, FDGiA is extremely unlikely to fund 100% of any FCRM schemes in Chichester District.</p> <p>Contributions will be required from other funding sources, including from the community, for any future works or schemes.</p> <p>Developer contributions through S106 where provision is necessary to make the development acceptable in planning terms.</p> <p>Infrastructure related to the overall growth of the area may be funded from the CIL.</p>

Flood Defences	
Key Issues	<p>Failure to provide adequate flood defences could lead to extensive property damage and possible land loss within Chichester District.</p> <p>The onset of climate change needs to be mitigated for and the implementation of a long term, deliverable strategy will help to achieve this.</p> <p>The Local Plan will provide the policy framework to mitigate against the adverse effects of climate change by locating new development in areas that are less prone to flooding. This will include development on the coast where a lack of adequate seas defences could lead to property damage.</p> <p>The Local Plan recognises the benefits of green infrastructure - such as SUDs and permeable surfaces - being incorporated within developments to reduce the possibility of flooding.</p>

Allotments	
Lead Organisation(s)	Parish and Town Councils
Main Sources of Information	Open Space, Indoor Sports and Playing Pitch Strategy Study 2018
Existing Provision	There are 14.36 hectares of allotments at present. The Open Space Study 2018 identified a shortfall of 12.92 hectares of allotments across the District.
Future requirements	Protection of existing allotments through Local Plan policies, with the possible provision of allotments/community orchards through strategic and small Site Allocations and Neighbourhood Plans.
Cross Boundary Issues	
Funding Sources	<p>CDC</p> <p>Developer contributions through S106 for on-site provision.</p> <p>Infrastructure related to the overall growth of the area may be funded from the CIL.</p>
Key Issues	<p>Allotment gardening makes an important contribution to the quality of people's lives. It has an important role to play in creating and maintaining healthy neighbourhoods and sustainable communities.</p> <p>It can provide health benefits improving both physical and mental health, providing a source of recreation and contributing to green and open space provision. Allotments can also help in adapting to and mitigating the adverse impacts of climate change by encouraging the provision of locally sourced food.</p> <p>Responsibility for the management of allotments lies with Parish, City and Town Councils.</p>

Public Services

Emergency Services - Police	
Lead Organisation(s)	Sussex Police
Main Sources of Information	Sussex Police
Existing Provision	<p>Stations at:</p> <ul style="list-style-type: none"> • Chichester • Selsey • Chichester Custody Centre – private Finance Initiative building providing custodial services for West Sussex. <p>In the South Downs National Park at:</p> <ul style="list-style-type: none"> • Midhurst • Petworth
Future requirements	<p>ESTATE Chichester Police Station Minor redecoration of Chichester police station including provision of wellbeing room and expanded locker-room.</p> <p>ANPR Cameras</p> <ol style="list-style-type: none"> 1) Salthill bridge – A27 Chichester bypass 2) A259 Cathedral Way, Chichester 3) Terminus road, Chichester 4) A286 Stockbridge road, Chichester 5) A259 Bognor road, Chichester 6) A285 Westhampnett Road, Chichester 7) A286 Lavant Road, Chichester 8) Madgewick Lane, Chichester
Cross Boundary Issues	With Surrey and Hampshire
Funding Sources	<p>Council tax precepts (revenue)</p> <p>Police Capital Grants – Home Office Grant</p> <p>Capital receipts from sales</p>

Emergency Services - Police	
	<p>Police Reserves</p> <p>S106 for infrastructure that is necessary to make the development acceptable in planning terms.</p> <p>Infrastructure related to the overall growth of the area may be funded from the CIL.</p>
Key Issues	<p>Sussex Police has a number of Crime Prevention Design Advisors who champion a scheme called 'Secure by Design'. Through design, the scheme aims to enhance security, reduce crime, create a safe and sustainable community and reduce demands on police resources. Design and access statements that are required for many planning applications should demonstrate how crime prevention measures have been considered.</p> <p>There will need to be an increase in IT infrastructure and investment in mobile data to provide a response to an increasing population and more sharing and investment with local authority and other key partner facilities.</p> <p>Not only does an increase in population affect local policing, it also draws upon other resources based outside of Chichester, such as Roads Policing, Firearms response, Custody provision and the arrangements of a PFI facility. It also means that there is increased demand and that will mean an impact on Community Safety.</p>

Emergency Services – Fire and Rescue Service	
Lead Organisation(s)	West Sussex County Council is the fire authority with statutory responsibility under the Fire and Rescue Services Act 2004.
Main Sources of Information	West Sussex Fire and Rescue Community Risk Management Plan 2022-2026
Existing Provision	<p>Stations at:</p> <ul style="list-style-type: none"> • Chichester: Immediate Response and retained Duty System • East Wittering – Retained Duty System • Selsey – Retained Duty System <p>In the South Downs National Park at:</p> <ul style="list-style-type: none"> • Midhurst – Retained Duty System • Petworth – Retained Duty System <p>Outside the plan area at:</p> <ul style="list-style-type: none"> • Billingshurst – Retained Duty System • Dunsfold – Surrey Fire & Rescue Service

Emergency Services – Fire and Rescue Service	
	<ul style="list-style-type: none"> • Emsworth – Hampshire Fire & Rescue Service • Haslemere – Surrey Fire & Rescue Service <p>As the Statutory Harbour Authority, the Chichester Harbour Conservancy assists the emergency services on water through the work of its Harbour Patrol Team.</p>
Future requirements	<p>West Sussex Fire and Rescue Service Community Risk Management Plan 2022-2026 sets out how WSFRS intends to drive continuous improvement and analyses current and projected future risk. A review of this document may result in the need to relocate or revise the current fire cover provision within the Chichester District.</p> <p>WSFRS has 5 strategic priorities in its plan:</p> <ol style="list-style-type: none"> 1. Preventing fires in emergencies from happening; 2. Protecting people, firefighters and property by making buildings safe from fire as they can be; 3. Responding to fires in emergencies quickly and effectively; 4. The safe and valued workforce; 5. Making best use of resources.
Cross Boundary Issues	<p>Hampshire Fire & Rescue Service Surrey Fire & Rescue Service</p>
Funding Sources	<p>Funding for WSFRS currently comes from two main sources:</p> <ul style="list-style-type: none"> • Grant funding from government • Capital funding <p>Developers will be required to contribute towards works that may be needed to fulfil the fire authority's duty to ensure the provision of an adequate access and supply of water for fire fighting. In addition, Community Infrastructure Levy funding will be required to make a proportionate contribution towards the provision of new fire fighting services or facilities to enable the fire and rescue service to meet its statutory requirements and prescribed standards of fire cover for the area.</p> <p>S106 where provision is necessary to make the development acceptable in planning terms.</p> <p>Infrastructure related to the overall growth of the area may be funded from the CIL.</p>
Key Issues	<p>Most of the Local Plan Area is currently classified as a low/medium critical fire risk. Developers will need to continue to liaise with the County Council Highways Department to ensure that suitable access to a new development is provided.</p> <p>There may also be the need to carry out work to ensure that sufficient supplies of water in terms of volume and pressure are available. The developer should provide the infrastructure required to serve a new development.</p>

Emergency Services – Fire and Rescue Service

	<p>The increase in housing will increase the workload in terms of Community Safety and fire prevention as well as emergency incidents.</p> <p>The impact of any accompanying infrastructure (eg schools, shops, leisure facilities) will further increase the demand of WSFRS Business Fire Safety team in auditing, fire protection and enforcement.</p> <p>Some of the developments are also in rural locations and it would be important to the Fire Service that suitable accompanying provision for firefighting water (hydrant network) be included as part of any development.</p> <p>The WSFRS recommend the installation of fire sprinkler systems into new properties, particularly in areas where travel distance from a Fire Station is significant.</p>
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Emergency Services – Ambulance

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Lead Organisation(s)	South East Coast Ambulance Service NHS Trust (SECAMB)
Main Sources of Information	South East Coast Ambulance Service NHS Trust
Existing Provision	<p>Premises at:</p> <ul style="list-style-type: none"> • Make Ready Centre at Tangmere • Ambulance Community Response Post Chichester South • Ambulance Community Response Post Chichester North
Future requirements	<ul style="list-style-type: none"> • Ambulance Community Response Post Birdham <p>In the South Downs National Park at:</p> <ul style="list-style-type: none"> • Midhurst Fire Station, where an Ambulance Community Response Posts is being developed in partnership with the West Sussex Fire & Rescue Service
Cross Boundary Issues	None in terms of premises.
Funding Sources	<p>Service level agreements with the region's NHS Sussex – Sussex Health and Care, hospitals and mental health trusts.</p> <p>Infrastructure related to the overall growth of the area may be funded from the CIL.</p>
Key Issues	<p>The Trust responds to 999 calls from the public, urgent calls from health professionals and in Kent and Sussex. The Service:</p> <ul style="list-style-type: none"> • Covers a geographical area of 3,600 square miles (Brighton & Hove, East Sussex, West Sussex, Kent, Surrey, and North East Hampshire)

Emergency Services – Ambulance	
	<ul style="list-style-type: none"> • Serves a resident population of 4.5 million • Employs over 3,200 staff working across 70 sites in Kent, Surrey and Sussex. • Received 688,714 emergency calls in 2010/11 <p>There have been increasing demands on the ambulance service and it is predicted that these will continue to rise, particularly in response to the increasingly ageing population in the region.</p>

Libraries	
Lead Organisation(s)	West Sussex County Council
Main Sources of Information	West Sussex County Council
Existing Provision	There are existing local libraries at; Chichester, Selsey, Southbourne and the Witterings.
Future requirements	Planned provision of new library infrastructure in the District is through shared community space in SDLs. Improvements will be required to Southbourne library and Chichester Library.
Cross Boundary Issues	
Funding Sources	West Sussex County Council Infrastructure related to the overall growth of the area may be funded from the CIL. Facilities required to mitigate a Strategic Allocation site will be required through S106.
Key Issues	<p>The County Council is continuing to explore opportunities for shared provision and use of buildings, expanding the virtual offer (e books and on-line services), the provision of unstaffed collections with self-service terminals in community buildings and a reassessment of the effectiveness of current library locations. In general this will mean a much more flexible approach to providing access to the Library Service than merely expanding or building more libraries. The requirement for infrastructure to support additional developments will need to be equally flexible and creative. Solutions could include funding to support an expansion to the virtual offer, or to enable the creation of partnership opportunities that require conversions and alterations to provide access to the service rather than the physical building of additional space.</p> <p>The residential development proposed at the strategic development locations is likely to create additional demand for library provision. A flexible approach is needed whereby this provision is identified as part of a new community facility. This approach should be considered for all strategic locations.</p> <p>Depending on the type of housing proposed for Southbourne, it may be appropriate to expand and enhance existing library provision including Southbourne Library.</p>

Cemeteries & Crematorium	
Lead Organisation(s)	Chichester District Council Contract Services (Cemeteries) Dignity (Crematorium)
Main Sources of Information	Chichester District Council
Existing Provision	Portfield Cemetery has sufficient provision within the existing cemetery for the next 5 years. Church run cemeteries – capacity varies Petworth Cemetery (in the South Downs National Park) has sufficient provision for the next 100 years. Chichester Crematorium is run by Dignity, a private company
Future requirements	An extension to Portfield Cemetery Expansion of Chichester Crematorium
Cross Boundary Issues	Some residents in the western part of Chichester choose to use 'The Oaks' Crematorium at Havant
Funding Sources	The Council owns the land for the cemetery extension, and the neighbouring developer will provide the boundary fencing. Cemetery fees for grave spaces. 50% of the costs are met by Chichester City Council (at Portfield)
Key Issues	The Council is responsible for cemetery provision. Other than the planned extension to Portfield Cemetery, there are no further requirements during the plan period.

Waste Planning	
Lead Organisation(s)	West Sussex County Council
Main Sources of Information	West Sussex Waste Local Plan (adopted April 2014) The Waste Local Plan has been produced in partnership between West Sussex County Council and the South Downs National Park Authority. The West Sussex Waste Local Plan covers the period to 2031 and sets out the vision and strategic objectives for waste planning. The Waste Local Plan was adopted on 11 April 2014 and is now part of the Development Plan for West Sussex and the basis for all planning decisions relating to waste development in the Plan area.

Waste Planning	
Existing Provision	<p>West Sussex County Council, as Waste Disposal Authority, is responsible for co-ordinating and managing the disposal of municipal waste, which includes household, some commercial waste, and waste deposited at Household Waste Recycling Sites. Infrastructure in the District includes Household Waste Recycling Sites at Westhampnett near Chichester (co-located with a Waste Transfer Station) and at Midhurst.</p> <p>Municipal waste in the District is collected by Chichester District Council (the Waste Collection Authority).</p> <p>There is an existing network of waste management sites across the county which handle waste outside the control of the County Council. The Waste Local Plan includes a key diagram indicating the location of the main sites.</p>
Future requirements	<p>Policy W10 of the West Sussex Waste Local Plan allocates land at the Fuel Depot, Bognor Road, Chichester is proposed for allocation for a waste management facility. The allocation is supported by a range of development management principles which indicate that the site is suitable, in principle, for the development of proposals for the transfer, recycling, and/or treatment of waste (including the recycling of inert waste).</p> <p>The former fuel depot is approximately 4.8 hectares of land outside the defined built-up area. The waste management capacity achieved will depend upon the type of facility and chosen technology. The development principles for the site include height restrictions to protect views of Chichester Cathedral spire and to the South Downs National Park, and no direct access onto the A27.</p> <p>Policy W2 of the West Sussex Waste Local Plan requires safeguarding of the existing waste sites and infrastructure from non-waste development.</p>
Cross Boundary Issues	The Household Waste Recycling Site will be used by residents in the southern parts of the South Downs National Park.
Funding Sources	<p>West Sussex County Council</p> <p>Chichester District Council</p> <p>CIL S106</p>
Key Issues	The County Council's Chichester (Westhampnett) Household Waste Recycling Site (co-located with a Waste Transfer Station) was improved in 2005. There is a cross boundary need to upgrade this facility to provide additional capacity to support demands from future housing growth across the area, as identified in the Infrastructure Business Plan.

Utility Services

Wastewater treatment and sewerage	
Lead Organisation(s)	Southern Water Thames Water
Main Sources of Information	Southern Water Thames Water Chichester Water Quality Group Position Statement on Wastewater and Delivering Development in the Local Plan.
Existing Provision	<p>Waste water treatment is not constrained in pure engineering or economic terms but constraints exist relating to licencing of discharges to controlled waters, where extra discharge may pose a risk to protected waters, especially Natura 2000 sites (Special Protection Areas and Special Areas of Conservation) and RAMSAR sites. Additional treatment capacity could be provided but may require new technologies or new strategies on the potential for alternative discharge/treatment locations. The 5 year funding mechanism provides a suitable method to adapt to new development, giving time for assessment of impacts.</p> <p>Southern Water is the statutory sewerage undertaker for most of West Sussex. There is a sewerage system, which is operated mainly under gravity, throughout Chichester Local Plan Area with limited spare capacity at Chichester (Apuldram) Wastewater Treatment Works (WwTW). Upgrades to Tangmere WwTW have now been completed, generating additional capacity to accommodate growth set out in the adopted Chichester Local Plan 2014-2029.</p> <p>The existing infrastructure capacity is adequate to serve existing development in the Plan Area. A Position Statement on managing new housing development in the Apuldram (Chichester) Wastewater Treatment Works Catchment was issued by the Environment Agency and Southern Water in December 2018. This means that new development outside the Settlement Boundaries of Chichester, Fishbourne and Stockbridge will not drain to the Apuldram WwTW. Any development of 10 or more dwellings will need to demonstrate no net increase in flows to the sewer network of Apuldram WWTW. Larger scale development will be directed to alternative WwTW catchments, notably Tangmere WwTW via the new sewer pipeline connection once operational. An Infiltration Reduction Plan commenced in Chichester WTW catchment in 2021 which includes flow monitoring and sewer lining where infiltration points are identified. This plan is aimed at reducing the high levels of groundwater that currently enter the sewer network reducing system capacity, and reduce the risk</p>

