

# Public Document Pack

## JOHN WARD

Head of Finance and Governance Services

Contact: Graham Thrussell on 01243 534653

Email: gthrussell@chichester.gov.uk

East Pallant House

1 East Pallant

Chichester

West Sussex

PO19 1TY

Tel: 01243 785166

www.chichester.gov.uk



A meeting of the **Cabinet** will be held in the Committee Rooms at East Pallant House Chichester on **Tuesday 20 September 2016 at 9.30 am**

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

## AGENDA

### 1 **Chairman's Announcements**

The chairman will make any specific announcements for this meeting and advise of any late items which due to special circumstances will be given urgent consideration under agenda item 7 b).

Apologies for absence which have been received will be noted at this point.

[**Note** The minutes of the Cabinet's meeting on Tuesday 6 September 2016 will be presented for approval at the Cabinet's next ordinary meeting on Tuesday 4 October 2016]

### 2 **Declarations of Interests**

Members are requested to make any declarations of disclosable pecuniary, personal and/or prejudicial interests which they might have in respect of agenda items for this meeting.

### 3 **Public Question Time**

In accordance with Chichester District Council's scheme for public question time and with reference to standing order 6 in Part 4 A and section 5.6 in Part 5 of the Chichester District Council *Constitution*, the Cabinet will receive any questions which have been submitted by members of the public in writing by noon on the previous working day. The total time allocated for public question time is 15 minutes subject to the chairman's discretion to extend that period.

## RECOMMENDATIONS TO THE COUNCIL

### 4 **A27 Improvements Improvement Scheme Response to Highways England Consultation** (Pages 1 - 64)

The Cabinet is requested to consider the agenda report and its three appendices and to make the following recommendations to the Council namely that it:

- (1) Agrees the overall conclusions of this report set out in paragraphs 5.27 to 5.29, providing qualified support for Option 2, based on the information

published by Highways England at this stage.

- (2) Approves the comments set out in Appendix 3 for submission as Chichester District Council's formal response to the Highways England consultation on options for the A27 Chichester Bypass Improvement scheme.

[**Note** For ease of reference, the three appendices to this report are page numbered as follows:

- Appendix 1 - CDC officer summary and analysis of A27 options: pages 16 to 30
- Appendix 2 - Summary table showing positive and negative aspects of A27 options: pages 31 to 34
- Appendix 3 - Formal CDC comments in response to the A27 options consultation: pages 35 to 64]

5 **Making the Chidham and Hambrook Neighbourhood Development Plan**  
(Pages 65 - 66)

The Cabinet is requested to consider the agenda report and to make the following recommendation to the Council namely that it makes the Chidham and Hambrook Neighbourhood Development Plan part of the Development Plan for Chichester District (excluding the area within the South Downs National Park).

6 **Approval of the Infrastructure Business Plan 2017-2022 for Consultation with the City, Town and Parish Councils and Key Infrastructure Delivery Commissioners** (Pages 67 - 241)

The Cabinet is requested to consider the agenda report and its appendix and to make the following recommendation to the Council namely that it approves the Infrastructure Business Plan 2017-2022 for consultation with the city, town and parish councils, neighbouring local authorities including the South Downs National Park Authority and key infrastructure delivery commissioners for a period of six weeks from 3 October to 14 November 2016.

[**Note** The appendix (pages 71 to 130) to the report (pages 67 to 70) has itself seven appendices A to G which have not been printed with these agenda papers but are available electronically on the relevant committee papers page on Chichester District Council's website and as a hard copy in the Members Room at East Pallant House]

KEY DECISIONS

NONE

OTHER DECISIONS

NONE

7 **Late Items**

- a) Items added to the agenda papers and made available for public inspection
- b) Items which the chairman has agreed should be taken as matters of urgency by reason of special circumstances to be reported at the meeting

8 **Exclusion of the Press and Public**

There are no restricted items listed on the agenda for consideration at this meeting.

## NOTES

1. The press and public may be excluded from the meeting during any item of business wherever it is likely that there would be disclosure of “exempt information” as defined in section 100A of and Schedule 12A to the *Local Government Act 1972*
2. The press and public may view the report appendices which are not included with their copy of the agenda on the Council’s website at [Chichester District Council - Minutes, agendas and reports](#). unless they contain exempt information.
3. Subject to the provisions allowing the exclusion of the press and public, the photographing, filming or recording of this meeting from the public seating area is permitted. To assist with the management of the meeting, anyone wishing to do this is asked to inform the chairman of the meeting of their intentions before the meeting starts. The use of mobile devices for access to social media is permitted, but these should be switched to silent for the duration of the meeting. Those undertaking such activities must do so discreetly and not disrupt the meeting, for example by oral commentary, excessive noise, distracting movement or flash photography. Filming of children, vulnerable adults or members of the audience who object should be avoided. [Standing Order 11.3]
4. A key decision means an executive decision which is likely to:
  - result in the Council incurring expenditure which is, or the making of savings which are, significant having regard to the Council’s budget for the service or function to which the decision relates or
  - be significant in terms of its effect on communities living or working in an area comprising one or more wards in the Council’s area or
  - incur expenditure, generate income, or produce savings greater than £100,000.

### NON-CABINET MEMBER COUNCILLORS SPEAKING AT THE CABINET

Standing Order 22.3 provides that members of the Council may, with the chairman’s consent, speak at a committee meeting of which they are not a member or temporarily sit and speak at the committee table on a particular item but shall then return to the public seating area.

The Leader of the Council intends to apply this standing order at meetings of the Cabinet by requesting that members should *normally* seek his consent in writing by e-mail in advance of the meeting. They should do this by noon on the day before the meeting, outlining the substance of the matter that they wish to raise. The word *normally* is emphasised because there may be unforeseen circumstances where a member can assist the conduct of business by his or her contribution and where the Leader would therefore retain his discretion to allow the contribution without notice.

**Chichester District Council**

**THE CABINET**

**20 September 2016**

**A27 Chichester Bypass Improvement Scheme  
Response to Highways England Public Consultation**

**1. Contacts**

**Report Author** Robert Davidson - Principal Planning Officer  
Telephone: 01243 534715  
Email: [rdavidson@chichester.gov.uk](mailto:rdavidson@chichester.gov.uk)

**Cabinet Member** Susan Taylor – Cabinet Member for Housing and Planning  
Telephone: 01243 514034  
E-mail: [sttaylor@chichester.gov.uk](mailto:sttaylor@chichester.gov.uk)

**Executive Summary**

Highways England (HE) is carrying out a public consultation on its proposed options for the A27 Chichester Bypass Improvement Scheme, which is a Government spending commitment in the Roads Investment Strategy 2015-2020. The purpose of this report is to provide a formal Chichester DC response to the HE consultation which closes on 22 September 2016.