Wastewater treatment and sewerage	
	<p>of untreated discharges into Chichester Harbour. The programme will be carried out over a 10 year period.</p> <p>Loxwood, Plaistow and Ifold and Wisborough Green are served by the Loxwood WTW. Kirdford is served by the Kirdford WTW.</p> <p>Thames Water is the statutory sewerage undertaker for a small part of the northern area of the District and are is hence a “specific consultation body” in accordance with the Town & Country Planning (Local Planning) Regulations 2012.</p>
Future requirements	<p>Southern Water submitted a new Business Plan to Ofwat in 2018 to cover the period 2020 to 2025.</p> <p>A scheme to upgrade the Tangmere WwTW has been completed and a new pipeline will soon be operational to enable new development within an expanded catchment area to serve new development at Tangmere and Chichester city. Work is nearing completion on a new pipeline to connect strategic development around Chichester city to Tangmere WwTW and the final section is expected to be completed by February 2023. Development utilising that pipeline would need to be phased accordingly.</p> <p>Developers are encouraged to contact Southern Water or Thames Water (as appropriate) as early as possible to discuss their development proposals and intended delivery programme to assist with identifying any potential wastewater and water network reinforcement requirements. Where there is capacity constraint the Local Planning Authority will, where appropriate, apply phasing conditions to any approval to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of the relevant phase of development.</p> <p>The agreed Statement of Common Ground with Southern Water and the Environment Agency sets out that <i>“Loxwood is currently near its limits of capacity so development here will need careful consideration with Southern Water. Additional capacity can be planned for as needed in the next business plan”</i>.</p> <p>It also states that <i>“Loxwood storm overflow performance improvements are also planned for the 2020-2025 period, and Southern Water is reviewing the impact of growth and determining network reinforcement required to enable new developments to connect”</i>.</p> <p>The latest estimates of headroom at Loxwood indicate that it is over capacity by about 66 homes, however, this is based on a cautious approach. In the current investment period (AMP7, 2020 -25) there is a capital scheme at Loxwood to increase the full flow treatment which will significantly</p>

Wastewater treatment and sewerage	
	<p>reduce storm overflows. A growth scheme, which would include applying for a new dry weather flow permit (DWF) is proposed for AMP8 (2025-30) but this still has to go through the price review process (PR24).</p> <p>This suggests than growth in the villages served by Loxwood should be phased later in the plan period, but that this is not an overriding constraint to growth in the north.</p> <p>Thames Water recommends that developers engage with them at the earliest opportunity (in line with paragraph 26 of the revised NPPF) to establish the following:</p> <ul style="list-style-type: none"> • The developments demand for Sewage/Wastewater Treatment and network infrastructure both on and off site and can it be met; and • The surface water drainage requirements and flood risk of the development both on and off site and can it be met. <p>Thames Water offer a free Pre-Planning service which confirms if capacity exists to serve the development or if upgrades are required for potable water, waste water and surface water requirements. Details on Thames Water’s free pre planning service are available at: Link here > https://developers.thameswater.co.uk/Developing-a-large-site/Planning-yourdevelopment/Water-and-wastewater-capacity</p>
Cross Boundary Issues	<p>During the preparation of Havant’s IDP, the capacity of wastewater treatment facilities was investigated. The Thornham WwTW at Southbourne currently serves a small proportion (<5%) of Havant Borough, in and around Emsworth. While it is estimated that there will be sufficient capacity at Budds Farm to treat waste water arising from new development in Havant Borough, the need for some additional capacity at Thornham WwTW for new developments in the Emsworth area shouldn’t be ruled out. CDC has undertaken a review of all WwTW serving the Local Plan Area including Thornham and will be discussing the potential for upgrades across the plan area with Southern Water.</p>
Funding Sources	<p>For local infrastructure: Developer charging system changed in 2018. The connection charge per property contributes to funding any local network reinforcement required as a result of new development to accommodate the new developments additional flows into the sewer network.</p> <p>Charges for connection services are split into two categories:</p> <p>Network reinforcement charges - the charges for work that is needed on the existing water or sewer network to provide for new development-related growth. These will be recovered through a</p>

Wastewater treatment and sewerage

new 'infrastructure charge'¹, which will be fixed for both water and wastewater connections. Southern Water's current (2021/22) infrastructure charge for wastewater is £446 per property. Each water company sets its own per property infrastructure charge, and these are reviewed annually. The per property charges will be different in Thames Water's region.

Site specific charges - the charges for all work carried out on the development site and the pipework required to connect the new homes to the existing water main or sewer at a defined point of connection. This includes:

- new water service connections
- new water mains
- new drainage connections
- new sewers
- diversions of existing water mains and sewers that need to be moved on a development site.

[Further details can be found on Southern Water's website](#)

Strategic infrastructure (e.g. new or upgraded wastewater treatment works) is financed by Southern Water through the Price Review process. Ofwat – the economic regulator of the water sector in England and Wales ensures that water companies can finance their functions, and regulates the prices customers pay by setting price limits every five years.

Key Issues

Southern Water has completed upgrades to the existing infrastructure at Tangmere to increase its capacity.

Ultraviolet treatment has been installed and is operational on the storm overflow at Chichester (Apuldram) WwTW. This will offer some limited capacity for development.

In terms of sewerage (i.e. the underground sewer pipes and associated facilities that convey wastewater from individual homes and businesses to the works for treatment), capacity to service individual development sites will need to be assessed on a site by site basis.

Additional wastewater treatment and sewerage capacity would need to be provided to meet demand from new development. Development must be co-ordinated with provision of this infrastructure.

Southern Water can plan and fund additional wastewater treatment capacity through the water industry's periodic price review process. This is carried out by Ofwat, the water industry's economic regulator, every five years. Delivery of additional capacity is therefore achievable, provided Southern

Wastewater treatment and sewerage	
	<p>Water's investment proposals to Ofwat are necessary to support future development as identified in the Local Plan.</p> <p>In terms of local sewerage infrastructure, the charging system for developers has recently changed. There are two elements to the connection charges to developers; site specific (requisition) charges and the new infrastructure charge. The new infrastructure charge is a flat rate, calculated per property, and contributes to funding any network reinforcement required as a result of a new development, to accommodate additional flows. Site specific charges are variable. There is a need for improvements to the existing system, including the maintenance of pipe networks.</p> <p>Sewerage infrastructure is a particularly significant issue for the proposed strategic sites that are located around Chichester city, if flows are required to be transferred to Tangmere WWTW.</p>

Water supply	
Lead Organisation(s)	<p>Portsmouth Water Southern Water Thames Water</p>
Main Sources of Information	<p>Portsmouth Water Southern Water Thames Water</p>
Existing Provision	<p>Water resources - Portsmouth Water is responsible for the supply of clean drinking water in the southern part of the plan area. Thames Water's water resource serves a small part in the north of the plan area. Southern Water supplies water to the north eastern parishes in the plan area from its North Sussex zone, which is resourced through a mix of groundwater (35%), river (51%), reservoir (8%) and transfers (6%).</p> <p>Water distribution system - Per Capita Consumption (PCC) is falling and despite a rising population Portsmouth Water is able to meet current and future demands for housing. The Company is operating within its abstraction licenses and has carried out a wide program of sustainability investigations and environmental improvements. Southern Water's current PCC for metered</p>

Water supply	
	<p>customers is 127 lpppd, whilst unmetered customers use on average 179 lpppd, and the company is aiming to reduce this demand to 100 lpppd, as well as reducing leakage by 40%, by 2040 through its Target 100 program.</p> <p>Portsmouth Water and Southern Water's Resources Management Plans are based on Government population forecasts and Local Authority housing numbers. There is an integrated distribution system with the ability to transfer water from one part of the Company to another.</p>
Future requirements	<p>Portsmouth Water has spare capacity and some of this is currently transferred to Southern Water via two bulk supplies. Further housing development, within the Chichester area, is included forecasts but no new resources are needed to meet this growth.</p> <p>Portsmouth Water will, however, need to develop additional sources, such as Havant Thicket Reservoir, and demand management to meet additional bulk supplies to Southern Water. These bulk supplies are driven by sustainability reductions to Southern Water's licences in the South Hampshire area.</p> <p>In 2020-2025 some of the actions Southern Water will take to safeguard supplies include; increasing the number of homes with meters from 88% to 92% to encourage savings, reducing leaks and refurbishing a groundwater source and water supply works in North Sussex (WRMP 2020-2070).</p> <p>Individual housing sites will need to be assessed for on and off site mains when the details are known. Funding for these mains is obtained from the developers but the sites around Chichester do not vary much in terms of closeness to trunk mains or storage.</p>
Cross Boundary Issues	<p>Havant Borough Council has allocated this land in its adopted and draft Local Plans, and understands that this is now likely to come forward, following an agreement for Portsmouth Water to supply Southern Water. Please see update on Portsmouth Water's website</p>
Funding Sources	<p>Developer contributions for on and off site mains are paid directly to the Water Companies. There is no need for funding through the planning process.</p>
Key Issues	<p>Portsmouth Water published its Draft Water Resources Management Plan (WRMP 2019) in March 2018 and carried out a twelve week consultation. The new plan also shows falling per capita consumption and stable demand over the planning period. The WRMP 2019 does not include compulsory metering as the area of supply is not 'Seriously Water Stressed'. It does include optional metering and encourages customers to be more water efficient. Portsmouth Water has proposed to reduce leakage by 15% by the introduction of district metering and targeted leak repairs.</p> <p>Portsmouth Water has allowed for investment in the new mains and for new water supplies such as Havant Thicket Reservoir and enhanced ground water supplies.</p>

Water supply	
	<p>Further sustainability reductions are not required and the Environment Agency's National Environment Programme has been completed.</p> <p>Developers need to contact Portsmouth Water regarding water supplies and the potential need for off-site mains reinforcements. These reinforcements will be paid for by the developer rather than the existing customers. Additional funds are collected via 'Infrastructure Charges' to pay for other parts of the supply system.</p> <p>The water supply in Chichester District is from existing source works, and would be managed through existing reservoirs and storage capacity. The additional bulk supplies do not require any further infrastructure in Chichester District.</p> <p>Water resources are not a restriction on development in the Chichester area. However, as further details are known about the proposed strategic sites the council liaison should take place with Portsmouth Water to allow the main capacity to be checked.</p> <p>Portsmouth Water has not allowed for significant growth in horticultural demand in its Water Resources Management Plan 2019. Horticultural development could require additional main laying but the majority of water will come from onsite facilities such as boreholes and rainwater harvesting.</p> <p>Southern Water is operating within its current abstraction licence in the Sussex North Water Supply Zone (WSZ), however in 2021 Natural England advised relevant local planning authorities by way of a position statement that there would be a 'water neutrality' requirement for new development in the Sussex North WSZ as a result of being unable to conclude no adverse effect of groundwater abstraction on the Arun Valley SAC, SPA and Ramsar sites. This does not affect supply to existing customers, however planning applications for future development within the part of Chichester plan area that lies in the Sussex North WSZ area will need to demonstrate that they are able to meet Natural England's water neutrality requirements. To address these requirements a strategy to achieve water neutrality within the Sussex North WSZ is being developed by the impacted Local Authorities, in collaboration with key stakeholders. At the time of writing, this strategy is awaiting publication.</p>
Gas supply	
Lead Organisation(s)	<p>Scotia Gas Networks (SGN)</p> <p>SGN is a gas distribution company that operates over 74,000km of gas mains and services in Scotland and the South of England.</p>

Gas supply	
	<p>In addition to the National Transmission System owned by National Grid, SGN own the local Transmission System in the area. This system operates between 16Bar and 38Bar and has Pressure reduction installations at Chichester, Birdham, Shripney, Emsworth and Stedham. At these stations the Distribution system of 7 Bar and below take over the role of meeting demand for towns and villages in the local area.</p> <p>Thereafter, the distribution system consists of three pressure tiers:</p> <ol style="list-style-type: none"> 1. Intermediate pressure, operating between 7 bar* and 2 bar 2. Medium pressure, operating between 2 bar and 75 mbar (mbar); and 3. Low pressure, operating below 75 mbar <p>* 'Bar' is a unit of pressure.</p>
Main Sources of Information	<p>Scotia Gas Networks - For additional information please visit the company website –</p> <p>Scotia Gas Networks - our services</p>
Existing Provision	Scotia Gas Networks confirm that the existing network is adequate to serve existing development.
Future requirements	If more capacity is required, reinforcement to the network can be carried out to accommodate any level of development.
Cross Boundary Issues	
Funding Sources	<p>Developer contributions</p> <p>Ofgem</p> <p>Scotia Gas Networks- Each connection and associated capacity request will be assessed on its own individual merits. Should any new request require an element of system reinforcement, the system requirements will then be quantified. This will then be subjected to SGN's economic assessment model, using the identified gas demand for the development. Where the costs of the system enhancements are less than the level of investment generated by the load, SGN will fund the cost of these works. Where the opposite is true, then the developer will be required to contribute to the cost.</p>
Key Issues	<p>Scotia Gas is responsible for both the transmission and distribution infrastructure in the whole of Chichester but there are some areas where mains gas is not available. There is a requirement for gradual replacement of cast iron gas mains pipes.</p> <p>The timing of any capacity improvement or reinforcement works is dependent upon the rate of development. Due to the nature of this business it is not permitted to invest speculatively but can</p>

Gas supply	
	<p>take account of local development plans when undertaking or carrying out work in the area. Improvements will be provided by the utilities companies as required, although some additional infrastructure required to enable development will be funded by developers through connection charges.</p> <p>The Local Plan identifies the location, scale and timing of development, so this can be incorporated in SGN's strategic design.</p>

Electricity supply	
Lead Organisation(s)	Scottish & Southern Energy Power Distribution (SSE)
Main Sources of Information	Scottish & Southern Energy Power Distribution (SSE)
Existing Provision	Scottish & Southern Energy Power Distribution confirms that the existing network capacity for the Chichester area is adequate for meeting existing customers demand.
Future requirements	Scottish & Southern Energy Power Distribution has no identified major spending plans. The projected increase in load growth is anticipated to be accommodated from existing capacity. There has been a reduction in loads in recent years, thought to be due to improved energy efficiency and the downturn in the economy.
Cross Boundary Issues	
Funding Sources	<p>Developer contributions</p> <p>Ofgem</p> <p>Scottish & Southern Energy Power Distribution</p>
Key Issues	<p>Where existing infrastructure is inadequate to support the increased demands from new development, the costs of any necessary upstream reinforcement required would normally be apportioned between the developer and Distribution Network Operator (DNO) in accordance with the current Statement of Charging Methodology agreed with the industry regulator (OFGEM). Maximum timescales in these instances would not normally exceed around 2 years and should not therefore impede delivery of any proposed housing development.</p> <p>Where overhead lines cross development sites, these will, with the exception of 400kV tower lines, normally be owned and operated by Scottish and Southern Energy Power Networks. In order to minimise costs wherever possible, existing overhead lines can remain in place with uses such as open space, parking, garages or public highways generally being permitted in proximity to the overhead lines. Where this is not practicable, or where developers choose to lay out their proposals otherwise, then agreement will be needed as to how these will be dealt with, including agreeing</p>

Electricity supply	
	<p>costs and identifying suitable alternative routing for the circuits. The existing customer base should not be burdened by any costs arising from new development proposals.</p> <p>To ensure certainty of delivery of a development site, any anticipated relocation of existing overhead lines should be formally agreed with Scottish and Southern Energy Power Networks prior to submission of a planning application.</p>

Telecommunications	
Lead Organisation(s)	<p>Mobile Operators Association</p> <p>Various broadband providers</p> <p>West Sussex County Council</p> <p>BT</p>
Main Sources of Information	<p>Various</p> <p>Internet</p>
Existing Provision	<p>Each of the major networks provides standard coverage across the Local Plan Area.</p> <p>Broadband via BT's copperwire phone network is available in all areas of the Local Plan Area.</p>
Future requirements	<p>West Sussex County Council has contracted with BT Telecommunications plc to build the necessary communications infrastructure to provide improved broadband services. The £30million project is being funded by West Sussex County Council, the government and BT Telecommunications plc.</p> <p>West Sussex Gigabit - Pure optical fibre broadband to improve connectivity to public services</p>
Cross Boundary Issues	
Funding Sources	<p>Mobile telephone services are provided by telecommunications companies as required at their own cost.</p> <p>West Sussex County Council</p> <p>BT</p> <p>Central Government</p>

Telecommunications

Key Issues

The mobile network is under expansion with more base stations required as part of the programme to enhance the infrastructure for the existing mobile generation (3G) and create a new network for 4G. New base stations are required as each cell can only support a finite number of mobile calls at any one time. Mobile phone operators publish roll-out plans every year, identifying existing and proposed base stations in the area; however these do not give a clear indication of long-term requirements. The companies responsible for telecommunications services will normally be able to provide the requisite infrastructure to serve new development through exercising their statutory powers and by agreement with the relevant parties.

The broadband network now covers most households, although at varying speeds, and the Government is committed to ensuring that everyone can benefit from the new services that technology such as this can provide.

Fibre broadband will be rolled out to around 96.5 per cent of West Sussex homes and businesses by the end of 2018, following a multi-million partnership project between West Sussex County Council and BT. The Better Connected West Sussex Broadband project builds on BT's on-going commercial fibre deployment across the county, and will have provided broadband infrastructure to over 47,000 premises with superfast speeds of at least 24Mbps the end of the project..

Advanced, high quality communications infrastructure is essential for economic growth. The development of high-speed broadband technology and other communication networks also plays a vital role in enhancing the provision of local community facilities and services. The Local Plan recognises the importance of delivering super-fast broadband to rural areas, and development should facilitate where possible the growth of new and existing telecommunications systems to ensure people have a choice of providers and services.