This report sets out the background to the current consultation, and summarises briefly the five A27 options that HE has published for consultation. Council officers have reviewed the consultation documents and considered the potential benefits and adverse effects of the different A27 options, looking at how they could impact on the Council's own work and how they may affect local communities, businesses and visitors to Chichester District.

The report and its appendices present officers' analysis and comments on the A27 options proposed for consultation. The report concludes that Option 2 appears to offer the greatest long term benefits for the Chichester area, providing increased highways capacity and improvements in journey times, reliability and safety. For these reasons, officers consider that Option 2 (or an amended version of it) offers the greatest potential to support economic growth and future development and would therefore provide the greatest benefit to Chichester District. However, it is recognised that Option 2 will have potentially significant impacts on the landscape, natural and historic environment and on some residential areas, including some loss of land and property. Additional studies and design work to mitigate these impacts will be required once a preferred scheme has been identified by the DfT.

Appendix 3 sets out officer comments in the form of a draft Council response to the HE consultation which Cabinet is asked to recommend to Council as the Council's formal response to the HE consultation.

## **2. Recommendation**

### **2.1 That the Cabinet recommends to the Council that it:**

- (1) Agrees the overall conclusions of this report set out in paragraphs 5.27 to 5.29, providing qualified support for Option 2, based on the information published by Highways England at this stage.**
- (2) Approves the comments set out in Appendix 3 for submission as Chichester District Council's formal response to the Highways England consultation on options for the A27 Chichester Bypass Improvement scheme.**

## **3. Background**

- 3.1 Highways England (HE) is undertaking a public consultation on proposed options for the A27 Chichester Bypass Improvement Scheme over the period 14 July to 22 September. The purpose of this report is to provide a formal Chichester DC response to the HE consultation.
- 3.2 Proposals for improving the Chichester Bypass have a long history dating back to the 2000 South Coast Multi Modal Study (SoCoMMS). A previous public consultation on proposed Bypass improvements was undertaken in 2004/05, which led to the inclusion of a proposed scheme in the South East Regional Transport Programme. However, in response to budgetary constraints, the Government's Spending Review in 2010 delayed the implementation of any scheme until an unspecified date in the future. In 2013 the Government's White Paper 'Investing in Britain's Future' included a new proposal 'A27 Chichester Bypass - Upgrading 4 junctions on the existing 3.5m bypass' and the proposal was subsequently included in the 2014 Road Investment Strategy which included a commitment to upgrade the junctions in the 2015-2020 period. It is understood that a budget of £100 - £250 million has been identified for the scheme.
- 3.3 Over the past two years, HE has developed a number of options to help improve capacity along the Bypass, while supporting the planned development growth, particularly housing, within the Chichester Local Plan. Initially a total of 20 options were reviewed, which were assessed using Department for Transport (DfT) guidance tools to determine those that had the most potential to address HE's identified objectives for the scheme.

- 3.4 Earlier this year, HE planned to consult on six A27 options plus one sub-option. These options included two off-line routes to the north of the City and a hybrid option including some off-line sections south of the City. A public consultation was planned for March/April 2016, but then postponed. The current consultation proposes an amended set of options, all of which primarily involve online improvements to the existing A27 junctions. HE's stated reason for not pursuing the off-line options is that, after detailed consideration of these options, the available budget and the criteria set out in the 2015-2020 Road Investment Strategy, they have been discounted as not being viable.
- 3.5 The options now published for consultation therefore focus on improvements along the route of the existing A27, which HE considers will provide the best solution for the budget available. The options published for consultation are summarised below:
- **Option 1** – Fishbourne and Bognor junctions to be grade separated with flyovers (with diversion of Terminus Road and Vinnetrow Road), Stockbridge and Whyke roundabouts to be replaced with signalised junctions allowing no right turns, Oving Road and Portfield junctions largely as agreed for Shopwyke Lakes planning permission with some adjustments. The total estimated cost is £182 million.
  - **Option 1A** – As for Option 1, but retaining the existing Stockbridge and Whyke roundabouts. The total estimated cost is £139 million.
  - **Option 2** - As for Option 1, but Stockbridge and Whyke junctions to be closed (with A286 and B2145 crossing the A27 on bridges), and a new single carriageway Stockbridge Link Road (SLR) provided running from the Fishbourne junction to the B2145 at Hunston. The total estimated cost is £280 million.
  - **Option 3** – Fishbourne roundabout to be converted to a 'hamburger' roundabout, Stockbridge and Whyke junctions as for Option 1, Bognor roundabout to be enlarged and controlled with traffic lights, Oving and Portfield junctions as agreed for the Shopwyke Lakes planning permission. The total estimated cost is £47 million.
  - **Option 3A** – As for Option 3, but with the Bognor junction grade separated with flyover (with diversion of Vinnetrow Road), Terminus Road diverted away from the Fishbourne 'hamburger' junction, and widening A27 to 3 lanes in each direction between the Fishbourne and Bognor junctions. The total estimated cost is £172 million.
- 3.6 HE has used traffic modelling to assess the projected traffic flows and journey times for each of the options under consideration, which have been assessed against a baseline 'Do Minimum' scenario<sup>1</sup> for the years 2020, 2035 and 2041. The resulting traffic forecasts have been used for design development, economic assessments and environmental assessments.

---

<sup>1</sup> The 'Do Minimum' scenario was based on the current highway network at 2014 together with already identified highway changes in adopted planning documents that are expected to be in place by the relevant forecast years.

- 3.7 To support the A27 options consultation, HE has published a consultation brochure and questionnaire which includes detailed maps of the junction proposals included for each of the five options. HE has also set up a consultation website which includes several background documents, including an Economic Assessment Report, Environment Study Reports, and Traffic Forecasting Report, and an online visualisation tool which provides ‘fly-throughs’ of the different options. It has also organised a series of public exhibitions in the local area, including at Chichester city, Fishbourne, North Mundham, Boxgrove, Lavant, Selsey and East Wittering/Bracklesham.
- 3.8 Following the end of the public consultation, HE will review all the comments received and report the findings and conclusions to the Department for Transport (DfT). The consultation brochure suggests that a preferred route announcement will be made by the Minister before the end of 2016.
- 3.9 After a preferred route is announced, HE will develop detailed proposals for the scheme and undertake further public consultation (currently expected to be in 2017). They will then submit a formal application for a Development Consent Order (DCO). This will be examined independently by the Planning Inspectorate, which will ask for representations from interested parties, including the Council in its role as statutory consultee. The Planning Inspectorate will make a recommendation to the Secretary of State for Transport, who will make the final decision on the scheme. Assuming the DCO is granted, consent will be given for HE to construct the scheme, which will allow them to compulsorily purchase any land required. Currently the A27 improvement works are expected to start in 2019, with the scheme being completed sometime in the period 2021-2023, depending on which option is chosen.