Infrastructure Delivery Schedule

Strategic Site Allocations

Land West of Chichester (Minerva Heights) – Local Plan Policy A6

15.1 This site is allocated for 1,600 dwellings and has been carried forward from the adopted Local Plan. (It is allocated in the adopted Local Plan for residential development of 1,250 dwellings during the plan period to 2029, with reserved matters granted (phase 1) for all 750 homes following outline application 14/04301/OUT with a signed S106 agreement). This leaves a further 850 homes to be delivered by 2039 with a range of infrastructure including leisure, green infrastructure, social and community facilities. The development is planned as an extension to the city, taking the form of a new neighbourhood. The table below shows the infrastructure required for the remaining 850 homes.

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)	Priority in delivering Local Plan
Transport	Cycling connectivity (IBP/944*)	Site specific mitigation to be identified through transport assessment and delivered by developer to include improvements to the existing network, ensuring good links to new networks and improved connectivity across the city linking strategic sites. Enhancements for both commuters and recreational cyclists			Developer contributions through S106	Developer	Essential

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)	Priority in delivering Local Plan
	St. Paul's cycle Route (IBP/367)	Part of a local transport infrastructure package designed to complement the Smarter Choices package aimed at reducing congestion and increasing the use of sustainable modes of transport	In line with phasing of development	£28,000	Developer contributions through S106/S278	West Sussex County Council	Essential
	Parklands cycle route (IBP/368)	Part of a local transport infrastructure package designed to complement the Smarter Choices package aimed at reducing congestion and increasing the use of sustainable modes of transport	In line with phasing of development	£50,000	Developer contributions through S106	West Sussex County Council	Essential
	Additional bus services connecting the site to key destinations including Chichester city centre and rail station on a high frequency. Could also	To mitigate the impacts of the increase in traffic generated by this development	In line with phasing of development	£1,226,400	Developer contributions through S106	West Sussex County Council	Essential

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)	Priority in delivering Local Plan
	extend to Havant. Priority bus infrastructure where required to provide reliable journey times with bus 700 to provide enhancement to the existing Flansham Park to Portsmouth (via Chichester) service (IBP/542)						
	Site specific mitigation to be identified through transport assessment and delivered by developer for car club (IBP/945*)	To mitigate the impacts of the increase in traffic generated by this development	In line with phasing of development	£ cost estimate unknown	To be directly provided by Developer S106	West Sussex County Council	Policy High
Total Transport Infrastructure Costs				£1,304,400			

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)	Priority in delivering Local Plan
Education	Primary School (IBP/327)	Phase one of this development has secured the provision of the primary school with the core of the building being built to the specification for a 2 form entry (FE) school and 1FE teaching accommodation. Phase 2 should include expansion of the primary school for the further 1FE of teaching accommodation with nursery and SEND provision.	Phase 2 should include expansion of the primary school for the further 1FE of teaching accommodation .	Total cost of phase 1 and 2 - £10.6m plus land costs The figure above includes phase 2 costs of £6m (1FE)	S106	West Sussex County Council	Essential
	Early Years (IBP/593)	80 places generated by this development		£2,800,000	S106	West Sussex County Council	Essential
	Secondary (IBP/1170*)	WSCC calculator based			CIL	West Sussex County Council	Essential
	Special Educational Needs and Disability (IBP/1133*)	WSCC calculator based			CIL	West Sussex County Council	Essential

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)	Priority in delivering Local Plan
	Sixth Form (IBP/1171*)	WSCC calculator based			CIL	West Sussex County Council	Essential
Total Education Costs				£8,800,000			
Health	See Plan Area Wide Health Infrastructure Needs						
Total Health Infrastructure Costs				£			
Social Infrastructure	New Community Hall provided as under phase 1. Phase 2 will include a large extension of sufficient size to accommodate a variety of recreational and social activities – a minimum of 18m x 10m, capacity of around 150 – 200 seated,	The Open Space, Indoor Sports & Playing Pitch Strategy 2018 Could be linked to community health and well-being hub and with medical centre complex		£1,000,000	Developer contributions through S106	Developer	Policy High

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)	Priority in delivering Local Plan
	<p>with small meeting room, kitchen, storage and toilet facilities commensurate with size, with provision for disabled users and car parking. Overall a net minimum of 300 sq m. Provision should be able to accommodate a badminton court. (IBP/1130*)</p>						
	<p>Sport and Leisure Facilities</p> <p>See Plan Area Wide Social Infrastructure Needs</p>						
Total Social Infrastructure Costs				£1000,000			

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)	Priority in delivering Local Plan
Green Infrastructure	Ecological connectivity (IBP/1246*)	On site Improvements and enhancements to the existing network, ensuring connectivity is restored or maintained and improved access for health and well-being.	Post 2019		Developer contributions through S106	Developer	Policy High
	Country Park and SANGS to mitigate impacts on Chichester Harbour SPA/RAMSAR (IBP/946*)	Provision of Alternative Greenspace required to mitigate Habitat Regulations Assessment and meet recreational needs of new development	In line with phasing of site development	£3,500,000	S106	Developer	Policy High
	Allotments (IBP/947*)	Provision of 6,120 sqm of allotments to meet future demand from increased population	In line with phasing of site development	£136,721	S106	Developer	Policy High
	Amenity/Natural open space (IBP/948*)	Provision of 20,400 sqm of amenity/natural green space to meet future demand from increased population	In line with phasing of site development	£412,896	S106	Developer	Policy High
	Parks & Recreation Grounds	Provision of 4.5 HA of parks and recreational grounds	In line with phasing of site development		S106	Developer	Policy High

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)	Priority in delivering Local Plan
	(IBP/949*)	including at least 2 junior football pitches to meet future demand from increased population					
	Play Space (Children & Youth) (IBP/950*)	Provision of 1,020 sqm of play space for children and 1,020 sqm for youth to meet future demand from increased population	In line with phasing of site development	£344,270	S106	Developer	Policy High
	Football Pitch (IBP/951*)	Provision of 3G Football Pitch		£950,000	S106	Developer	Policy High
Total Green Infrastructure Costs				£5,343,887			
Habitats Mitigation	Bird Aware Solent	Mitigation for the impact of recreational activities arising from development in the Special Protection Areas (Solent-wide Wardens)	50% on commencement of development and 50% before 51% of the site is occupied	£652 as an average per dwelling at 850 dwellings=£554,200	Developer S106		Essential
Total Habitats Mitigation Costs				£554,200			

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)	Priority in delivering Local Plan
Public Services	Libraries (IBP/952*)	Provision required within shared community space		£100,000	S106	West Sussex County Council	Essential
	Police See Area Wide Public Services						
Total Public Services Costs				£100,000			
Utility Services	Sewerage network reinforcement		In line with phasing of site development	Based on new connection charge plus site specific costs	Developer and Southern Water	Southern Water	Critical
Total Utility Services Costs							
Total Costs				£16,176,087			

Land East of Chichester – Local Plan Policy A8

15.2 The site is allocated for residential development of 680 dwellings during the plan period to 2039, and a range of infrastructure including leisure, green infrastructure, social and community facilities.

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)	Priority in delivering Local Plan
Transport	Create bridleway linking development with Coach Road (South) (so as to use the permitted but not yet delivered bridge over A27 – this bridge should be up-graded to accommodate horse riders also). (IBP/346)			£325,000	S106	West Sussex County Council	Essential
	Create bridleway linking Shopwyke with Tangmere and Oving villages (as Oving and Tangmere). (IBP/953*)			£286,160	S106	West Sussex County Council	Essential
	Improve existing public			£250,000	S106	West Sussex County Council	Essential

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)	Priority in delivering Local Plan
	<p>transport services towards Madgwick Lane to help residents travel sustainably to the nearest town centres, employment centres and transport hubs.</p> <p>(IBP/1172*)</p>						
	<p>The proposed Westhampnett Road Scheme is likely to include active travel and bus priority, a STIP scheme expected to be delivered through developer contributions and other funding sources</p>						

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)	Priority in delivering Local Plan
	– to be included. (IBP/1173*)						
	Improvement of existing public transport (bus) services along Kingsmead Avenue. (IBP/1174*)			£250,000	S106	West Sussex County Council	Essential
Total Transport Costs				£1,111,160			
Education	Primary Serviced land and build costs for a 1FE to be expanded to a 2FE Primary School when required (IBP/954*)	Further capacity would be required to accommodate the development. Land for a 2FE primary school and pro rata share of the build costs would be required		Land for a 2FE and pro-rata share of £10,600,000 (excluding land)	S106	West Sussex County Council	Essential
	Secondary At the current time pupil place	WSCC calculator based			CIL	West Sussex County Council	Essential

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)	Priority in delivering Local Plan
	<p>planning indicates that there would be expansion capacity to accommodate the child product from this proposed development for secondary aged pupils. Contributions would be required for expansion of secondary schools if feasible and required.</p> <p>(IBP/1175*)</p>						
	<p>6th Form</p> <p>At the current time pupil place planning indicates that there would be expansion capacity to accommodate the child</p>	<p>WSCC calculator based</p>			<p>CIL</p>		

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)	Priority in delivering Local Plan
	product from this proposed development for sixth form pupils. Contributions would be required for expansion of the provision if feasible and required. (IBP/1176*)						
	Early Years A further capacity of 30 Early Years and Childcare places would be required to accommodate the development. (IBP/955*)	At the current time Early Years and Childcare sufficiency planning indicates that there is insufficient space within existing provision to serve this proposed development. A further capacity of 30 Early Years and Childcare places would be required to accommodate the development.		£1,260,000	S106	West Sussex County Council	Essential
	Special Educational	2 places required		£310,000	S106	West Sussex County Council	Essential

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)	Priority in delivering Local Plan
	Needs & Disability (IBP/956*)						
Total Education Costs				£12,170,000			
Health	See Plan Area Wide Health Infrastructure Needs						
Total Health Costs				£			
Social infrastructure	If not provided on the Shopwyke Lakes Development, a new Community Hall of sufficient size to accommodate a variety of recreational and social activities – a minimum of 18m x 10m, capacity of around 150 – 200 seated, with small meeting room,	Open Space, Indoor Sports & Playing Pitch Strategy 2018 Could be linked to community health and well-being hub and with medical centre complex		£1,000,000	S106	Developer	Policy High

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)	Priority in delivering Local Plan
	<p>kitchen, storage and toilet facilities commensurate with size, with provision for disabled users and car parking. Overall a net minimum of 300 sq m. Provision should be able to accommodate a badminton court.</p> <p>(IBP/958*)</p>						
	<p>Sport and Leisure Facilities</p> <p>See Plan Area Wide Social Infrastructure Needs</p>						
Total Social Infrastructure Costs				£1,000,000			
Green Infrastructure	<p>Allotments</p> <p>(IBP/959*)</p>	Open Space calculator based.	In line with phasing of site development	£109,377	S106	Developer	Policy High

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)	Priority in delivering Local Plan
		Approx Provision of 4,896 sqm of allotments to meet future demand from increased population					
	Amenity/Natural open space (IBP/960*)	Open Space calculator based. Approx Provision of 16,320 sqm of amenity/natural green space to meet future demand from increased population	In line with phasing of site development	£330,317	S106	Developer	Policy High
	Parks & Recreation Grounds (IBP/961*)	Open Space calculator based. Approx Provision of 19,584 sqm of parks and recreational grounds to meet future demand from increased population Pitch provision will be met through contributions towards enhancement of existing off-site provision or towards additional new provision – as set out in the Plan wide section	In line with phasing of site development	£1,820,137	S106	Developer	Policy High

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)	Priority in delivering Local Plan
	Play Space (Children & Youth) (IBP/962*)	Open Space calculator based. Approx Provision of 816 sqm of play space for children and 816 sqm for youth to meet future demand from increased population	In line with phasing of site development	£275,416	S106	Developer	Policy High
Total Green Infrastructure Costs				£2,535,247			
Habitats Regulations Mitigation	Bird Aware Solent	Mitigation for the impact of recreational activities arising from development in the Special Protection Areas (Solent-wide Wardens)		£652 per dwelling 680 dwellings = £443,360	Developer S106		Essential
Total Habitats Regulations Mitigation				£443,360			
Public Services	Library facilities – improvements to Chichester Library (IBP/963*)			£400,000	CIL	West Sussex County Council	Policy High
	Police See Area Wide Public Services						

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)	Priority in delivering Local Plan
Total Public Services Costs				£400,000			
Utility Services	Sewerage network reinforcement		In line with phasing of site development	Based on new connection charge plus site specific costs	Developer and Southern Water	Southern Water	Critical
Total Utility Services Costs							
Total Costs				£17,225,471			

Southern Gateway – Local Plan Policy A4 and A5

15.3 The site is allocated for residential development of 180 dwellings during the plan period to 2039, with some retail/commercial uses on the ground floor of the redeveloped bus station site.

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)	Priority in delivering Local Plan
Transport	<p>Improvements to the traffic circulation of the gyratory.</p> <p>Replace bus station with new bus stop/layover provision and integrated transport hub with the railway station in the gyratory and Avenue De Chartres.</p> <p>Cycle and pedestrian improvements around the integrated transport hub.</p> <p>Cycle and pedestrian improvements to access the city centre from</p>	<p>Southern Gateway Masterplan SPD</p> <p>This is part of wider Masterplan proposal led by CDC. Further stakeholder consultations is advised by WSCC.</p> <p>The plan/costs are for up to about 11/12 bus stop on Avenue D'Chartres and ring road (eg outside pub, outside courts etc)</p> <p>As part of Levelling Up Fund bid – up to £300k as part of cycle improvements</p>	2020 onwards	£5,300,000	Other:LEP West Sussex County Council £2,300,000 CIL (£3m)(IBP/206)	CDC/ West Sussex County Council	Essential

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)	Priority in delivering Local Plan
	the transport hub. (IBP/206)						
Total Transport Costs				£5,300,000			
Education	Primary Contributions would be required for expansion of primary schools if feasible and required. (IBP/1180*)	WSSC calculator based At the current time pupil place planning indicates that there would be sufficient space or expansion capacity to accommodate the child product from the proposed development			CIL	West Sussex County Council	Essential
	Secondary Contributions would be required for expansion of secondary schools if feasible and required.	WSSC calculator based At the current time pupil place planning indicates that there would be expansion capacity to accommodate the child product from this proposed development for			CIL	West Sussex County Council	Essential

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)	Priority in delivering Local Plan
	(IBP/1181*)	secondary aged pupils. Contributions would be required for expansion of secondary schools if feasible and required.					
	Sixth Form (IBP/1182*)	WSSC calculator based At the current time pupil place planning indicates that there would be expansion capacity to accommodate the child product from this proposed development for sixth form pupils. Contributions would be required for expansion of the provision if feasible and required			CIL	West Sussex County Council	Essential
	Early Years Contributions would be sought for expansion of 14 Early Years & Childcare places to meet local provision.	WSSC calculator based Early Years and Childcare sufficiency planning indicates that there is insufficient space within existing provision to serve this proposed development.			CIL	West Sussex County Council	Essential

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)	Priority in delivering Local Plan
	(IBP/967*)						
	Special Educational Needs & Disability (IBP/968*)	WSSC calculator based			CIL	West Sussex County Council	Essential
Total Education Costs				£			
Health	See Plan Area Wide Health Infrastructure Needs						
Total Health Infrastructure Costs							
Social Infrastructure	Public realm improvements with soft and hard landscaping and public art (IBP/775)	Southern Gateway Masterplan SPD	2021	£2,000,000	S106 £1,000,000 CIL £1,000,000	Developer	Policy High
	Sport and Leisure Facilities See Plan Area Wide Social Infrastructure Needs						

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)	Priority in delivering Local Plan
Total Social Infrastructure Costs				£2,000,000			
	Allotments (IBP/971*)	Open Space calculator based. Approx Provision of 1,296 sqm of allotments to meet future demand from increased population – this may need to be provided off-site through a financial contribution	In line with phasing of site development	£28,953	S106	Developer	Policy High
	Amenity/Natural open space (IBP/972*)	Open Space calculator based. Approx Provision of 4,320 sqm of amenity/natural green space to meet future demand from increased population – this may need to be provided off-site through a financial contribution	In line with phasing of site development	£87,437	S106	Developer	Policy High
	Parks & Recreation Grounds (IBP/973*)	Open Space calculator based. Approx Provision of 5,184 sqm of parks and recreational	In line with phasing of site development	£481,801	S106	Developer	Policy High

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)	Priority in delivering Local Plan
		<p>grounds to meet future demand from increased population – this may need to be provided off-site through a financial contribution</p> <p>Pitch provision will be met through contributions towards enhancement of existing off-site provision or towards additional new provision – as set out in the Plan wide section</p>					
	Play Space (Children & Youth) (IBP/974*)	<p>Open Space calculator based.</p> <p>Approx Provision of 216 sqm of play space for children and 216 sqm for youth to meet future demand from increased population</p>	In line with phasing of site development	£72,904	S106	Developer	Policy High
Total Green Infrastructure Costs				£671,095			
Habitats Regulations Mitigation	Bird Aware Solent	Mitigation for the impact of recreational		£652 per dwelling at 180	Developer S106		Essential

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)	Priority in delivering Local Plan
		activities arising from development in the Special Protection Areas (Solent-wide Wardens)		dwellings = £117,360			
	Nutrient Mitigation	Habitats Regulations		162 kg of mitigation pa @£3000 per kg = £486,000 (if development uses Apuldram WWTW)	Developer S106	Developer	Essentia
Total Habitats Regulations Mitigation				£603,360			
Public Services	Library facilities – improvements to Chichester Library (IBP/976*)			£150,000	CIL	West Sussex County Council	Essential
	Police See Area Wide Public Services						
Total Public Services Costs				£150,000			
Utility Services	Sewerage network reinforcement		In line with phasing of	Based on new connection	Developer and Southern Water	Southern Water	Critical

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)	Priority in delivering Local Plan
			site development	charge plus site specific costs			
Total Utility Services Costs							
Total Costs				£8,238,455			

Highgrove Farm, Bosham Strategic Location – Local Plan Policy A11

15.5 The site is allocated for residential development of 300 dwellings during the plan period to 2039, and a range of infrastructure including leisure, green infrastructure, social and community facilities.