#### **4. Outcomes to be Achieved**

- 4.1 The Council will wish to see the implementation of a well planned scheme to improve the A27 Chichester Bypass that will reduce traffic congestion, improve accessibility and safety, benefit local communities and the economy, and protect the environment. Implementation of a scheme which meets these objectives would support several of the Council’s corporate priorities including: ‘Improving the provision of and access to suitable housing’, ‘Supporting our communities’, ‘Managing our built and natural environments’, and ‘Improving and supporting the local economy’.

#### **5. Proposal**

- 5.1 Council officers have reviewed the published HE consultation documents and considered the potential benefits and adverse effects of the different A27 options, looking at how they could impact on the Council’s own work and how they may affect local communities, businesses and visitors to Chichester District.

- 5.2 The appendices to this report set out officers' analysis and comments on the A27 options and set out a draft Council response to the HE consultation which Cabinet is asked to recommend to Council for approval.
- Appendix 1 presents a summary analysis of the A27 options and their potential impacts.
  - Appendix 2 presents a summary table setting out the potential positive and negative aspects of each of the five A27 options.
  - Appendix 3 presents CDC officer comments in the form of a draft Council response to the HE consultation.
- 5.3 It should be emphasised at the outset that traffic modelling of the 'Do Minimum' scenario shows that journey times will increase considerably over the next 20-25 years if no action is taken to improve the A27. Increasing congestion, with longer and more unreliable journey times will have a detrimental effect on the local economy, adversely affect the provision of local services, and cause greater disruption for residents, local communities and visitors to the District. In addition, it will act as a major constraint to planning future development, services and infrastructure.
- 5.4 The following paragraphs summarise officers' conclusions as set out in Appendix 3 in terms of the specific junction proposals and other improvements proposed for each of the A27 consultation options.

#### Comments on specific junction proposals and other improvements

- 5.5 Fishbourne junction - The grade separated flyover (Options 1, 1A and 2) would encroach into the AONB, Fishbourne Meadows SNCI and the Fishbourne Conservation Area and would have significant impacts on the landscape, particularly in terms of views to/from the AONB and Chichester Cathedral, cultural heritage including the Fishbourne Conservation Area, and biodiversity (particularly the Fishbourne Meadow SNCI). It would also require some loss of land and the demolition of 3 non-residential buildings. The proposed diversion of Terminus Road would impact on the Council's Enterprise Centre scheme, although it is assumed that the re-routeing of the road could be accommodated. The alternative 'hamburger' junction design (Options 3 and 3A) would have much more limited impact, but would not reduce journey times or congestion to the same degree. To some extent, it is considered that the visual and environmental impacts of the flyover could be reduced through high quality design, tree planting/acoustic screening etc and by compensation for habitat losses, as set out in the specific comments and recommendations in Appendix 3.
- 5.6 On balance at this stage, officers consider that grade separation with a flyover at Fishbourne is likely to be required in order to provide for a significant improvement to the Bypass, and would probably also be needed to facilitate the Stockbridge Link Road (see below). However, this is a particularly sensitive location and it is acknowledged that the flyover option would potentially have a significant adverse effect in terms of its impact on the wider landscape and the natural and historic environment.



- 5.7 Stockbridge and Whyke junctions - Officers consider that leaving the existing roundabouts in place (Option 1A) would continue the existing problems of congestion and queuing for traffic to/from the City and Manhood Peninsula and would thereby limit the benefits of any improvements elsewhere on the A27 Bypass. This appears to be borne out by the analysis of journey times, which shows that, despite the introduction of grade separation at the Fishbourne and Bognor junctions, Option 1A would still not perform significantly better than Option 3 in terms of journey times along the A27.
- 5.8 At the other extreme, the closure of the Stockbridge and Whyke junctions and their replacement with overbridges (Option 2) would have significant adverse impacts on the surrounding residential areas. At Stockbridge, it would require demolition of 7 residential properties on the west side of Stockbridge Road south of the junction, the Mormon Church at 1 Queen's Avenue, and the historic Stockbridge House (Grade II listed) on the west side of Stockbridge Road north of the junction<sup>2</sup>. At Whyke, it would involve demolition of 4 residential properties along Whyke Road north of the junction<sup>3</sup>. In both locations, the required land take would also involve some loss of residential garden space and private car parking, whilst the flyovers and associated embankments would cause major visual impact and loss of amenity for a significant number of properties in the vicinity of the junctions. The closure of the junctions would also impact on accessibility and some journey times from the A27 to the south of the City where the Council is seeking to promote major redevelopment in the Southern Gateway area. However, closing the junctions would improve journey times to/from the City from the Manhood Peninsula, whilst journeys east or west from the Peninsula would be improved by the Stockbridge Link Road.
- 5.9 Traffic light controlled junctions at Stockbridge and Whyke (Options 1, 3 and 3A) could provide some benefit, but the restriction on right turns would inevitably lead to longer journeys and journey times for some routes, particularly journeys to the Peninsula from the A27 west and from the Peninsula heading east along the A27. This appears to be borne out by the journey time analysis in the Traffic Forecasting Report and Economic Assessment Report. In addition, unless the junctions are well designed, some drivers may be tempted to ignore the right turn restriction creating an increased risk of accidents. There would also potentially be safety concerns due to cyclists and pedestrians seeking to cross the junction, so the existing footbridge would need to be replaced by a better designed dual use cycle/pedestrian bridge (as is already proposed in Option 3A).
- 5.10 Officers consider that there may be some merit in HE considering options which include the Stockbridge Link Road but retain either or both of the existing Stockbridge and Whyke junctions, potentially incorporating more

---

<sup>2</sup> The HE's Environment Study Report refers to demolition of 3 properties along Stockbridge Road north of the A27 Stockbridge junction, but it is not clear from the consultation brochure plans which properties (other than Stockbridge House) are referred to.