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)	Priority in delivering Local Plan
Transport	Create bridleway (by upgrading existing footpath) linking Walton Lane and Park Lane (as Fishbourne). (IBP/978*)			£120,000	S106	West Sussex County Council	Essential
	Additional safety measures to be installed at the Brooks Lane at grade crossing to comprise Miniature Stop warning Lights (MSL's) installed each side of the existing crossing and linked into the Bosham railway station platform (IBP/1183*)	The development of c.300 dwellings will generate increased use of the railway footpath crossing on Brooks Lane, therefore increasing the risk. Network Rail have the legal duty to protect rail passengers, the public, the railway workforce, and to reduce risk at our level crossings so far as is reasonably practicable. Consequently, a significant increase in	Prior to occupation	£800,000	S106	Network Rail	Essential

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)	Priority in delivering Local Plan
		risk must be mitigated.					
	Existing track (320m) stretching from the northern end of site to the rear of St. Nicholas Church Hall to be upgraded to PRow. (IBP/1184*)			£30,000	S106	WSCC	Policy High
Total Transport Costs				£950,000			
Education	Pro rata costs of land and contribution of a 2FE expandable to 3FE school with A11, A12 and A13 and Westbourne Parish numbers to provide new school at Southbourne (see IBP/1027*)	The current primary provision serving the area is at capacity, expansion of the school on its existing site is not possible. The strategic allocation of 250 dwellings in isolation does not require a new school to be built.		Total cost of school £15,000,000 plus land costs Pro-rata contributions	S106	West Sussex County Council	Essential

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)	Priority in delivering Local Plan
	Secondary IBP/1185*)	WSCC calculator based Expansion of the secondary school may be possible. Contributions would be required for expansion of secondary schools if feasible and required			CIL	West Sussex County Council	Essential
	6 th form (IBP/1186*)	WSCC calculator based			CIL	West Sussex County Council	Essential
	Early Years A further capacity of 13 Early Years and Childcare places would be required to accommodate the development at the new school in Southbourne. (IBP/980*)			£455,000	S106	West Sussex County Council	Essential
	Special Educational Needs & Disability 1 place at the new school in Southbourne			£155,000	S106	West Sussex County Council	Essential

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)	Priority in delivering Local Plan
	(IBP/981*)						
Total Education Costs				£610,000 does not include pro-rata cost of primary school			
Health	See Plan Area Wide Health Infrastructure Needs						
Total Health Costs							
Social Infrastructure	New Community Hall of sufficient size to accommodate a variety of recreational and social activities – a minimum of 18m x 10m, capacity of around 150 – 200 seated, with small meeting room, kitchen, storage and toilet facilities commensurate with size, with	Open Space, Indoor Sports & Playing Pitch Strategy 2018		£1,000,000	S106	Developer	Policy High

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)	Priority in delivering Local Plan
	provision for disabled users and car parking. Overall a net minimum of 300 sq m. Provision should be able to accommodate a badminton court. (IBP/982*)						
	Sport and Leisure Facilities See Plan Area Wide Social Infrastructure Needs						
Total Social Infrastructure				£1,000,000			
Green Infrastructure	Allotments (IBP/983*)	Open Space calculator based. Approx Provision of 2,160 sqm of allotments to meet future demand from increased population	In line with phasing of site development	£48,254	S106	Developer	Policy High
	Amenity/Natural open space (IBP/984*)	Open Space calculator based.	In line with phasing of	£145,728	S106	Developer	Policy High

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)	Priority in delivering Local Plan
		Approx Provision of 7,200 sqm of amenity/natural green space to meet future demand from increased population	site development				
	Parks & Recreation Grounds (IBP/985*)	Open Space calculator based. Approx Provision of 8,640 sqm of parks and recreational grounds to meet future demand from increased population	In line with phasing of site development	£803,002	S106	Developer	Policy High
	Play Space (Children & Youth) (IBP/986*)	Open Space calculator based. Approx Provision of 360 sqm of play space for children and 360 sqm for youth to meet future demand from increased population	In line with phasing of site development	£121,508	S106	Developer	Policy High
	Bosham Recreation Ground – new site required for new grass football pitch and associated changing (IBP/302)	Chichester Playing Pitch Strategy, 2018. Current site not suitable for upgrade of facilities required for club to progress. Ground also restricts number of youth sides to 2. Move		£750,000	S106, Sports Club, City Council, National Governing Bodies, Sport England,	Developer, Bosham Parish Council/ Chichester District Council, Culture & Sport	Policy High

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)	Priority in delivering Local Plan
		supported by parish council.			National Lottery		
Total Green Infrastructure				£1,868,492			
Habitats Regulations Mitigation	Bird Aware Solent	Mitigation for the impact of recreational activities arising from development in the Special Protection Areas (Solent-wide Wardens)		£652 per dwelling 300 dwellings = £195,600	Developer S106		Essential
	Nutrient Mitigation	Habitats Regulations		63.3kg of mitigation pa at £3000 per kg =£189,900	Developer S106	Developer	Essential
Total Habitats Regulations Mitigation				£385,500			
Public Services	Library contributions towards Southbourne Library (IBP/1135*)			£122,000	CIL	West Sussex County Council	Essential
	Police See Area Wide Public Services						
Total Public Services Costs				£122,000			

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)	Priority in delivering Local Plan
Utility Services	Sewerage network reinforcement		In line with phasing of site development	Based on new connection charge plus site specific costs	Developer and Southern Water	Southern Water	Critical
Total Utility Services Costs							
Total Costs				£6,546,092			

Chidham and Hambrook Parish – Local Plan Policy A12

15.8 Residential development of 300 dwellings to be allocated through the Neighbourhood Plan process during the plan period to 2039, and a range of infrastructure including leisure, green infrastructure, social and community facilities.

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom) Policy High	Priority in delivering Local Plan
Transport	See Plan Area Wide Transport Infrastructure Needs						
Total Transport Costs				£			
Education	<p>Primary School places</p> <p>Pro rata costs of land and contribution of a 2FE expandable to 3FE school with A11, A12 and A13 and Westbourne Parish numbers to provide new school at Southbourne (see IBP/1027*)</p>	The current primary provision serving the area is at capacity, expansion of the school on its existing site is not possible.		<p>Total cost of school £15,000,000 plus land costs</p> <p>Pro-rata contribution</p>	S106	West Sussex County Council	Essential
	Secondary Contributions would be required for expansion of	WSCC calculator based			CIL	West Sussex County Council	Essential

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom) Policy High	Priority in delivering Local Plan
	secondary school if feasible. (IBP/1189*)						
	6 th form (IBP/1190*)	WSCC calculator based			CIL	West Sussex County Council	Essential
	A further capacity of 15 Early Years and Childcare places would be required to accommodate the development to be provided at the new school in Southbourne. (IBP/994*)	At the current time Early Years and Childcare sufficiency planning indicates that there is insufficient space within existing provision to serve this proposed development.		Pro-rata contribution	S106	West Sussex County Council	Essential
	0.84 Special Educational Needs & Disability places to be provided at the new school in Southbourne (IBP/995*)			Pro-rata contribution	S106	West Sussex County Council	Essential

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom) Policy High	Priority in delivering Local Plan
Total Education Costs							
Health	See Plan Area Wide Health Infrastructure Needs						
Total Health Costs							
Social Infrastructure	Expansion of existing Community Hall or new Hall of sufficient size to accommodate a variety of recreational and social activities – a minimum of 18m x 10m, capacity of around 150 – 200 seated, with small meeting room, kitchen, storage and toilet facilities commensurate with size, with provision for disabled users and car	Open Space, Indoor Sports & Playing pitch Strategy 2018		£1,000,000	S106	Developer	Policy High

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom) Policy High	Priority in delivering Local Plan
	parking. Overall a net minimum of 300 sq m. Provision should be able to accommodate a badminton court. (IBP/996*)						
	Sport and Leisure Facilities See Plan Area Wide Social Infrastructure Needs						
Total Social Infrastructure Costs				£1,000,000			
Green Infrastructure	Allotments (IBP/997*)	Open Space calculator based. Approx Provision of 2,160 sqm of allotments to meet future demand from increased population	In line with phasing of site development	£48,254	S106	Developer	Policy High
	Amenity/Natural open space (IBP/998*)	Open Space calculator based. Approx Provision of 7,200 sqm of	In line with phasing of site development	£145,728	S106	Developer	Policy High

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom) Policy High	Priority in delivering Local Plan
		amenity/natural green space to meet future demand from increased population					
	Parks & Recreation Grounds (IBP/999*)	<p>Open Space calculator based.</p> <p>Approx Provision of 8,640 sqm of parks and recreational grounds to meet future demand from increased population</p> <p>Pitch provision will be met through contributions towards enhancement of existing off-site provision or towards additional new provision – as set out in the Plan wide section</p>	In line with phasing of site development	£803,002	S106	Developer	Policy High
	Play Space (Children & Youth) (IBP/1000*)	<p>Open Space calculator based.</p> <p>Approx Provision of 360 sqm of play space for children and 360 sqm for youth to meet future demand from increased population</p>	In line with phasing of site development	£121,508	S106	Developer	Policy High

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom) Policy High	Priority in delivering Local Plan
Total Green Infrastructure Costs				£1,118,492			
Habitats Regulations Mitigation	Bird Aware Solent	Mitigation for the impact of recreational activities arising from development in the Special Protection Areas (Solent-wide Wardens)		£652 per dwelling 300 dwellings = £195,600	Developer S106		Essential
	Nutrient Mitigation	Habitats Regulations		141kg mitigation pa @ £3000 per kg = £423,000	Developer S106	Developer	Essential
Total Habitats Regulations Mitigation				£618,600			
Public Services	Library facilities – improvements to Chichester Library (IBP/1001*)			£124,853	CIL	West Sussex County Council	Policy High
	Police See Area Wide Public Services						
Total Public Services Costs				£124,853			
Utility Services	Sewerage network reinforcement		In line with phasing of	Based on new connection	Developer and	Southern Water	Critical

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom) Policy High	Priority in delivering Local Plan
			site development	charge plus site specific costs	Southern Water		
Total Utility Services Costs							
Total Costs				£5,772,278			

Southbourne Parish – Local Plan Policy A13

15.11 The Broad Location for Development is allocated for residential development of 1,050 dwellings during the plan period to 2039, and a range of infrastructure including leisure, green infrastructure, social and community facilities.

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)	Priority in delivering Local Plan
Transport	Provision of improved bus services for the village serving the development areas and provision of real time information at bus stops. (IBP/1197*)	28A, 641 and 56 use Stein Road these are infrequent, so additional services on one of these routes are needed.		Further scoping is needed by WSCC to revise the cost estimate.			
Total Transport Costs				£			
Education	Primary Serviced Land for a 2 form entry expandable to 3FE primary school and pro rata share of the build costs would be required. (IBP/1027*)	At the current time pupil place planning indicates that there is insufficient space within the primary schools that serve this proposed development. Further capacity would be required to accommodate the development. Land for a 2 form entry expandable to 3FE primary school and pro rata share of the		£15 million plus land Pro rata contribution to a 2FE expandable to 3FE school (in conjunction with A12 & A13 and Westbourne)	S106	West Sussex County Council	Essential

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)	Priority in delivering Local Plan
		build costs would be required.					
	Secondary Expansion of Southbourne secondary school may be possible. Contributions would be required for expansion of secondary schools if feasible and required. (IBP/1199*)	WSCC calculator based			CIL	West Sussex County Council	Essential
	Sixth form Contributions would be required for expansion if feasible and required IBP/1200*)	WSCC calculator based			CIL	West Sussex County Council	Essential
	Early Years and Childcare places	At the current time early years and childcare sufficiency planning indicates		£3,000,000	S106	West Sussex County Council	Essential

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)	Priority in delivering Local Plan
	60 places provided as part of the new primary school. (IBP/1028*)	that there is insufficient space within existing provision to serve this proposed development.					
	Special Educational Needs & Disability provided as part of the new primary school. 3.48 places (IBP/1029*)			£539,400	S106	West Sussex County Council	Essential
Total Education Costs				£13,084,855			
Health	See Plan Area Wide Health Infrastructure Needs						
Total Health Costs							
Social Infrastructure	1 New Community Halls of sufficient size to accommodate a variety of recreational and social	Open Space. Indoor Sports & Playing Pitch Strategy 2018		£1,000,000	S106	Developer	Policy High

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)	Priority in delivering Local Plan
	<p>activities – a minimum of 18m x 10m, capacity of around 150 – 200 seated, with small meeting room, kitchen, storage and toilet facilities commensurate with size, with provision for disabled users and car parking. Overall a net minimum of 300 sq m. Provision should be able to accommodate a badminton court. (IBP/885)</p>						
	<p>Sport and Leisure Facilities</p> <p>See Plan Area Wide Social Infrastructure Needs</p>						

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)	Priority in delivering Local Plan
Total Social Infrastructure Costs				£1,000,000			
Green Infrastructure	Allotments (IBP/1030*)	Open Space calculator based. Approx Provision of 7,560 sqm of allotments to meet future demand from increased population	In line with phasing of site development	£168,890	S106	Developer	Policy High
	Amenity/Natural open space (IBP/1031*)	Open Space calculator based. Approx Provision of 25,200 sqm of amenity/natural green space to meet future demand from increased population	In line with phasing of site development	£510,048	S106	Developer	Policy High
	Parks & Recreation Grounds (IBP/1032*)	Open Space calculator based. Approx Provision of 30,240 sqm of parks and recreational grounds to meet future demand from increased population Pitch provision will be met through contributions towards enhancement of	In line with phasing of site development	£2,810,506	S106	Developer	Policy High

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)	Priority in delivering Local Plan
		existing off-site provision or towards additional new provision – as set out in the Plan wide section					
	Play Space (Children & Youth) (IBP/1033*)	Open Space calculator based. Approx Provision of 1,260 sqm of play space for children and 1,260 sqm for youth to meet future demand from increased population	In line with phasing of site development Developer	£425,267	S106	Developer	Policy High
Total Green Infrastructure Costs				£3,914,720			
Habitats Regulations Mitigation	Bird Aware Solent	Mitigation for the impact of recreational activities arising from development in the Special Protection Areas (Solent-wide Wardens)		£652 per dwelling 1,050 dwellings = £684,600	Developer S106		Essential
	Nutrient Mitigation	Habitats Regulations		493kg pa @ £3000 per kg = £1,479,000	Developer s106	Developer	Essential
Total Habitats Regulations Mitigation				£2,163,600			

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)	Priority in delivering Local Plan
Public Services	Library facilities – remodelling of existing Southbourne library (IBP/1034*)	To accommodate influx of new residents from SDL		£606,922	CIL contribution	West Sussex County Council	Policy High
	Police See Area Wide Public Services						
Total Public Services Costs				£606,922			
Utility Services	Sewerage network reinforcement		In line with phasing of site development	Based on new connection charge plus site specific costs	Developer and Southern Water	Southern Water	Critical
Total Utility Services Costs							
Total Costs				£21,412,308			

Land West of Tangmere – Local Plan Policy A14

15.12 This site is allocated for 1,300 dwellings. It has been carried forward from the adopted Local Plan but expanded from a residential development of 1,000 to 1,300 homes with a range of green infrastructure, employment, social and community facilities. The development will be planned as an expansion of Tangmere village, enhancing Tangmere's role as a settlement hub and delivering a range of housing types. Local Plan policies SA15 (Tangmere Strategic Employment Land) and DM15 (Horticultural Development) will also place demands on infrastructure within and adjacent to Tangmere parish.