<sup>3</sup> These are stated in the Environment Study Report to be 91-93 Whyke Road (4 terraced houses on the east side of the road) although the consultation brochure plans appear to indicate demolition of 4 houses at Whyke Court on the west side of the road.

limited improvements. This would avoid the significant adverse impacts of flyovers in these locations, and could reduce the traffic using the junctions, whilst maintaining greater accessibility and more direct routes for journeys involving an origin or destination in the south Chichester and Stockbridge areas. Retaining either or both junctions in some form may to some degree reduce the benefits of Option 2 for traffic using the A27, although presumably the Stockbridge Link Road will help to divert some traffic away from the junctions.

- 5.11 Bognor junction – Compared to the Fishbourne junction, the landscape/visual impact of a flyover (Options 1, 1A, 2 and 3A) would be less significant (although it would affect some views of the Cathedral and South Downs) and there would be only minor impacts on the historic environment. However, the required realignment of the A27 would involve some loss of land, including from the Lakeside Holiday Park and Chichester Gravel Pits and Leythorne Meadow SNCI. There would also be some loss of land from the MOD Fuel Depot site, where outline planning permission has recently been granted for retail and industrial uses. The flyover proposals would also require the loss of the existing bridge across the A27 on the Chichester-Bognor cycle route.
- 5.12 Officers consider that there are strong arguments for grade separation of the Bognor junction, particularly as the increased junction capacity could be critical in helping to support new development in the Bognor Regis area of Arun District, as well as in the Chichester Local Plan area. In general, the impacts of an A27 flyover at the Bognor junction are less significant than at Fishbourne, and mitigation could be achieved through good design and planting/acoustic screening. It would also be important for the design to provide a replacement A27 cyclist/pedestrian crossing to serve the well used A259 cycle route.
- 5.13 Oving and Portfield junctions - All the options include junction designs based on, or very similar to, those already agreed as part of the existing Shopwhyke Lakes outline planning permission. The alterations have therefore already been largely agreed by the Council when determining the Shopwhyke Lakes planning application and will have only minor landscape/visual and environmental impacts. However, these proposals were designed specifically to mitigate the impact of Shopwhyke Lakes. It is assumed that HE's traffic modelling indicates that they would be sufficient to accommodate the forecast traffic growth to 2041 associated with the A27 options tested, although it appears that the options tested by HE have given only limited consideration to the design of the Oving and Portfield junctions.
- 5.14 Officers are concerned about the capacity of the Portfield roundabout to accommodate traffic flows in the longer term, particularly after closure of the Oving junction and the increase in traffic on Portfield Way/Westhampnett Road as a result of new strategic developments. In addition, the proposals at Portfield would not separate strategic from local traffic or offer opportunities for enhancing public transport, which will become more significant in the future due to the developments planned in this area.

- 5.15 At the Oving junction, it is unclear why the amendments to the Shopwhyke Lakes design proposed in Options 1, 1A and 2 have been considered necessary, the most significant of these being the proposed removal of the bus only access from Oving Road East. It is assumed that West Sussex County Council (WSSCC) may comment on this.
- 5.16 Stockbridge Link Road (SLR) – Since this would be a new road, it would have significant impacts on what is currently open countryside. The landscape/visual impacts would be accentuated by the fact that the route runs across flat/low lying areas and would have to bridge the River Lavant and Chichester Canal. There would be significant biodiversity impacts on the River Lavant Marsh SNCI, Chichester Canal SNCI, and other natural habitats (e.g. the River Lavant and Mile Pond on Birdham Road), as well as through loss of hedgerow, severance effects and the introduction of noise and lighting into currently tranquil areas. In terms of cultural heritage, the road would affect the setting of the listed Donnington Manor and potentially have a significant visual impact on the view of the Cathedral from the Chichester Canal (depicted in the painting ‘Chichester Canal’ by JMW Turner). In addition, the Link Road would require the loss of nearly 10 ha of high quality agricultural land (classified mainly Grade 1 and 2).
- 5.17 Although the road would undoubtedly have a major impact on the character of the area that it would run through, it would also potentially provide major benefits in improving accessibility for the Manhood Peninsula as a whole and helping to reduce congestion. Without a new east-west link road such as the SLR, there will always be a fundamental difficulty in improving the Bypass junctions to benefit east/west traffic flows along the A27, without this creating greater congestion on the north/south routes crossing the A27 junctions or requiring access restrictions across or onto the A27. Either of these outcomes would tend to lengthen journey times between the Manhood Peninsula and City. Without a Link Road, the existing problems of congestion on local roads on the Peninsula are likely to remain and it would be difficult to plan for future new development.
- 5.18 Widening the A27 to three lanes - Option 3A proposes widening the A27 by adding a third lane in each direction between the Fishbourne and Bognor junctions. This would require some additional land take, including from the Chichester Gravel Pits and Leythorne Meadow SNCI and some minor losses from residential gardens. Overall, the harm arising from this proposal appears to be relatively limited, although the benefits can only be assessed in the context of Option 3A (see below).

#### Comments on Consultation Options

- 5.19 Option 1 appears to work reasonably well in reducing journey times and increasing journey time reliability (though not generally as well as Option 2). However the journey time improvements appear to be mainly concentrated on east/west routes along the A27, with indications that journey times to/from the Manhood Peninsula from the west and from the Manhood Peninsula to the east would worsen (presumably as a result of the right turns restrictions at the

Stockbridge and Whyke junctions). It is also noted that this option is predicted to lead to an increase in accidents overall, so further refinement of the design would be necessary.

- 5.20 Option 1A is less expensive than Option 1 with a substantially shorter construction period, but in other respects it appears to offer few advantages. It includes the A27 flyovers at the Fishbourne and Bognor junctions with their associated visual and environmental impacts, but proposes no improvements to the existing Stockbridge and Whyke roundabouts, which will therefore continue to cause congestion and traffic bottlenecks on the A27. It performs less well than Option 1 for overall peak journey times (particularly along the A27 itself) and is the worst performing option in terms of journey time reliability.
- 5.21 Option 2 is the most comprehensive of the proposals, involving grade separated flyovers at the Fishbourne and Bognor junctions, with the closure of the Stockbridge and Whyke junctions and the construction of the Stockbridge link Road. Traffic from the Manhood Peninsula heading west would therefore use the Link Road to join the A27 at Fishbourne, and traffic heading east would have to join at the Bognor junction using the B2166 and Vinnetrow Road. As described above, this option would clearly have the most substantial environmental and landscape impacts, particularly resulting from the proposed bridging of the A27 at Stockbridge and Whyke and the Stockbridge Link Road. It would also involve the greatest loss of property and land take. However, this option clearly performs best in terms of overall journey times both for the A27 and local roads, and also scores best in terms of journey time reliability, and reducing accidents. Although it achieves only the second best Benefit to Cost Ratio based on the HE's criteria, it performs best in terms of the costed benefits for businesses, commuters and other users.
- 5.22 Although it has the longest construction time (together with Option 1), officers consider that Option 2 will have the greatest positive impact on the economy in the longer term. The Economic Assessment Report indicates that Option 2 will provide substantially more growth than any of the other options and over twice the amount for Option 3. From an economic development perspective, it is the scheme most likely to encourage inward investment and to benefit existing local businesses, by making the District more accessible. In particular, it provides the greatest reductions in journey times, not only along the A27 itself, but also to/from Chichester city and (to a more limited degree) to/from the Manhood Peninsula. It also offers the greatest potential to support future development and would therefore provide most benefit for the forthcoming Local Plan Review. However, this option would have considerable environmental impacts and further work would be needed to reduce these to a minimum and provide acceptable mitigation or compensation.
- 5.23 As noted in Paragraph 5.10 above, consideration could be given to varying Option 2 by retaining (and potentially altering) either the Stockbridge or Whyke junctions (or both) to avoid the adverse impacts of flyovers maintaining