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)	Priority in delivering Local Plan
	Site specific mitigation to the local road network to be identified through transport assessment and delivered by developer. (IBP/365)	To mitigate the impacts of the increase in traffic generated by this development	In line with phasing of site development	£10,220,000	Developer contributions S278	West Sussex County Council	Essential
	Chichester – Tangmere Cycle route (IBP/364) Part of IBP/353	This is part of the A285 Westhampnett Road scheme (IBP/353) and the cost is included in the estimate for this scheme aimed at reducing congestion and increasing the use of sustainable modes of transport	In line with phasing of site development	See IBP/353 Total cost £6,200,000 Development will be expected to provide at least 15% £930,000	Developer contributions S278	West Sussex County Council	Essential
	Site specific provision of public transport	To mitigate the impacts of the increase in traffic generated by this	In line with phasing of site development	£919,800	Developer contributions	West Sussex County Council	Essential

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)	Priority in delivering Local Plan
	to serve the site through S106 and link it to the city (IBP/541)	development			Through S106		
	Site specific improvements to the Strategic Road Network (IBP/1039*)	To mitigate the impacts of the increase in traffic generated by this development	In line with phasing of site development	£306,600	Developer contributions Through S278	National Highways and West Sussex County Council	Essential
	Site specific car club (IBP/1035*)	To mitigate the impacts of the increase in traffic generated by this development	In line with phasing of site development	£817,600	Developer contributions Through S106	West Sussex County Council	Essential
	Cycling connectivity (IBP/716 & IBP/148)	Improvements to the existing network, ensuring good links to new networks and improved connectivity across the city linking strategic sites.			Developer contributions Through S106	West Sussex County Council	Essential
Total Transport Costs				£13,194,000			
Education	Primary School Serviced Land and build costs for 2FE and financial contributions	The current allocation of 1,300 dwellings will bring forward the requirement for land and contributions for a 2FE school	2021-2026	£10,600,000	Developer contributions through S106	West Sussex County Council	Essential

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)	Priority in delivering Local Plan
	(IBP/328)	Developer required to provide 2.4ha land (including early years and SSC provision) and contributions towards a new 2FE primary school. A further 0.49ha of land is required for expansion of the school to 3FE in the event that Tangmere Primary Academy were to relocate to the site, to reflect the aspirations of the Tangmere Neighbourhood Plan					
	Early Years (IBP/730)	53 places attached to primary school 0.2ha land as a result of the SDL.	2021-2026	£2,100,000	Developer contributions through S106	West Sussex County Council	Essential
	Secondary (IBP/1201*)	WSCC calculator based At the current time pupil place planning indicates that there would be sufficient space or expansion capacity to accommodate the child product from				CIL	West Sussex County Council

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)	Priority in delivering Local Plan
		this proposed development for secondary aged pupils. Contributions would be required for expansion of secondary schools and sixth form if feasible and required.					
	Special Educational Needs & Disability (IBP/1037*)	4 places to be provided as part of the primary school		£620,000	S106	West Sussex County Council	Essential
	Sixth Form (IBP/1202*)	WSCC calculator based			CIL	West Sussex County Council	Essential
Total Education Costs				£13,320,000			
Health	See Plan Area Wide Health Infrastructure Needs						
Total Health Costs							
Social Infrastructure	2 New Community Halls of sufficient size to accommodate a variety of recreational	Through masterplanning Could be linked to community health and well-being hub	In line with phase 1 site development	£2m	S106	Through masterplanning	Policy High

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)	Priority in delivering Local Plan
	<p>and social activities – a minimum of 18m x 10m, capacity of around 150 – 200 seated, with small meeting room, kitchen, storage and toilet facilities commensurate with size, with provision for disabled users and car parking. Overall a net minimum of 300 sq m. Provision should be able to accommodate a badminton court. (IBP/1131*)</p>						
	<p>Sport and Leisure Facilities</p> <p>See Plan Area Wide Social</p>						

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)	Priority in delivering Local Plan
	Infrastructure Needs						
Total Social Infrastructure Costs				£2,000,000			
Green Infrastructure	Ecological Connectivity (IBP/715)	Improvements and enhancements to the existing network, ensuring Ecological connectivity or through S106 connectivity is restored or maintained and improved access for health and well-being	Post 2019		Developer contributions Through S106	Developer	Policy High
	Allotments (IBP/1038*)	Provision of 2.1ha sqm of allotments to meet future demand from increased population	In line with phasing of site development		S106	Developer	Policy High
	Amenity/Natural open space (IBP/715 & IBP/592)	Provision of Community Orchard at 0.46 ha and 19.3 ha of amenity/natural green space to meet future demand from increased population	In line with phasing of site development		S106	Developer	Policy High
	Parks & Recreation Grounds (IBP/159)	Provision of 5 ha of parks and recreational grounds to meet future	In line with phasing of site development		S106	Developer	Policy High

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)	Priority in delivering Local Plan
		<p>demand from increased population</p> <p>Pitch provision will be met through contributions towards enhancement of existing off-site provision or towards additional new provision – as set out in the Plan wide section</p>					
	Play Space (Children & Youth) (IBP/159)	<p>Open Space calculator based.</p> <p>Approx Provision of 1,560 sqm of play space for children and 1,560 sqm for youth to meet future demand from increased population</p>	In line with phasing of site development	£526,532	S106	Developer	Policy High
Total Green Infrastructure Costs				£526,532			
	Library provision as part of a community centre to include shelving and a self-service terminal	To accommodate influx of new residents from SDL		£100,000	S106	West Sussex County Council	Policy High

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)	Priority in delivering Local Plan
	(IBP/336) Police						
	See Area Wide Public Services						
Total Public Services Infrastructure Costs				£100,000			
Utility Services	Sewerage network reinforcement (IBP/728)		Network reinforcement in line with phasing of development	Based on new connection charge plus site specific costs	Southern Water and developer.	Southern Water	Critical
Total Utility Services Costs							
Total Costs				£28,840,532			

Land at Maudlin Farm, Westhampnett – Local Plan Policy A10

15.14 The site is allocated for residential development of a minimum of 265 dwellings during the plan period to 2039, and a range of infrastructure, including leisure, green infrastructure, social and community facilities.

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)	Priority in delivering Local Plan
Transport	Footway construction/widening through vegetation clearance on Dairy Lane/Stane Street and the Old Arundel Road – for a shared use path linking the wider road network and the site. (IBP/1203*)				S106/S278	WSCC	Essential
	Delivery of the Tangmere-Chichester cycle route, as identified in WSCC Walking & Cycling Strategy. (IBP/1204*) (IBP/353)				CIL	WSCC	Essential
Total Transport Costs				£			
Education	Primary At the current time pupil place planning indicates that there would be sufficient space or expansion capacity to	WSCC calculator based			CIL	West Sussex County Council	Essential

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)	Priority in delivering Local Plan
	accommodate the child product from this proposed development. (IBP/1205*)						
	Secondary. Contributions would be required for expansion of secondary schools if feasible and required. (IBP/1206*)	WSCC calculator based			CIL	West Sussex County Council	Essential
	Sixth form Contributions would be required for expansion of sixth form if feasible and required (IBP/1207*)	WSCC calculator based			CIL	West Sussex County Council	Essential
	Early Years 14 places (IBP/1050*)	WSCC calculator based			CIL	West Sussex County Council	Essential
	Special Educational Needs & Disability 1 place (IBP/1051*)	WSCC calculator based			CIL	West Sussex County Council	Essential
Total Education Costs				£			

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)	Priority in delivering Local Plan
Health	See Plan Area Wide Health Infrastructure Needs						Essential
Total Health Costs							
Social Infrastructure	Contribution towards existing community facilities. (IBP/1052*)	Open Space, Indoor Sports & Playing Pitch Strategy 2018			CIL		Policy High
	Sport and Leisure Facilities See Plan Area Wide Social Infrastructure Needs						
Total Social Infrastructure				£			
Green Infrastructure	Allotments (IBP/1053*)	Open Space calculator based. Approx Provision of 1,908 sqm of allotments to meet future demand from increased population	In line with phasing of site development	£42,625	S106	Developer	Policy High
	Amenity/Natural open space (IBP/1054*)	Open Space calculator based. Approx Provision of 6,360 sqm of amenity/natural green space to meet future demand from increased population	In line with phasing of site development	£128,726	S106	Developer	Policy High

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)	Priority in delivering Local Plan
	Parks & Recreation Grounds (IBP/1055*)	<p>Approx provision of 7,632 sqm of Parks and Recreation Grounds to meet future demand from increased population.</p> <p>Pitch provision will be met through contributions towards enhancement of existing off-site provision or towards additional new provision – as set out in the Plan wide section</p>	In line with phasing of site development	£709,318	S106	Developer	Policy High
	Play Space (Children & Youth) (IBP/1056*)	<p>Open Space calculator based.</p> <p>Approx Provision of 318 sqm of play space for children and 318 sqm for youth to meet future demand from increased population</p>	In line with phasing of site development	£107,332	S106	Developer	Policy High
Total Green Infrastructure				£988,001			
Habitats Regulations Mitigation	Bird Aware Solent	Mitigation for the impact of recreational activities arising from development in		£652 per dwelling 265 dwellings = £172,780	Developer S106		Essential

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)	Priority in delivering Local Plan
		the Special Protection Areas (Solent-wide Wardens)					
Total Habitats Regulations Mitigation				£172,780			
Public Services	Library contributions to Chichester (IBP/1140*)			£125,000	CIL	West Sussex County Council	Essential
	Police See Area Wide Public Services						
Total Public Services Costs				£125,000			
Utility Services	Sewerage network reinforcement		In line with phasing of site development	Based on new connection charge plus site specific costs	Developer and Southern Water	Southern Water	Critical
Total Utility Services Costs							
Total Costs				£1,307,681			

Loxwood – Local Plan Policy A15

15.15 Residential development of 220 dwellings to be allocated through the Neighbourhood Plan process during the plan period to 2039, and a range of infrastructure, including leisure, green infrastructure, social and community facilities.

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)	Priority in delivering Local Plan
Transport	Local Road Network Toucan crossing provision at the Guildford Road/B2133 & Loxwood Road junction. (IBP/1258*)			£100,000	CIL	West Sussex County Council	Essential
	Loxwood - Create bridleway alongside Wey and Arun Canal and improve existing (as Wisborough Green), with links to Rudgwick and the popular Downs Link bridleway (IBP/1067*)			£306,600	CIL	West Sussex County Council	Policy High
	Loxwood - FPs 795_2, 816, 811-1 & 812, 795 & 3260 to be upgraded to bridleway status . (IBP/1260*)				CIL	West Sussex County Council	Policy High
Total Transport Costs				£406,600			

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)	Priority in delivering Local Plan
Education	Primary Contributions would be required for expansion of primary schools	WSCC calculator based			CIL	West Sussex County Council	Essential
	Secondary. Contributions would be required for expansion of secondary schools if feasible and required.	WSCC calculator based			CIL	West Sussex County Council	Essential
	Sixth form Contributions would be required for expansion of sixth form if feasible and required	WSCC calculator based			CIL	West Sussex County Council	Essential
	Early Years (IBP/1076*) 11 places	WSCC calculator based			CIL	West Sussex County Council	Essential
	Special Educational Needs & Disability (IBP/1096*) 0.61 places	WSCC calculator based			CIL	West Sussex County Council	Essential

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)	Priority in delivering Local Plan
Total Education Costs				£			
Health	See Plan Area Wide Health Infrastructure Needs						Essential
Total Health Costs							
Social Infrastructure	Contributions to community facilities- (IBP/1266*)	Open Space, Indoor Sports & Playing Pitch Strategy 2018			CIL		Policy High
	Sport and Leisure Facilities See Plan Area Wide Social Infrastructure Needs						
Total Social Infrastructure				£			
Green Infrastructure	Allotments (IBP/1267*)	Open Space calculator based. Approx Provision of 1,584 sqm of allotments to meet future demand from increased population	In line with phasing of site development	£35,387	S106	Developer	Policy High
	Amenity/Natural open space (IBP/1268*)	Open Space calculator based. Approx Provision of 5,230 sqm of amenity/natural green space to meet future	In line with phasing of site development	£106,867	S106	Developer	Policy High

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)	Priority in delivering Local Plan
		demand from increased population					
	Parks & Recreation Grounds (IBP/1269*)	Open Space calculator based. Approx Provision of 6,336 sqm of parks and recreational grounds Pitch provision will be met through contributions towards enhancement of existing off-site provision or towards additional new provision – as set out in the Plan wide section	In line with phasing of site development	£588,868	S106	Developer	Policy High
	Play Space (Children & Youth) (IBP/1270*)	Open Space calculator based. Approx Provision of 264 sqm of play space for children and 264 sqm for youth to meet future demand from increased population	In line with phasing of site development	£89,106	S106	Developer	Policy High
	Loxwood Sports Association improvements to drainage and	Chichester Playing Pitch Strategy, 2018. The football pitch is currently poor, which		£70,000	CIL, Sports Club, Parish	Loxwood Parish Council/ Chichester	Policy High

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)	Priority in delivering Local Plan
	facilities required to progress up the league. (IBP/1110*)	prevents the club to function and progress through the league.			Council, National Governing Bodies, Sport England, National Lottery	District Council, Culture & Sport	
Total Green Infrastructure				£890,228			
Habitats Regulations Mitigation							
Total Habitats Regulations Mitigation				£			
Public Services	Police See Area Wide Public Services						
Total Public Services Costs				£			
Utility Services	Sewerage network reinforcement		In line with phasing of site development	Based on new connection charge plus site specific costs	Developer and Southern Water	Southern Water	Critical
Total Utility Services Costs				£			
Total Costs				£1,196,828			

Chichester City – Local Plan Policy A2

15.16 Residential development of 270 dwellings to be allocated through the Neighbourhood Plan process during the plan period to 2039, and a range of infrastructure, including leisure, green infrastructure, social and community facilities.

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)	Priority in delivering Local Plan
Transport	See Plan Area Wide Transport Needs						
Total Transport Costs				£			
Education	Primary At the current time pupil place planning indicates that there would be sufficient space or expansion capacity to accommodate the child product from this proposed development. (IBP/1083*)	WSSC calculator based In order to cater for the combined number of proposed dwellings across the Chichester City area.			CIL	West Sussex County Council	Essential
	Secondary Contributions would be required for expansion of secondary schools if feasible and required. (IBP/1088*)	WSSC calculator based			CIL	West Sussex County Council	Essential
	Sixth Form IBP/1241*)	WSSC calculator based Contributions would be required for			CIL	West Sussex County Council	Essential

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)	Priority in delivering Local Plan
		expansion of, sixth form provision if feasible and required					
	Early Years and Childcare places would be required to accommodate the development. Contributions towards either expansion of places would be required. (IBP/1075*)	WSSC calculator based			CIL	West Sussex County Council	Essential
	Chichester City School Planning Area Special Education Needs and Disability places (IBP/1091*)	WSSC calculator based			CIL	West Sussex County Council	Essential
Total Education Costs				£			
Health	See Plan Area Wide Health Infrastructure Needs						Essential
Total Health Costs							
Social Infrastructure	See Plan Area Wide Social Infrastructure Needs						
Total Social Infrastructure				£			
Green Infrastructure	Allotments (IBP/1271*)	Open Space calculator based.	In line with phasing of	£43,429	S106	Developer	Policy High

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)	Priority in delivering Local Plan
		Approx Provision of 1,944 sqm of allotments to meet future demand from increased population	site development				
	Amenity/Natural open space (IBP/1272*)	Open Space calculator based. Approx Provision of 6,480 sqm of amenity/natural green space to meet future demand from increased population	In line with phasing of site development	£131,155	S106	Developer	Policy High
	Parks & Recreation Grounds (IBP/1273*)	Open Space calculator based. Approx Provision of 7,776 sqm of parks and recreational grounds Pitch provision will be met through contributions towards enhancement of existing off-site provision or towards additional new provision – as set out in the Plan wide section	In line with phasing of site development	£722,701	S106	Developer	Policy High

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)	Priority in delivering Local Plan
	Play Space (Children & Youth) (IBP/1274*)	Open Space calculator based. Approx Provision of 324 sqm of play space for children and 324 sqm for youth to meet future demand from increased population	In line with phasing of site development	£109,356	S106	Developer	Policy High
Total Green Infrastructure				£1,006,641			
Habitats Regulations Mitigation	Bird Aware Solent	Mitigation for the impact of recreational activities arising from development in the Special Protection Areas (Solent-wide Wardens)		£652 per dwelling 270 dwellings = £176,040	Developer S106		Essential
Total Habitats Regulations Mitigation				£176,040			
Public Services	Library contributions to Chichester (IBP/1275*)			£125,000	CIL	West Sussex County Council	Essential
	Police See Area Wide Public Services						

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)	Priority in delivering Local Plan
Total Public Services Costs				£125,000			
Utility Services	Sewerage network reinforcement		In line with phasing of site development	Based on new connection charge plus site specific costs	Developer and Southern Water	Southern Water	Critical
Total Utility Services Costs				£			
Total Costs				£1,307,681			

Name of Site: Land East of Rolls Royce A21

Number of Homes: N/A

Amount of Employment: 7ha of employment development safeguarded for Rolls Royce

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)	Priority in delivering Local Plan
Transport	As this site shares boundary with the southern Maudlin Farm, the suggested footpath upgrade for Maudlin farmland should be adopted - i.e. a bridleway linking Arundel Road to the south of the site, and the existing footpath linking Stane Street/New Road via Westerton to the north of the site. (IBP/1208*)						

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)	Priority in delivering Local Plan
Total Transport Costs				£			
Public Services	See Plan Area Wide Public Services Needs						
Total Public Services Costs				£			
Utility Services	See Plan Area Wide Utility Services Needs						
Total Utility Services Costs				£			
Total Costs				£			

Name of Site: Land South of Bognor Road A20

Number of Homes: N/A

Amount of Employment: 15ha of employment development/28,000 sqm

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)	Priority in delivering Local Plan
Transport	Provision of bus lane along A259 approaching Bognor Road roundabout (see IBP/354)	Stantec Monitor and Manage Methodology (2022) Chichester City Transport Strategy – to reduce car trips to city centre	To be determined by the Traffic and Infrastructure Management Group (TIMG)	See IBP/354 £15,300,000 Developer contribution of 15% £2,295,000	CIL & Other DFT, WSCC,	West Sussex County Council	Essential
	Mitigation scheme to include diversion of Vinnetrow Road to a new junction on A259 at the access to Springfield Park. (IBP/1209*)	As Vinnetrow Road crosses the site, the diversion is essential to the masterplanning of the site Scheme is part of A27 Bognor Road roundabout improvements See IBP/339			S106/S278	WSCC with developer	Essential
Total Transport Costs				£2,295,000			
Public Services	See Plan Area Wide Public Services Needs						

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)	Priority in delivering Local Plan
Total Public Services Costs				£			
Utility Services	See Plan Area Wide Utility Services Needs						
Total Utility Services Costs				£			
Total Costs				£			

Name of Site: Runcton Horticultural Development Area Extension

Number of Homes: N/A

Amount of Employment:30ha of horticultural land

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)	Priority in delivering Local Plan
Transport	Extension of existing BDW from Vinnetrow through Marsh Farm down to B2166 to connect FP 195 (395m), with the latter to be upgraded to bridleways with all-weather surfacing. Site specific mitigation to be identified through transport assessment and delivered by developer (IBP/1211*)			£270,000	S106	West Sussex County Council	Essential
Total Transport Costs				£270,000			
Public Services	See Plan Area Wide Public						

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)	Priority in delivering Local Plan
	Services Needs						
Total Public Services Costs				£			
Utility Services	See Plan Area Wide Utility Services Needs						
Total Utility Services Costs				£			
Total Costs				£			

15.15 Sustainable Transport Mitigation associated with Strategic Sites carried forward from current adopted Local Plan

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)	Priority in delivering Local Plan
Transport	Series of small scale cycling, pedestrianisation and local road mitigation measures associated with Graylingwell SDL (IBP/341 & IBP/342)			£1,722,000	S106	West Sussex County Council	Essential
	£1,022,000 & £700,000						
	Series of small scale cycling, pedestrianisation, public transport and local road mitigation measures associated with Shopwyke SDL (IBP/347)			£1,022,000	S278	West Sussex County Council	Essential
	Bus service between Westhampnett SDL and city centre (IBP/543)			£613,200	S106	West Sussex County Council	Essential
	Green Links across the Manhood. (GLaM	Part of route already agreed via planning consent to be	Short term (2023-2028)	£160,000	S106	West Sussex County Council	Policy High

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)	Priority in delivering Local Plan
	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 and improve current footpath for cycles. (IBP/667)	dedicated bridleway. Remainder of route is already public footpath and needs uplifting to bridleway status					
Total Transport Costs				£3,517,200			

Plan Area Infrastructure Needs

Plan Area Wide Transport Infrastructure Needs

16.1 Some funding for the A27 junctions package of improvements has already been secured from planning permissions granted to date. Subject to viability, this approach is proposed to continue in the Local Plan and financial contributions (S106 and S278) are likely to be secured from the Strategic Site Allocations and other locations where substantial housing is identified in the Local Plan but is not yet subject to planning permission. Whilst the table below only identifies developer contributions as a source of funding, it is anticipated that other sources of funding will need to be identified to bring forward these schemes.

Please note – costs are indicative and presented at the highest range as set out in the Stantec Transport Modelling Review July 2021. These will continue to be discussed with National Highways and West Sussex County Council. The costs do not include a figure for any future maintenance.

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)	Priority in delivering Local Plan
	A27 Chichester Bypass - Bognor Road Roundabout junction improvement including Vinnetrow Road Diversion (IBP/339)	Stantec Transport Modelling Review 13/07/2021	To be determined by the Traffic and Infrastructure Management Group (TIMG)	£25,000,000	Developer contributions via S278 & other	National Highways	Essential
	A27 Chichester Bypass – Whyke junction improvement (IBP/339)	Stantec Transport Modelling Review 13/07/2021	To be determined by the Traffic and Infrastructure Management Group (TIMG)	£5,240,000	Developer contributions via S278 & other	National Highways	Essential
	A27 Chichester Bypass – Stockbridge Roundabout improvement (IBP/339)	Stantec Transport Modelling Review 13/07/2021	To be determined by the Traffic and Infrastructure	£5,850,000	Developer contributions via S278 & other	National Highways	Essential

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)	Priority in delivering Local Plan
			Management Group (TIMG)				
	A27 Chichester Bypass – Fishbourne Roundabout improvement including Terminus Road/Cathedral Way (IBP/339)	Stantec Transport Modelling Review 13/07/2021	To be determined by the Traffic and Infrastructure Management Group (TIMG)	£11,500,000	Developer contributions via S278 & other	National Highways	Essential
				£47,590,000			
Local Road Network	Westhampnett Road Junctions with St. Pancras/St. James to include culverting the river Lavant to allow road widening. Includes the Chichester-Tangmere cycle route scheme (IBP/353)	WSCC Strategic Transport Investment Programme		£6,200,000	CIL £500,000 Other £5,700,000 from as yet unidentified sources (e.g. Government grants)	West Sussex County Council	Essential
	A286 New Park Road/A286 St Pancras Road junction 7 (IBP/1057*)	Stantec Transport Studies and Monitor and Manage Methodology (2022) WSCC		£1,600,000	CIL	West Sussex County Council	Essential
	A286 Northgate/A286 Orchard Street junction (IBP/1058*)	PBA Transport Assessment		£700,000	CIL	West Sussex County Council	Essential

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)	Priority in delivering Local Plan
	A286 Churchside/A286 Broyle Road junction (IBP/1059*)	PBA Transport Assessment		£1,800,000	CIL	West Sussex County Council	Essential
	A286 Stockbridge/Terminus Road junction 9 (IBP/1060*)	PBA Transport Assessment and WSCC		£400,000	CIL	West Sussex County Council	Essential
	Provision of bus lane along A259 approaching Bognor Road roundabout (IBP/354)	Stantec Monitor and Manage Methodology (2022) Chichester City Transport Strategy – to reduce car trips to city centre	To be determined by the Traffic and Infrastructure Management Group (TIMG)	£15,300,000	CIL & Other DFT, WSCC, and developer S106 for land South of Bognor Road will be expected to make a proportionate contribution	West Sussex County Council	Essential
	Bus services improvement along Vinnetrov Road connecting the B2166 down south and the Bognor Road / Chichester Bypass Roundabout. (IBP/1210*)	The Chichester – Bognor Regis Corridor Enhancement, a STIP scheme likely to include bus priority and active travel improvements is a project to be delivered through CIL/other sources.		Further scoping is needed by WSCC to revise the cost estimate.	CIL	WSCC	Essential
	RTP1 screens at key locations (IBP/355)	Chichester City Transport Strategy –		£120,000 for 12 screens	CIL	West Sussex	Policy High

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)	Priority in delivering Local Plan
		to reduce car trips to city centre		6 screens already delivered so £60,000 for 6 remaining screens		County Council	
	B2145/B2166 junction (IBP/363)	PBA Transport Assessment		£600,000	CIL	West Sussex County Council	Essential
	B2145/B2201 (Sidlesham Common) junction 2 (IBP/1063*)	PBA Transport Assessment and WSCC		£400,000	CIL	West Sussex County Council	Essential
	Sustainable Transport Corridor – city centre to Portfield and improvements to sustainable transport facilities on Oving Road corridor (IBP/656)	To increase sustainable transport mode share. Considering improvements to road space allocation.		£3,500,000	CIL & Other DFT WSCC	West Sussex County Council	Essential
	A259 Cathedral Way/ Fishbourne Road East (IBP/1264*)	Stantec Transport Studies and Monitor and Manage Methodology (2022)	To be determined by the (TIMG)				
	A259 Via Ravenna / A259 Cathedral Way Roundabout (IBP/371)	Stantec Transport Studies and Monitor and Manage Methodology (2022)	To be determined by the Traffic and Infrastructure	£372,500			

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)	Priority in delivering Local Plan
			Management Group (TIMG)				
				£30,932,500			
Cycle infrastructure	Gap filling to complete the Chichester Cycle Network (IBP/358)	Chichester City Transport Strategy – to reduce short car trips to and from the city centre		£500,000 Further scoping is needed by WSCC to revise the cost estimate.	CIL	West Sussex County Council	Essential
	City centre cycle parking (IBP/658)	To increase short trips to the city centre		£250,000 Further scoping is needed by WSCC to revise the cost estimate.	CIL	West Sussex County Council	Essential
	Smarter Choices Bikelt projects (IBP/1064*)	To increase short trips and modal shift		£700,000	CIL	West Sussex County Council	Essential
	Portfield Cycle route (IBP/359)	Chichester City Transport Strategy – to reduce short car trips to and from the city centre and between settlements		£1,100,000	CIL	West Sussex County Council	Essential
	Summersdale Cycle route (IBP/360)	Chichester City Transport Strategy – to reduce short car trips to and from the		£2,000,000	CIL	West Sussex County Council	Essential

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)	Priority in delivering Local Plan
		city centre and between settlements					
	Selsey Cycle route (IBP/1276*)	Chichester City Transport Strategy – to reduce short car trips to and from the city centre and between settlements		£2,000,000	CIL	West Sussex County Council	Essential
	Witterings Cycle route (IBP/1277*)	Chichester City Transport Strategy – to reduce short car trips to and from the city centre and between settlements		2,800,000	CIL	West Sussex County Council	Essential
	Hunston Road cycle scheme – shared use pedestrian/cycle path to link footbridge at Whyke Road roundabout with south of A27 linked to planning application HN/15/03489/FUL (IBP/544)	Sustainable link across A27 to free school and for development south of the A27 into the city		£1,800,000	S106	West Sussex County Council	Essential
	Oaklands Way Cycle Scheme - Provision of cycle way on northern side of Oaklands Way, from Northgate gyratory in the West to College Lane in the East	Supports development of the area. To provide suitable facilities for pedestrians and cyclists whilst taking in to account the needs for all users including public	2023/2024	£2,100,000	CIL	West Sussex County Council	Essential

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)	Priority in delivering Local Plan
	(part of IBP/840)	transport users and the private car.					
	Chichester-Emsworth Cycle route. (IBP/1166*)	Convert and widen footway to cycle track along the A259 (Havant-Emsworth-Hambrook-Chichester City Centre) for Non-Motorised User Improvement.		£5,000,000	CIL & Other external sources (e.g. unidentified Government Grants)	West Sussex County Council	Essential
	Chichester-Selsey Cycle route (IBP/361)			£12,200,000	CIL & Other external sources (e.g. unidentified Government Grants)	West Sussex County Council	Policy High
				£30,450,000			
	Birdham - FP 2821 beside Alandale Rd (450m) and FP 42 linking FP 41 on Martins Lane (347m) to be upgraded to bridleways with all-weather surfacing. Note that Alandale Rd is a private road, so there may be legal complications to changing its status and maintaining an improved surface. (IBP/1212*)			£70,000	CIL		

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)	Priority in delivering Local Plan
	Birdham - Church Road links the village to the bus stops on the A286 and could benefit from footway provision (IBP/1213*)						
	Extension of Bridleway (BDW) 3595 as a connecting PRoW to FPS 228 (1.23km) and 230 (1.24km) along Bosham Station/B2146 between Bosham and Broadbridge Farm – to bridleway status. (IBP/1167*)			£250,000	CIL	West Sussex County Council	Essential
	Upgrade of FPs linking Nutbourne, Broadbridge, Fishbourne, Bosham, Apuldram, Westbourne, Woodmancote (with existing bridleway extension), Southbourne and Emsworth together with				CIL	West Sussex County Council	Essential

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)	Priority in delivering Local Plan
	uncontrolled crossings at road points (IBP/1168*)						
	Boxgrove - Create bridleway along footpath 284 with links to the village and to Tinwood Lane (IBP/1065*)			£100,000	CIL	West Sussex County Council	Essential
	Boxgrove - In conjunction with Tangmere development, FP 284 (approx. 1.45km) opposite Easthampnett Lane connecting A27 (northwest of site) from Boxgrove - upgrade to bridleways (IBP/1214*)			£150,000			
	Chichester city – Land South of Bognor Road – Improve links to local PROW network (IBP/1066*)	To enhance sustainable transport options to Chichester with potential to deliver linkages south as well to Runcton and North Mundham		£408,800 Further scoping is needed by WSCC to revise the cost estimate.	CIL	West Sussex County Council	Essential

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)	Priority in delivering Local Plan
	Chichester City - upgrade of FPs 3691, 3017_1, 2930 (on Centurion Way) to be upgraded to bridleways with all-weather surfacing (IBP/1245*)			£70,000 Further consultation with Highways required			
	Chidham & Hambrook - Part of Chidham Lane (3.16km) to have footway widening through vegetation clearance for a possible shared use. (IBP/1215*)						
	Chidham & Hambrook - Existing BDW 260 (873m) to be joined with FP 228 (1.17km on Eastfield Farm), with the latter to be upgraded to bridleway status (IBP/1216*)						
	Creation and widening of footway on Salthill Road which connects west of the site to the A259 at Fishbourne.			£further scoping required	CIL	WSCC	

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)	Priority in delivering Local Plan
	(IBP/1169*)						
	Fishbourne - Ties in with Land West of Chichester (Site AL1) proposed upgrade of FPs and footways in Fishbourne. (IBP/1217*)				CIL	WSCC	
	Kirdford – Upgrade FPs 821, 602, 604 & 610 to bridleways (IBP/1259*)				CIL	West Sussex County Council	Essential
	Hunston- A joined-up upgrade of the footpath (FP 187) linking Hunston and North Mundham – FP 188 (1.36km) to be upgraded to bridleways with all-weather surfacing (IBP/1218*)			£250,000	CIL	West Sussex County Council	Essential
	North Mundham – enhance links to the existing PROW network to the north (Chichester) the east (Pagham) and west (Hunston). (IBP/1068*)	Improve linkages to neighbouring communities but also provide sustainable transport options to employment with the improvement of the local Bridleway		£220,000	CIL	West Sussex County Council	Essential

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)	Priority in delivering Local Plan
		network. This will reduce the reliance on private motorised use and help to improve local air quality					
	Oving - Create bridleway (by upgrading existing footpath) alongside the former canal, with links to proposed local development in Bersted and Yapton (IBP/1069*)			£220,000	CIL	West Sussex County Council	Essential
	Oving - Create bridleway linking Shopwyke with Tangmere and Oving villages (as Shopwyke and Tangmere) (IBP/1070*)			£110,000	CIL	West Sussex County Council	Essential
	Oving - Create bridleway linking Tangmere with Oving and Runcton (as Tangmere) (IBP/1071*)			£306,600 Further scoping is needed by WSCC to revise the cost estimate	CIL	West Sussex County Council	Essential
	Plaistow & Ifold - Create bridleway			£70,000	CIL	West Sussex	Essential

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)	Priority in delivering Local Plan
	linking Plaistow with bridleway 635 (IBP/1072*)					County Council	
	Plaistow & Ifold - Upgrade of FPs 621, 618, 620_1, 620, 612_1, 615, 623 & 622 to bridleways status (IBP/1261*).			£220,000	CIL	West Sussex County Council	Essential
	Westbourne - Create bridleway (by upgrading existing footpath) to link Hambrook Hill South with Woodmancote Lane over A27 (as Chidham and Hambrook) (IBP/791)			£200,000	CIL/S106	West Sussex County Council	Essential
	Westbourne -Create bridleway (by upgrading existing footpath) to link Lumley with Westbourne over A27 (as Southbourne) (IBP/790)			£200,000	S106	West Sussex County Council	Essential
	Westbourne - Ties in with Land West of Chichester (Site AL1) proposed upgrade of FPs in						