greater accessibility for areas close to the junctions. This would also have the advantage of reducing overall costs for Option 2.

- 5.24 Option 3 proposes relatively minor at grade improvements for all the junctions, and is very similar to the indicative junction mitigation measures identified in the Council's 2013 transport study undertaken to support the Chichester Local Plan Key Policies 2014-2029. However, the Local Plan measures were designed purely to mitigate the additional traffic impacts of the planned development in order to make that development acceptable in planning terms, and did not seek to address the underlying issues of traffic congestion on the A27. In terms of journey times, Option 3 appears to provide some benefits compared to 'Do Minimum' in reducing peak journey times along the A27. However, it would provide very limited reductions for journeys using local roads and would increase journey times for many routes to/from the Manhood Peninsula. In addition, the Traffic Forecasting Report indicates that journey times for Option 3 along the A27 would by 2035 be slower than in 2014.
- 5.25 Therefore, officers consider that Option 3 would at best provide a very short term benefit and would not provide significant additional highways capacity in the longer term. Although this option performs best when measured against HE's Benefit to Cost Ratio, this appears to be largely because it is low cost and requires limited mitigation, rather than because it offers substantial benefits to vehicle and non-vehicle users. It should also be noted that this option at £47 million falls well below the stated Road Investment Strategy budget of £100 - £250 million for the A27 Bypass improvements.
- 5.26 Option 3A is a variant of Option 3, but includes a grade separated junction with flyover at the Bognor junction rather than a traffic signal controlled roundabout, and also proposes widening the A27 to three lanes each way between the Fishbourne and Bognor junctions. The overall journey time savings for this option are similar although slightly below those for Option 1, as are the construction costs. Compared to Option 1, this option includes a 'hamburger' roundabout design at Fishbourne rather than a grade separated flyover, resulting in less significant impacts on landscape and the historic environment. However, the reduced impact on biodiversity at Fishbourne is counter-balanced by a greater impact on the Chichester Gravel Pits and Leythorne Meadow SNCI, where it would require greater land take than any other option. As with Option 1A, it is also forecast to lead to a slight increase in accidents and performs least well against the HE's Benefit to Cost Ratio (although only by a relatively small margin). Generally, Option 3A appears to provide a reasonable alternative to Option 1, if the A27 flyover at Fishbourne is considered to have too great an environmental impact, but still falls a long way short of Option 2 in terms of journey time savings and increased reliability.

#### Overall Conclusion

- 5.27 Based on the information provided as part of the current HE consultation, Option 2 appears to offer the greatest long term benefits for the Chichester area. This option clearly performs best in terms of travel and accessibility,

providing the greatest reductions in journey times, the greatest improvements in journey time reliability and the best performance in reducing accidents. These benefits would occur not only along the A27 itself, but also to/from Chichester city, whilst the Stockbridge Link Road offers potential journey improvements to/from the Manhood Peninsula. As such, officers consider that Option 2 (or an amended version of it) offers the greatest potential to support economic growth and future development and would therefore provide most benefit for local residents, businesses and visitors to Chichester District. Option 1 or Option 3A appear to provide some journey time benefits, although not to the same extent as Option 2, and principally for journeys along the A27, with much less benefit for journeys to/from the Peninsula.

5.28 Option 2 (or an amended version of it) would increase the potential to plan for future development needs in locations which are most sustainable overall, rather than reaching a future scenario where the location of new development is dictated largely by highways capacity. These advantages will need to be balanced against the potentially significant impacts on the landscape, natural and historic environment, and the loss of land and property. Further assessment will be needed through additional studies and design work once a preferred scheme has been identified by the DfT.

5.29 Officers are concerned that a relatively small scale A27 improvement such as Option 3 would be likely to constrain future economic growth and the scope for planning future housing and other development, and would also limit the locations where such development could be supported. If the DfT funded scheme does not release significant additional capacity on the A27 and local road network, it is not clear how far any additional highways and transport improvements needed to support new development could be funded through developer contributions or other sources available to the Council and WSCC. It should be noted that the current Local Plan measures already require significant developer funding towards transport mitigation collected through S278/S106 agreements and the Community Infrastructure Levy (CIL) (over £20 million, including local transport improvements and 'Smarter Choices' as well as the A27 mitigation).

5.30 Appendix 3 provides comments by Council officers on the additional work that should be undertaken and specific measures that should be taken into account at the detailed scheme design stage.

## **6. Alternatives that have been considered**

### Not to express a preference for any of the proposed A27 Options

6.1 The HE consultation questionnaire offers the opportunity for consultees to favour 'No option' and it is open to the Council not to support any of the published consultation options. As is set out clearly in Appendix 2 and the other appendices supporting this report, all of the A27 Options published for consultation would have some benefits and some negative impacts to a greater or lesser degree. Also the benefits and costs of the different options

clearly differ for different locations, communities and road users (drivers, public transport users, cyclists and pedestrians).