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)	Priority in delivering Local Plan
	Westbourne (IBP/1219*)						
	Westhampnett – Land to the east of Rolls Royce – improve connectivity to local PROW network (IBP/1073*)	Enhance sustainable transport options		£204,400	CIL	West Sussex County Council	Essential
	Wisborough Green - Create bridleway alongside Wey and Arun Canal and improve existing (as Loxwood), with link to Billingshurst (IBP/1074*)			£90,000	CIL	West Sussex County Council	Essential
	Wisborough Green - Upgrade FPs 783, 790 & 791 to bridleways (IBP/1262*)			£120,000	CIL	West Sussex County Council	Essential
				£3,259,800			
Total Costs				£115,749,500			

Education Infrastructure Needs – related to Parish housing requirements which are not strategic sites

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)	Priority in delivering Local Plan
	Boxgrove – Early years places would be required (IBP/ 1220*)	WSCC calculator based			CIL	West Sussex County Council	Essential
	Fishbourne Early years places would be required (IBP/1221*)	WSCC calculator based			CIL	West Sussex Council	Essential
	North Mundham – Early years places would be required (IBP/1078*)	WSCC calculator based			CIL	West Sussex County Council	Essential

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)	Priority in delivering Local Plan
	Westbourne – 2 Early years places would be required as part of new primary school at Southbourne (IBP/1027*)	Pro-rata based			S106	West Sussex County Council	Essential
	Wisborough Green – Early years places would be required (IBP/1080*)	WSSC calculator based			CIL	West Sussex County Council	Essential
	Kirdford – Early years places would be required (IBP/1081*)	WSSC calculator based			CIL	West Sussex County Council	Essential
	Plaistow – Early years places would be required (IBP/1082*)	WSSC calculator based			CIL	West Sussex County Council	Essential
	Fishbourne (IBP/1224*)	WSSC calculator based At the current time pupil place planning indicates that there would be sufficient space or expansion capacity to accommodate the child product from this proposed development.			CIL	West Sussex County Council	Essential

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)	Priority in delivering Local Plan
		Contributions would be required for expansion of primary, secondary and sixth form provision if feasible and required.					
	Westbourne Pro rata costs of land and contribution of a 2FE expandable to 3FE school with A11, A12 and A13 and Westbourne Parish numbers to provide new school at Southbourne (see IBP/1027*)	The current primary provision serving the area is at capacity, expansion of the school on its existing site is not possible.		Total cost of school £15,000,000 plus land costs Pro-rata contributions	S106	West Sussex County Council	Essential

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)	Priority in delivering Local Plan
	North Mundham – Further capacity would be required to accommodate the development, CDC will need to work with WSCC to determine how additional capacity in the area could be accommodated before any land is considered further for allocation. (IBP/1087*)	WSCC calculator based			CIL	West Sussex County Council	Essential
	Wisborough Green (IBP/1278*)	WSCC calculator based Contributions would be required for expansion of primary, form provision if feasible and required			CIL		
	Kirdford – (IBP/1279*)	WSCC calculator based Contributions would be required for expansion of primary, form provision if feasible and required			CIL		

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)	Priority in delivering Local Plan
	Plaistow – (IBP/1280*)	WSCC calculator based Contributions would be required for expansion of primary, form provision if feasible and required			CIL		
	Fishbourne (IBP/1229*)	WSCC calculator based Contributions would be required for expansion of, secondary form provision if feasible and required.			CIL	West Sussex County Council	Essential
	Boxgrove (IBP/1231*)	WSCC calculator based Contributions would be required for expansion of, secondary form provision if feasible and required			CIL	West Sussex County Council	Essential
	North Mundham (IBP/1233*)	WSCC calculator based Contributions would be required for expansion of, secondary form provision if feasible and required			CIL	West Sussex County Council	Essential
	Westbourne (IBP/1234*)	WSCC calculator based			CIL	West Sussex	Essential

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)	Priority in delivering Local Plan
		Contributions would be required for expansion of, secondary form provision if feasible and required				County Council	
6 th form	Fishbourne IBP/1235*)	WSSC calculator based Contributions would be required for expansion of, sixth form provision if feasible and required			CIL	West Sussex County Council	Essential
	Boxgrove IBP/1237*)	WSSC calculator based Contributions would be required for expansion of, sixth form provision if feasible and required			CIL	West Sussex County Council	Essential
	North Mundham (IBP/1239*)	WSSC calculator based Contributions would be required for expansion of, sixth form provision if feasible and required			CIL	West Sussex County Council	Essential
	Westbourne (IBP/1240*)	WSSC calculator based Contributions would be required for expansion of, sixth form provision if feasible and required			CIL	West Sussex County Council	Essential

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)	Priority in delivering Local Plan
	Wisborough Green – (IBP/1281*)	WSSC calculator based Contributions would be required for expansion of, sixth form provision if feasible and required			CIL	West Sussex County Council	Essential
	Kirdford – (IBP/1282*)	WSSC calculator based Contributions would be required for expansion of, sixth form provision if feasible and required			CIL	West Sussex County Council	Essential
	Plaistow – (IBP/1283*)	WSSC calculator based Contributions would be required for expansion of, sixth form provision if feasible and required			CIL	West Sussex County Council	Essential
	Financial contributions towards the expansion of the Special Support Centre at the Bourne Community College would be required subject to feasibility (IBP/1092*)	WSSC calculator based			CIL	West Sussex County Council	Essential

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)	Priority in delivering Local Plan
	Fishbourne (IBP/1242*)	WSCC calculator based			CIL	West Sussex County Council	Essential
	Boxgrove – (IBP/1243*)	WSCC calculator based			CIL	West Sussex County Council	Essential
	North Mundham – (IBP/1093*)	WSCC calculator based			CIL	West Sussex County Council	Essential
	Westbourne – (IBP/1095*)	WSCC calculator based			CIL	West Sussex County Council	Essential
	Wisborough Green- (IBP/1097*)	WSCC calculator based			CIL	West Sussex County Council	Essential
	Kirdford (IBP/1098*)	WSCC calculator based			CIL	West Sussex County Council	Essential
	Plaistow (IBP/1099*)	WSCC calculator based			CIL	West Sussex County Council	Essential
University of Chichester	New student accommodation, preferably on campus or close to campus	To meet future student demand from first year undergraduates and an increasing demand from second	2021/2022	£15m	University funding, income strip financing	University of Chichester	

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)	Priority in delivering Local Plan
	(IBP/379 £15m & IBP/799)	and third year undergraduates					
	New academic buildings to support new undergraduate and postgraduate courses (IBP/381 & IBP/382 & IBP/378 £3,500,000)	To enhance the academic offering of the University and to meet the needs of the local, regional and national economy	2021/2022	£3,500,000	Unknown at present	University of Chichester	
	North Eastern Link Road (IBP/385)	To provide a new access road to the campus and to reduce the number of vehicles using College Lane	2021	Unknown	Provided by developer as part of a section 106 agreement	Homes England and Linden Homes	
	Redevelopment of the University's main car park, including the construction of a multi-deck car park (IBP/388)	To provide car parking appropriate to the University's business needs and to encourage sustainable transport	2021/22		University funding	University of Chichester	
Chichester College	New teaching building to support the delivery of STEM subjects. (Science, technology, engineering and mathematics)	To enable the effective delivery of STEM related subjects up to foundation degree	2019/2021		College funded supported by LEP grant funding	Chichester College Group	

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)	Priority in delivering Local Plan
	(IBP/1100*)						
	Enhancement to existing workshops (IBP/1101*)	To enable the relocation of Motor Vehicle courses from the Chichester campus	2021/2023		College funded supported by LEP grant	Chichester College Group	
Total Costs				£18,468,683			

Plan Area Wide Health Infrastructure Needs

16.3 This includes the strategic site allocations and includes the parish requirements.

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)	Priority in delivering Local Plan
GP Surgeries	Provision of additional primary care infrastructure at Southbourne Surgery Phase 1 (IBP/726)	To accommodate influx of additional patients from new housing totalling 350 dwellings within the catchment boundary of Southbourne Surgery identified in IDP 2014-29	2022-2023	£450,000	£450,000 CIL	West Sussex NHS Sussex – Sussex Health and Care supporting the service providers	Essential
	Provision of additional primary care infrastructure at Southbourne Surgery Phase 2 (IBP/1102*)	To accommodate influx of additional patients from new housing, totalling 1250 dwellings, within the catchment boundary of Southbourne Surgery identified in IDP 2016-38	In line with phasing of site development	£1,369,486	Potential CIL	West Sussex NHS Sussex – Sussex Health and Care supporting the service providers	Essential
	Provision of additional primary care infrastructure at Southbourne Surgery (IBP/1136*)	To accommodate influx of additional patients from new housing at Chidham & Hambrook, totalling 300 dwellings, within the catchment boundary of Southbourne Surgery identified in IDP 2016-35)	In line with phasing of site development	£547,794	Potential CIL	NHS Sussex – Sussex Health and Care	Essential

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)	Priority in delivering Local Plan
	East of Chichester City Provision of additional primary care infrastructure (IBP/957*)	To accommodate new residents/patients from planned developments, which will be supplemented by additional funding to enable restructure and consolidation of Primary Care resources to serve Chichester over the next 20 years, as per our emergent GP estate strategy		£657,353	Potential CIL contribution	NHS Sussex – Sussex Health and Care	Essential
	Improvements at Tangmere Surgery to provide additional primary care infrastructure (IBP/725)	To accommodate additional patients resulting from new housing in the catchment boundary of Tangmere Surgery	2028	£700,000	Potential CIL	NHS Sussex – Sussex Health and Care supporting the service providers	Essential
	Extensions to Chichester City GP surgeries: Langley House. (IBP/877)	Housing increase and directly associated GP registration.	2022-2023	£420,000	CIL £420,000	NHS Sussex – Sussex Health and Care supporting the service providers	Essential
	Willow Park redevelopment Chichester (new – replacing Parklands)	Housing increase	2022-2023	£1,428,000	CIL £700,000 Other £728,000	NHS Sussex – Sussex Health and Care supporting the	Essential

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)	Priority in delivering Local Plan
	(IBP/1155)					service providers	
Chichester City Health Hub	Provision of additional primary care infrastructure via a new Health Hub to relocate Cathedral Health Practice (IBP/773)	To accommodate new residents/patients from planned developments within and around Chichester City, which will be supplemented by additional funding to enable restructure and consolidation of Primary Care resources to serve Chichester over the next 20 years, as per our emergent GP estate strategy	2026/2027	£25,000,000	Potential CIL contribution of £3,000,000 together with £22,000 from other funding sources	Developer, Chichester District Council and NHS Sussex – Sussex Health and Care supporting the service providers	Essential
St. Richards Hospital	Increase Accident and Emergency capacity, with opportunity to accommodate an Urgent Treatment Centre; Improved outpatient	This project is 'necessary' infrastructure. It is fundamental to the delivery of the emerging Local Plan, to ensure sufficiency of acute medical provision to meet the need of the increasing population within the proposed new homes. It does not need to be	A phased basis between 2021 and 2029.	£166m	Yet to be secured. The availability of capital and revenue funding within the NHS will be a significant constraint to developing acute	Western Sussex Hospitals NHS Foundation Trust.	Essential

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)	Priority in delivering Local Plan
	<p>department; Increase ward capacity; Improved size, capacity and functionality for operating theatres; Improved women and children's services capacity; Enhance diagnostic provision such as imaging capacity; Redesign and rebuild of the sterile services unit.</p> <p>(IBP/1103*)</p>	<p>implemented 'up front' to unlock development and growth that could otherwise not take place. However, ongoing funding to support the planning and implementation of necessary changes in clinical service provision at St Richard's hospital is required. Without adequate clinical planning and the associated changes to the hospital estate, there will be a tipping point, when the infrastructure becomes critical to the safe provision of acute health care. The long lead time for the development means that whilst this can be implemented as the development takes place, it is essential to identify the funding available for this and</p>			<p>services at St Richard's hospital. This will be a barrier to maintaining safe acute health services that are necessary in support the development strategy for the area as set out in the emerging Local Plan.</p>		

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)	Priority in delivering Local Plan
		commence detailed planning.					
Total Costs				£196,572,633			

Plan Area Wide Social Infrastructure Needs

16.4 This includes the strategic site allocations and the parish requirements.

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)	Priority in delivering Local Plan
Sport & Leisure facilities	Competition swimming pool (8 lane x 25m) and diving pit (IBP/1104*)	Open Space, Indoor Sports & Playing Pitch Strategy, 2018		£4.4m	CIL, Local clubs, National Governing Bodies, Sport England, National Lottery	Chichester District Council, Culture & Sport. If not Westgate it would be another organisation in partnership with Chichester District Council, Culture & Sport.	Policy High
	Permanent indoor tennis facility (IBP/1105*)	Open Space, Indoor Sports & Playing Pitch Strategy, 2018		£2.4m	CIL, National Governing Bodies, Sport England, National Lottery	Chichester District Council, Culture & Sport/Chichester Racquets & Fitness Club	Policy High
Community Facilities	New Community Hall Chichester City of sufficient size to accommodate a variety of recreational and social activities – a minimum of	Open Space, Indoor Sports & Playing Pitch Strategy, 2018		£1m	CIL/Other	Chichester City Council	Policy High

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)	Priority in delivering Local Plan
	<p>18m x 10m, capacity of around 150 – 200 seated, with small meeting room, kitchen, storage and toilet facilities commensurate with size, with provision for disabled users and car parking. Overall a net minimum of 300 sq m. Provision should be able to accommodate a badminton court. (IBP/1247*)</p>						
Total Costs				£7,800,000			

Plan Area Wide Green Infrastructure Needs

16.5 This includes the parish requirements.

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)	Priority in delivering Local Plan
Natural Greenspace	New bike fence to prevent bike access to the Brandy Hole copse (IBP/1106*)	With development at WHF, this infrastructure will be required to maintain the integrity of Chichester's only Local Nature Reserve		5,000	CIL	Friends of Brandy Hole Copse/ Chichester District Council	Policy High
	Water vole Habitat for improved connectivity (IBP/1107*)	With development at WHF, this infrastructure will be required to maintain the integrity of Chichester's only Local Nature Reserve		40,000	CIL	Bosham Local Group/ Chichester District Council	Policy High
	Strategic Corridor Enhancements at Emsworth/The Ems (IBP/1108*)	Enhancements to the strategic corridors, as identified in the Local Plan		40,000	CIL	Emsworth Local Group/Chichester District Council	Policy High
Flood Protection/defences	Bosham Harbour New Inland Defences (IBP/1127*)	Protection against flooding	Post 2021	460,000	FCRM GiA/Contributions	Environment Agency	Essential

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)	Priority in delivering Local Plan
Parks and Green Spaces	West Wittering Cricket Club clubhouse enhancement. (IBP/1109*)	Requirement for provision of showers for the officials changing rooms.		£50,000	CIL, Sports Club, Parish Council, National Governing Bodies, Sport England, National Lottery	West Wittering Parish Council/Chichester District Council, Culture & Sport	Policy High
	The Green, Wisborough Green rebuild of sports pavilion and provision of additional training and pitch facilities. (IBP/322)	Chichester Playing Pitch Strategy, 2018.		£965,000	CIL, Sports Club, Parish Council, National Governing Bodies, Sport England, National Lottery	Wisborough Green Parish Council/Chichester District Council, Culture & Sport	Policy High
	Oving Diamond Jubilee Ground pitch and pavilion reinstatement (IBP/1111*)	PC have stated a need for a hub for sports teams and currently looking to identify funds for this.		£190,000	CIL, Sports Club, Parish Council, National Governing Bodies, Sport England, National Lottery	Oving Parish Council/Chichester District Council, Culture & Sport	Policy High
	White Pavilion Priory Park improvements to meet the needs of cricketers including	Chichester Playing Pitch Strategy, 2018. Lack of changing facilities and poor quality outfield.		£450,000	CIL, Sports Club, Parish Council, National Governing Bodies, Sport	Chichester District Council, Culture & Sport	Policy High

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)	Priority in delivering Local Plan
	women and girls (IBP/294)				England, National Lottery		
	The Street Recreation Ground, Boxgrove pavilion and cricket pitch improvements (IBP/1112*)	Chichester Playing Pitch Strategy, 2018.		£70,000-120,000	CIL, Sports Club, Parish Council, National Governing Bodies, Sport England, National Lottery	Boxgrove Parish Council/ Chichester District Council, Culture & Sport	Policy High
	University of Chichester improvements and upgrade to existing Artificial Grass Pitch (AGP). (IBP/1113*)	Chichester Playing Pitch Strategy, 2018. The existing AGP is >15 years old and requires replacing. The University identifies this as a sand-based surface for hockey and multi-sports and it is used extensively for teaching and recreation alongside Hockey matches (including community use)	Summer 2019	£200,000	University of Chichester, CIL, Sports Club, National Governing Bodies, Sport England, National Lottery	University of Chichester/ Chichester District Council, Culture & Sport	Policy High
	University of Chichester new publicly shared sports track	Chichester Playing Pitch Strategy, 2018. The J-Section provides teaching opportunity and		£1.4m – £1.6m	University of Chichester, CIL, Sports Club, National Governing	University of Chichester/ Chichester District Council, Culture & Sport	Policy High