- 6.2 However, for the reasons set out in paragraphs 5.27 – 5.29 above, officers believe that Option 2 would clearly provide greater potential benefits for Chichester District and would align more closely with the Council's priorities than the other options proposed. This is not to downplay the substantial environmental impacts that would result from this option, and the need to undertake further work to ensure that such impacts are fully addressed and mitigated.
- 6.3 It should also be noted that Option 2 at £280 million exceeds the upper limit of the stated Road Investment Strategy budget for the A27 Bypass improvements. The Council and WSCC have jointly committed to providing an additional £20 million towards the scheme<sup>4</sup> (of which CDC is committed to provide £10 million to be provided through developer contributions from planned strategic housing development which the Council has already begun to secure through Section 106 planning agreements<sup>5</sup>).
- 6.4 There is a risk that budgetary constraints may favour a cheaper but more limited option, or could lead to downgrading the priority of the Chichester improvements against other spending priorities elsewhere. However, as indicated by the comments above, a cheaper, more limited scheme would only deliver limited and short term improvements to the area's traffic problems, and that the A27 would continue to constrain local economic growth and development required to meet the needs of the District. Furthermore, the longer term continuation (or potential worsening of) traffic congestion on the A27 Bypass would result in increasing impacts on the environment in the longer term (e.g deterioration in air quality). The opportunity to upgrade the A27 is unlikely to happen again in the near future and it is considered vital to achieve the best possible scheme at this stage. Therefore, officers consider that it is in the Council's interest to state an in principle preference for Option 2 and argue strongly for the comprehensive and long term approach that it represents.

#### To promote other options not published for consultation

- 6.5 The published HE documents set out clearly that the A27 options published for consultation have been selected from a wider range of options following a detailed technical appraisal process. The options which have not been brought forward for consultation include off-line (or partial off-line) route options to the north and south of the City which it is stated were considered not to be viable when assessed against the available budget and criteria set out in the Government's Road Investment Strategy. The HE's preference is

---

<sup>4</sup> This commitment is set out in a letter dated 11 February 2013 from the leaders of West Sussex County Council and Chichester District Council to the Government Transport Minister, Philip Hammond.

<sup>5</sup> The Council is using Section 106 agreements linked to planning permissions to require the relevant housing developers to provide financial contributions directly to HE through agreements under Section 278 of the 1980 Highways Act.

now for an online improvement scheme (although the Stockbridge Link Road proposed in Option 2 would be an entirely offline route).

- 6.6 In these circumstances, officers have not spent time assessing options that do not form part of the current consultation. In any case, it is not clear that any alternative route options would perform better than Option 2 in terms of benefits weighed against environmental costs. In addition, it is considered that promoting an option substantially different to those proposed in the current consultation would risk leading to further delays in HE's process of identifying a preferred scheme.

## **7. Resource and Legal Implications**

- 7.1 Any major A27 improvement scheme taken forward will be primarily resourced by HE and the DfT. However, as noted in Paragraph 6.3 above, the Council and WSCC have jointly committed to provide a financial contribution of up to £20 million to the overall cost of delivering an A27 Chichester scheme, with the District Council's contribution provided through developer contributions secured from planned strategic housing development.
- 7.2 In addition, Council officers will need to provide continuing input and comment on the HE proposals during the detailed development of the scheme.
- 7.3 During the construction phase, there will be a financial cost to the Council due to the disruption, as businesses affected (especially those along or near the A27) will have the right to appeal their rating assessment for business rates. Some businesses likely to be affected are among the Council's largest rate payers (including major superstore and other retail operators). However, the direct financial loss to the Council is difficult to quantify. In the longer term, these potential losses should be more than offset by increased revenue if the A27 improvements help to facilitate new housing and commercial development in the District.

## **8. Consultation**

- 8.1 CDC officers have been kept informed during the option development process through regular meetings with HE and their consultants Mott MacDonald and Jacobs. CDC officers have also provided input into the economic and environmental assessment work.
- 8.2 During development of the options, HE and their consultants held several stakeholder meetings involving senior officers, Council leaders and transport portfolio holders for CDC and WSCC. All CDC and WSCC members were invited to a short briefing and presentation by HE at the Chichester Assembly Rooms at the start of the consultation period on 18 July.
- 8.3 HE has published a consultation brochure with a questionnaire and has set up a consultation website which includes an online visualisation tool with 'fly-throughs' of the different options, a FAQ and technical background documents (the contents of which are summarised Appendix 1).



8.4 Officers from the Chichester Harbour Conservancy have highlighted the statutory duty of the Council and HE under Section 85 of the Countryside and Rights of Way Act 2000 to “have regard to the purpose of conserving or enhancing the natural beauty” of AONBs when coming to any decisions or carrying out activities relating to or affecting land within these areas. Activities and developments outside the boundaries of AONBs that have an impact within the designated area are also covered by the ‘duty of regard’.’ As noted in Paragraph 5.5 above, the proposals for the Fishbourne junction, particularly the grade separated flyover, would encroach into the Chichester Harbour AONB and would have significant adverse impacts on the landscape, cultural heritage and nature conservation within the AONB. The proposed formal response to the consultation (Appendix 3) therefore requests that HE sets out formally how it proposes to meet its duty under Section 85 with regard to the impacts of the A27 proposals on the AONB.

## **9. Community Impact and Corporate Risks**

9.1 The A27 scheme options under consideration will have potentially significant and wide ranging impacts for the local community. The main impacts have been summarised in Section 5 above and are addressed in the Council’s proposed formal response to HE in Appendix 3.

9.2 With regard to corporate risks, it should be noted that the proposed diversion of Terminus Road to join Cathedral Way (Options 1, 1A, 2 and 3A) would involve routeing the road on an embankment across Council owned land. If these road alterations were to take place, the Council would require an access spur from the new link road to access around 3 acres of employment land to the south.

9.3 The Council will be commencing construction of an Enterprise Centre in autumn 2016 on land to the east of Cathedral Way to the north of the proposed new section of Terminus Road. The construction works associated with the Fishbourne Roundabout and Terminus Road alterations are likely to have a detrimental effect on gaining and retaining tenants for the building. There may also be an increase in noise levels associated with the Terminus Road alteration once complete as the proposed re-routeing would bring traffic closer to the site of the proposed building. There is also a visual impact associated with having cars queuing on this new embankment to access Cathedral Way.

9.4 The proposed formal response to HE (Appendix 3) raises these issues, stating that the Council wishes to seek assurance that HE will take into account the impacts of diverting Terminus Road on the Council’s land, and will ensure that the Council’s future development proposals are not compromised and that any impacts will be addressed.

## 10. Other Implications

|   | Yes | No |
|---|-----|----|
| <b>Crime and Disorder</b>   |     | ✓  |
| <b>Climate Change</b><br><br>All of the proposed A27 options will have implications for climate change, through a combination of factors, including the construction work itself, the creation of additional traffic capacity, the impacts on journey lengths and routes, improvements to traffic flows and reduction of congestion. However, the specific impact of each of the options has not been modelled and is not quantified at the current time. | ✓   |    |
| <b>Human Rights and Equality Impact</b>   |     | ✓  |
| <b>Safeguarding</b>   |     | ✓  |
| <b>Other</b> (please specify)   |     | ✓  |

## 11. Appendices

- 11.1 Appendix 1: CDC officer summary and analysis of A27 options - pages 16 to 30
- 11.2 Appendix 2: Summary table showing positive and negative aspects of A27 options - pages 31 to 34
- 11.3 Appendix 3: Formal CDC comments in response to the A27 options consultation - pages 35 to 64

## 12. Background Papers

- 12.1 The consultation brochure together with supporting documents and other background material can be viewed on the HE's consultation website at:

<https://www.gov.uk/government/consultations/a27-chichester-bypass-improvement-scheme>

## **APPENDIX 1**

### **Summary Analysis of A27 Options and Potential Impacts**

#### **Background**

The Chichester Bypass forms a critical section along the A27, the only strategic east-west road along the South coast. There are currently five at-grade roundabouts (the Fishbourne, Stockbridge, Whyke, Bognor and Portfield junctions) and one signalised junction (Oving). These junctions are where the radial routes linking the Manhood Peninsula and Bognor Regis with the City centre cross the Bypass.

Although the A27 is a strategic trunk road, the majority of traffic using the Bypass is local traffic entering and leaving Chichester itself. The close proximity of the junctions (all between 0.5km and 1.3km apart) and the conflict between the north-south and east-west traffic flows generates significant congestion and extensive queuing at peak times. This disrupts the mainline flow of the road and compromising its operation as a strategic route.

The level of traffic and congestion on the Bypass also impact on air quality and noise in the surrounding areas of Chichester. As a consequence, the Council has declared air quality management areas (AQMAs) at the Stockbridge Road junction, St Pancras and Orchard Street. Some sections of the A27 around Chichester are also identified as noise important areas by the Department for Environment, Food and Rural Affairs.

#### **Scheme Objectives**

The key Transport and Environmental Objectives of the Scheme are summarised below:

- Reduce congestion on the Chichester Bypass;
- Improve journey time reliability;
- Improve capacity and support the growth of regional economies;
- Improve accessibility to areas with tourist activity;
- Reduce adverse environmental impacts and eliminate where possible;
- Address existing Air Quality Management Areas (AQMAs) and ensure no further AQMAs are created as a result of selected option; and
- Address existing noise priority areas and ensure no further noise priority areas as a result of selected option.

The A27 Bypass improvements aim to provide a number of benefits for Chichester and the local area. These are summarised in the HE consultation brochure as:

Transport

- Improve capacity on the A27 Chichester Bypass and local road network
- Improve journey time reliability for road users in the area and beyond

#### Safety

- Improve road safety during construction, operation and maintenance for all involved, including road workers, all road users, and all other stakeholders

#### Community and environment

- Address existing AQMAs and ensure no further AQMAs are created as a result of the scheme
- Address existing noise important areas and ensure no further noise important areas are created as a consequence of the scheme

#### Economic

- Improve capacity and support the growth of the regional economy by:
  - facilitating timely delivery of the scheme to enable provision of housing demand, in line with the Chichester Local Plan
  - improving connectivity with local roads, including for non-motorised users
  - improving accessibility to tourist attractions

### Consultation Options

The options published for consultation are summarised below:

- **Option 1** – Fishbourne and Bognor junctions to be grade separated with flyovers (with diversion of Terminus Road and Vinnetrow Road), Stockbridge and Whyke roundabouts to be replaced with signalised junctions allowing no right turns, Oving Road and Portfield junctions largely as agreed for Shopwyke Lakes planning permission with some adjustments. Total estimated cost = £182 million.
- **Option 1A** – As for Option 1, but retaining the existing Stockbridge and Whyke roundabouts. Total estimated cost = £139 million.
- **Option 2** - As for Option 1, but Stockbridge and Whyke junctions to be closed (with A286 and B2145 crossing A27 on bridges), and a new single carriageway Stockbridge Link Road (SLR) provided running from Fishbourne junction to B2145 at Hunston. Total estimated cost = £280 million.
- **Option 3** – Fishbourne roundabout to be converted to ‘hamburger’ junction, Stockbridge and Whyke junctions as for Option 1, Bognor roundabout to be enlarged and controlled with traffic lights, Oving and Portfield junctions as agreed for Shopwyke Lakes planning permission. Total estimated cost = £47 million.
- **Option 3A** – As for Option 3, but with Bognor junction grade separated with flyover (with diversion of Vinnetrow Road), Terminus Road diverted away from Fishbourne ‘hamburger’ junction, and widening A27 to 3 carriageways in each direction between Fishbourne and Bognor junctions. Total estimated cost = £172 million.

To support the A27 options consultation, HE has published a Consultation Brochure and questionnaire which includes detailed maps of the junction proposals included under each of the options. The HE has also set up a consultation website at <https://www.gov.uk/government/consultations/a27-chichester-bypass-improvement-scheme>

The analysis below presents a summary of the supporting information published by HE to support the A27 options consultation, focusing on three main areas:

- Traffic modelling
- Economic assessment
- Environmental impacts

### **Traffic Modelling**

Traffic modelling has formed a key element in HE's work to appraise the different A27 options. HE has published a Traffic Forecasting Report (TFR) to accompany the consultation. The traffic modelling was undertaken by Jacobs using the Chichester Area Transport Model (CATM) which was revised to bring it up to date. The model was developed to represent a typical weekday in July 2014, the date at which the most recent traffic data was obtained. The modelling assessed traffic flows for the Weekday AM peak hour (08:00 – 09:00), Weekday Inter-Peak (IP) average hour (average of 10:00 to 16:00) and Weekday PM peak hour (17:00 – 18:00).

Future traffic flows were modelled for the years 2020 (opening year), 2035 (design year) and 2041 (final forecast year). Projected traffic flows and journey times for each of the options under consideration were assessed against a baseline 'Do Minimum' scenario for the years 2020, 2035 and 2041. The 'Do Minimum' scenario was based on the current highway network at 2014 together with already identified highway changes in adopted planning documents that are expected to be in place by the relevant forecast years. The resulting traffic forecasts were used for design development, economic assessments and environmental assessments.

The traffic forecasts incorporated baseline projections of future population and employment growth, and included Government assumptions on the economic parameters to estimate overall changes in travel demand on the highway network. In addition, the modelling work factored in future planned housing and employment development locations within the local area (based on the current Chichester Local Plan and emerging Arun Local Plan) and planned local highways and transport improvements (based on information supplied by WSCC). Planned housing developments of 120 or more dwellings and larger commercial developments (developments likely to generate more than 1,000 additional vehicle trips per weekday) were modelled explicitly.