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)	Priority in delivering Local Plan
	(IBP/389)	<p>some community training use (one or two days a week) for juniors as part of the Chichester Runners and Athletic and Road Running Club activities.</p> <p>A 6 or 8 lane athletics track would as a minimum provide academic teaching opportunity, an additional training facility for most of the BUCS competition sports, intra-mural practice and competition; it would support a high level of use and development by the Chichester Runners and Athletic Club, training use by local sports clubs including schools' competition (primary and secondary) and area school sports days, and casual exercise and fitness</p>			Bodies, Sport England, National Lottery		

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)	Priority in delivering Local Plan
		use by students, staff and the community.					
	University of Chichester 3G AGP in addition to upgrading of existing sand based AGP (IBP/1114*)	Chichester Playing Pitch Strategy, 2018. Option 1 - discussed with the Chichester City Football Club to convert their grass pitch to a 3G ATP (FA stadia grade and World Rugby 22 grade), ensuring equitable partnership sharing arrangements with the University and with the Rugby Club, subject to funding arrangements; the University would then locate a high quality full size grass pitch in the centre of the athletics track - sensible planning of a summer field events programme and restoration annually would be required.		c. £0.5m partner contribution to c. £1m cost	University of Chichester, CIL, Sports Club, National Governing Bodies, Sport England, National Lottery	University of Chichester/ Chichester District Council, Culture & Sport	Policy High

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)	Priority in delivering Local Plan
		<p>Option 2 With the completion of the athletics track comes the opportunity to locate a floodlit full size 3G ATP (ground-graded for football training and matches and rugby training, on the track central area), subject to more detailed feasibility analysis; this would however require surround fencing and a pitch barrier, and athletics field events could not take place in the centre of the track. The identified need and demand for a community accessible floodlit 3G ATP in Chichester (with appropriate FA and RFU ground grading for football and rugby matches and training), which would include</p>					

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)	Priority in delivering Local Plan
		substantial use by the University.					
	New Park Road toilets facilities (IBP/301)	Chichester Playing Pitch Strategy, 2018. New Park Road is used by juniors for mini soccer at the weekends for matches and during the week for training		£100,000	CIL, Sports Club, City Council, National Governing Bodies, Sport England, National Lottery	Chichester District Council, Culture & Sport/Chichester City Colts Football Club	Policy High
	Oaklands Park rugby pitch improvements (IBP/1115*)	Chichester Playing Pitch Strategy, 2018. Current rugby pitches cannot take existing usage. Improvements to pitch conditions may result in more capacity to meet current and future demand.		£100,000	CIL, Sports Club, City Council, National Governing Bodies, Sport England, National Lottery	Chichester District Council, Culture & Sport	Policy High
	Oaklands Park cricket pitch reinstatement (IBP/1128*)	Chichester Playing Pitch Strategy, 2018. It is currently of poor quality and potentially dangerous, and thus no longer sustains regular use, although it has been an important central venue in the past.		£70,000	CIL, Sports Club, City Council, National Governing Bodies, Sport England, National Lottery	Chichester District Council, Culture & Sport	Policy High

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)	Priority in delivering Local Plan
	Monks Hill Recreation Ground Westbourne football pitch and changing facilities (IBP/1116*)	Chichester Playing Pitch Strategy, 2018.		£330,000	CIL, Sports Club, City Council, National Governing Bodies, Sport England, National Lottery	Westbourne Parish Council/ Chichester District Council, Culture & Sport	Policy High
	Chichester College development of 9V9 AGP (IBP/1117*)	Chichester Playing Pitch Strategy, 2018. Cannot meet existing demand for football.		£405,000	Chichester College, CIL, Sports Club, National Governing Bodies, Sport England, National Lottery	Chichester College/ Chichester District Council, Culture & Sport	Policy High
	Reprovision of sand based AGP Chichester High School site. Also provision of new 3G AGP as a result of the new housing (IBP/844)	Playing Pitch Strategy 2018		£825,000 - £1m pitch Changing facilities £255,000 - £655,000.	S106 £20,000 CIL £880,000 Football Foundation Grant £500,000	Developer	Policy High
	New artificial cricket wicket at Chichester High School	Playing Pitch Strategy 2018		£20,000	S106	Developer	Policy High

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)	Priority in delivering Local Plan
	(IBP/975*)						
	Chichester FC 3G AGP at Oaklands Park (IBP/300)	Chichester Playing Pitch Strategy, 2018. Pitch becomes waterlogged quickly and cannot accommodate the number of required games and training for the club.		£890,000-955,000	CIL, Sports Club, City Council, National Governing Bodies, Sport England, National Lottery	Chichester District Council, Culture & Sport	Policy High
	AGP on Bourne Community College site for community use in Southbourne (IBP/1118*)	Chichester Playing Pitch Strategy, 2018 Needed to address shortfalls within the area.		£890,000+	CIL, Sports Club, City Council, National Governing Bodies, Sport England, National Lottery	Bourne Community College/ Chichester District Council, Culture & Sport	Policy High
	Upgrade of grass and artificial cricket pitch Southbourne and improvements to existing sports pavilion at Park Road Recreation	Chichester Playing Pitch Strategy, 2018		£150,000	CIL, Sports Club, City Council, National Governing Bodies, Sport England, National Lottery	Southbourne Parish Council/ Chichester District Council, Culture & Sport	Policy High

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)	Priority in delivering Local Plan
	Ground Southbourne (IBP/886)						
Total Costs				£9,795,000			

Habitats Regulations Mitigation for parish housing requirements that are not identified as strategic sites

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)	Priority in delivering Local Plan
Habitats Regulation Mitigation	Bird Aware Solent	Habitats Regulations		60 dwellings (Fishbourne 30; Westbourne 30) at £652 = £39,120	Developer S106		Essential
	Pagham Harbour SPA and Medmerry SPA Site protection and awareness infrastructure– (i) Additional fencing and access (IBP/1121*)	Strategic fencing and access improvements to protect sensitive SPA habitats (eg. Vegetated shingle) from trampling and SPA breeding and wintering birds (eg. Little tern and oystercatcher and wintering brent geese). This will be achieved by focusing on key areas around Church Norton, Halseys and the North Wall at Pagham	By 2023	102,500	English Coastal Path may provide path improvement funds for coastal path sections. RSPB staff resource @ 7% of costs	RSPB	Essential
	Pagham Harbour SPA and Medmerry SPA Site protection and awareness infrastructure–	Interpretation materials and viewing areas to provide information on international importance of the SPA and its wildlife, orientate visitors and	By 2023	£29,000	RSPB staff resource @ 10% of costs	RSPB	Essential

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)	Priority in delivering Local Plan
	(ii) Interpretation and information (IBP/1122*)	focus visitor pressure on less sensitive areas whilst providing opportunities for people to have the opportunity to appreciate wildlife without disturbing it.					
	Water Neutrality Mitigation Strategy (IBP/1257*)	Habitats Regulations - mitigation required to achieve water neutrality in following locations: Loxwood, Plaistow and Ifold; Wisborough Green and Kirdford	In line with development	£tbc	Developer S106	Southern Water/ Crawley BC/ Horsham DC/ Chichester DC/ SDNPA/ WSCC	Essential
	Nutrient Mitigation (IBP/1284*)	Habitats Regulations mitigation required to achieve nutrient neutrality as follows: Chichester City: 254 kg mitigation Fishbourne: 10.5 kg mitigation Westbourne: 19.5 kg mitigation. Estimated cost of mitigation at £3000 per kg.		£852,000	Developer S106	Developer	Essential
Total Costs				£1,022,260			

Plan Area Wide Public Services Needs

This includes the strategic site allocations and the parish requirements.

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)	Priority in delivering Local Plan
Police Service	Police Automatic Number Plate Cameras (ANPR cameras) (IBP/1126*)	<p>Sussex Police are rolling out ANPR Cameras throughout Sussex to ensure criminals can be identified quickly and efficiently. The number and location of cameras is driven by the scale and location of the proposed development and the road network in the area.</p> <p>Site 1: ANPR camera – Salthill bridge – A27 Chichester bypass £16,552</p> <p>Site 2: ANPR camera - A259 Cathedral Way, Chichester £13,552</p> <p>Site 3: ANPR camera – Terminus road, Chichester</p>	Autumn 2022	£70,760	CIL	Police	Desirable

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)	Priority in delivering Local Plan
		<p>£6,776</p> <p>Site 4: ANPR camera – A286 Stockbridge road, Chichester £6776</p> <p>Site 5: ANPR camera - A259 Bognor road, Chichester £6,776</p> <p>Site 6: ANPR camera - A285 Westhampnett Road – Chichester £6,776</p> <p>Site 7: A286 Lavant Road – Chichester £6,776</p> <p>Site 8: Madgwick Lane – Chichester £6,776</p>					
Ambulance Service	Community based ambulance emergency response post following the roll out of SECAMB's Make Ready Operational Model	Birdham Ambulance Community Response Post (ACRP)	2022/23	£20,000	CIL £10,000 and other	SECAMB	Essential

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)	Priority in delivering Local Plan
	(IBP/913)						
Waste & Recycling	Reconfiguration/improvement of Westhampnett transfer station/household waste recycling site (IBP/710)	To increase capacity to meet current and future demand for kerbside collections as a result of planned housing delivery across the area.	Phase 1 £250,000 in 2023-2024 and Phase 2 £1,125,000 2024-2025. Phase 3 2025-2026 £1,125,000	£5,000,000	Chichester CIL £2,500,000 Also Arun DC CIL	WSCC	Essential
Total Costs				£5,090,760			

Plan Area Wide Utility Services Needs

This includes the strategic site allocations and the parish requirements.

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)	Priority in delivering Local Plan
Gas	As this is high level assessment (Medium Pressure), the existing gas infrastructure can accommodate the suggested level of housing growth and distributions. At a more localized level, most sites and new customers may be supplied through the low pressure systems. Exact connection points would be explored with developer through the development of each site and therefore cannot be assessed in detail at this time. However, the cumulative impact of a number of site and scenarios in this report are likely to necessitate some investment at	Pending surveys, Mains Lay Reinforcement required to ensure security of supply to the Low Pressure gas network.	Within the current Regulatory Price Control (RIIO-GD2) period, i.e. 2021-2026 there are no plans to carry out any capital work within the immediate area.	The timing of any capacity improvement or reinforcement works is dependent upon the rate of development. Due to the nature of the business it is not permitted to invest speculatively but can take account of local development plans when undertaking or carrying out work in the area.	Developer contributions Ofgem Scotia Gas Networks - Each connection and associated capacity request will be assessed on its own individual merits. Should any new request require an element of system reinforcement, the system requirements will then be quantified. This will then be subjected to SGN's economic assessment model, using the identified	Scotia Gas Networks SGN	Essential

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)	Priority in delivering Local Plan
	some stage in the future for thereafter.				gas demand for the development. Where the costs of the system enhancements are less than the level of investment generated by the load, SGN will fund the cost of these works. Where the opposite is true, then a developer contribution will be required		
Electricity	Low voltage cable installation in Chichester City Centre (Ref LVLR 617001) (IBP/793)	To increase capacity.	2021	£400,000	SSE	SSE	Essential
	Low voltage cable installation from Main Road, Chidham to The	To resolve low voltage issues	2021	£41,000	SSE	SSE	Essential

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)	Priority in delivering Local Plan
	Malthouse (Ref LVLR 619001) (IBP/794)						
	Underground overhead line PS002594 - Hunston to Birdham (IBP/795)	To increase network resilience/capacity	2022-2023	£2,500,000	SSE	SSE	Essential
	Underground overhead line PS001334 - Hunston to Rose Green (IBP/796)	To increase network resilience/capacity	2022-2023	£1,500,000	SSE	SSE	Essential
Wastewater Treatment	Wastewater Treatment Works (WwTW) upgrades	Upgrades to WwTWs in Chichester District may be required in the lifetime of the Chichester Local Plan (2039) to accommodate additional growth or comply with tighter environmental permits. This would be planned for and delivered through the water industry's 5 yearly business planning process.	Future requirements for WwTW upgrades can be planned and delivered in the next business plan 2025-2030 (AMP 8) or 2030-(AMP 9) as required.		Funding is through the 5 yearly price review.	Southern Water	Critical
	Chichester-Tangmere pipeline (IBP/728)	Growth	Completion target date	£17m	Southern Water	Southern Water	Critical

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)	Priority in delivering Local Plan
			February 2023				
	Chichester infiltration reduction (IBP/931)	Environment	Monitoring is ongoing. Programme may extend up to 2030	£4.9m in AMP7	Southern Water	Southern Water	Critical
	Thornham infiltration reduction (IBP/1147)	Environment and Growth	Completion by October 2025	£2m	Southern Water	Southern Water	Critical
	Pagham Nitrates reduction and growth (IBP/932)	Environment and Growth	Completion by March 2025	£16.1m	Southern Water	Southern Water/EA	Critical
	Capital scheme at Loxwood WWTW to increase the full flow to treatment which will significantly reduce storm overflows. (IBP/1285)	Environment and Growth	The current investment period (AMP7 2020-25)		Southern Water	Southern Water	Critical
Total Costs				£44,441,000			

Sources of Funding

- 5.1 Infrastructure required to mitigate the site-specific impacts of a development and make it acceptable in planning terms is secured through a Section 106 agreement and infrastructure required to mitigate the cumulative impact of development is secured by a tariff called the Community Infrastructure Levy (CIL). The local on-site and off-site infrastructure required to service individual sites is achieved by agreements with utility companies directly with developers. The costs incurred in providing this infrastructure are additional to those incurred through the CIL or Planning Obligations.
- 5.2 Planning obligations play a key role in relation to affordable housing and certain site-specific requirements. The financial contributions will be set out in the Local Plan.

Community Infrastructure Levy (CIL)

- 5.3 The Community Infrastructure Levy is a charge per square metre on new development floorspace. In accordance with the Regulation 59, of the Community Infrastructure Regulations 2010 (as amended), the District Council must use the CIL funds it has collected for the provision, improvement, replacement, operation or maintenance of infrastructure to support the development of its area. Whilst CIL should not pay for historical deficits in infrastructure, the regulations do allow for improvements to increase the capacity of existing infrastructure.
- 5.3 Chichester's CIL covers the Local Plan Area. It does not include parts of the district within the South Downs National Park as the South Downs National Park Authority has its own CIL. The Council implemented the Community Infrastructure Levy on 1 February 2016, following the adoption of the current Local Plan. The introduction of the CIL was preceded by Viability Assessment evidence, two rounds of public consultation and an independent Examination. A new Viability Assessment is being undertaken and the CIL will be reviewed following the Local Plan.
- 5.4 The neighbourhood portion of the CIL is passed to the Town, City and Parish Councils at the end of each April and October, and may be used to deliver local infrastructure or anything else that is concerned with addressing the demands that development places on an area.

Planning Obligations – S106 & S278

- 5.5 Infrastructure can be provided by developers in several ways: through the CIL, planning obligations or highways agreements. The combined total costs of these together with any planning conditions should not threaten the viability of development. Individual S106 agreements need to specify the projects and purposes any financial contributions will be directed towards. A planning obligation can only be taken into account when determining a planning application for development, or any part of a development if the obligation meets all of the following tests as set out in Regulation 122 of the CIL Regulations 2010 (as amended):
- Necessary to make the development acceptable in planning terms;
 - Directly related to the development; and

- Fairly and reasonably related in scale and kind to the development.

5.6 A Section 278 highway agreement made under Section 278 of the Highways Act 1980 (as amended) is an agreement entered into with the highways authority (West Sussex County Council for the local road network or National Highways for the strategic road network) and used to pay for the costs of highways works that are required as a result of the development.

Funding Non-Development Related Infrastructure

5.6 Local authorities cannot require developers to fund existing deficiencies in infrastructure provision. Existing deficiencies must be paid for by other sources of funding. Historically, much of the provision required to support existing communities has been funded by local authorities from sources such as the Council tax, government support grants and capital receipts. Central government has reduced financial support for local authorities year on year, often replacing it through competitive bids to sub-regional, regional or national funding schemes, which are often announced at short notice.

Conclusions

- 1.1 Providing the necessary infrastructure to support the development in the Local Plan is a considerable challenge, particularly for large and expensive schemes such as the A27
- 1.2 Strategic scale developments will usually result in the phasing of infrastructure linked to triggers in the number of housing completions and set out in S106 agreements. For example this often applies to primary schools, where the land to accommodate the eventual size of the school is set aside at the outset even if only the core of the school is built at first, and then further classrooms added at later phases in the development.
- 1.3 The IDP will be kept up to date on an annual basis as the projects within this IDP will be rolled forward into the IBP, so even if not all the details and costs are known at the present, these will be known in future years when the projects progress towards the implementation stage.