*Note: There appear to be inconsistencies between the Consultation document and background documents (Traffic Forecasting Report and Economic Assessment Report) when describing the alterations proposed for the Portfield roundabout as part of the various A27 options. In the Consultation document, the description given for Options 1, 1A and 2 is 'Modifications proposed to Shopwhyke Lakes development. Roundabout to be re-marked to provide 3 lanes from the southern approach of A27, around to Westhampnett Bypass', whilst the Options 3 and 3A plans refer to 'Improvements by Shopwhyke Lakes development'. However, Table 1-2 in the EAR and Table 4-4 in the TFR list Options 1, 1A and 2 as 'As Do Minimum 2035/2041' (which assumes the junction alterations agreed with the Shopwhyke Lakes developer), Option 3 is described as 'Segregated left turn lane for A27 southbound' (which is not part of the design agreed for Shopwhyke Lakes) and Option 3A 'As Do Min 2020' (which would completely exclude the Shopwhyke Lakes alterations).*

*It therefore appears that the junction designs used for Portfield in the traffic modelling differ from those described in the Consultation document for all the A27 options under consideration. It is assumed that this would affect the traffic modelling results, although the extent of the difference is not clear.*

The traffic modelling work assessed projected journey times between fixed points along the A27, and also for other routes passing through Chichester city via junctions on the A27. This generated the following results.

- Modelling of the 'Do Minimum' scenario showed that journey times will increase considerably over the period from 2014 by 2035 and 2041.
- Options 1, 2 and 3A would result in reduced journey times overall against the 2014 baseline. Options 1A and 3 also performed better than the 'Do Minimum' scenario, but still resulted in some worsening of journey times by 2041 compared to the 2014 baseline.
- For travel along the A27 itself, Option 2 was found to perform very well in reducing the journey time considerably in peaks, whereas Option 3 showed least improvements when compared against base as well as 'Do Minimum', with 2035 journey times worsening compared to 2014.
- For all the other routes tested, Option 2 showed substantial improvements in journey times compared to the 'Do Minimum' scenario and ranked highly compared to the other online options, whilst Option 3 showed the least improvements.

Much of the traffic forecasting work is complex and highly technical. However, this analysis is critical as it underpins the conclusions of the Economic Assessment Report (see below) regarding the relative economic and transport benefits of the different A27 options. WSCC officers will be undertaking a more detailed analysis of

the published traffic data, but the comments here present an initial assessment from CDC officers.

The modelling of the 'Do Minimum' scenario shows that journey times will increase considerably over the next 20-25 years if no action is taken to improve the A27. All of the A27 options published for consultation would reduce journey times overall against the 2014 baseline. However, the journey time improvements for Options 1A and 3 would be relatively minor and would still lead to a worsening of journey times by 2041. Option 1A proposes no improvements to the Stockbridge and Whyke junctions (although allowing for small scale developer funded improvements), which it is assumed would lead to increasing congestion affecting the Bypass as a whole, whilst Option 3 proposes only relatively limited at-grade alterations to all of the junctions. It should be noted that Option 3 is very similar to the junction proposals identified in background work for the Chichester Local Plan, where these improvements were designed only to mitigate the impact of the planned new housing development, rather than address wider traffic problems on the A27.

Options 1, 2 and 3A would all provide more significant reductions in journey times. However, of these, Option 2 would provide the greatest improvements to journey times, with significant time savings in peak periods.

The analysis of journey times for specific routes and areas shows significant differences between the degree to which different areas and local communities would benefit from the A27 options proposed. Overall the greatest time savings will be for east-west/west-east journeys using the A27 Bypass itself. Many journeys on local roads will see less benefit or (in a few cases) lead to longer journey times. Generally all options provide benefits for routes to/from Chichester city through the elimination of congestion at the existing junctions on the A27 Chichester Bypass. However, the options result in some increases in traffic flows and journey times on other parts of the road network, for example affecting some routes to/from the Manhood Peninsula and the 'Bournes' area west of Chichester. Once again, Option 2 appears to show the greatest time savings for journeys between most areas. However, this option still shows minor increases for a few journeys (e.g Havant to Fishbourne).

## **Economic Assessment**

HE has prepared an Economic Assessment Report (EAR) as part of the appraisal of options. The stated purpose of economic assessment is to facilitate the quantification and monetisation of scheme costs and benefits. Schemes are assessed against relevant government objectives, which include:

- provide good value for money in relation to impacts on public accounts;
- improve transport economic efficiency for business users and transport providers;

- improve transport economic efficiency for consumer users; and
- improve reliability.

The economic assessment is based on the outputs of the transport modelling, comparing the various A27 options with the 'Do Minimum' scenario, based on a range of standard parameters. It mainly involves the determination of the costs and benefits of the scheme using traffic flows and speeds obtained from the traffic model to derive travel time savings.

A summary of estimated economic benefits and costs arising from different parameters is provided below.

### Construction costs

The Consultation Brochure shows estimated construction costs for each of the five options, ranging from £280 million for Option 2 (the highest cost) to £47 million for Option 3 (the lowest). The EAR explains that these figures represent expected costs in the actual years of expenditure, taking account of the outturn costs for construction, land, preparation and supervision, and are estimates from within a wider range of cost forecasts used by the HE. The EAR does not provide a breakdown showing the disaggregated costs of the proposals for individual junctions. The operating and maintenance costs of the Scheme have also been estimated within the benefit-to-cost assessment, but these costs are much lower and show relatively little variation between the options.

The construction costs vary considerably between the consultation options and this is clearly a factor which has influenced the results of the HE's benefit-to-cost analysis (see below). The EAR states that the Road Investment Strategy budget for the A27 Bypass scheme falls in the range £100 to £250 million. This is the main reason given that the offline options considered (Options 4, 5 and 6), which exceeded this budget, have not been taken forward for public consultation.

However, Option 2 at £280 million also exceeds the upper limit of the budget. It should be noted that the Council and WSCC have jointly committed to providing an additional £20 million towards the scheme (of which CDC is committed to provide £10 million to be provided through developer contributions from planned strategic housing development (which the Council has already begun to secure through planning agreements). Since Option 2 has been included in the consultation, it is assumed that HE consider that the DfT may be prepared to factor in the potential for additional funding. There is also the potential that budgetary constraints may lead to the rejection of Option 2, or result in it being only partially implemented (perhaps with a commitment to undertake further improvements at a later date).



### ***Travel time savings and vehicle operating costs***

The EAR combines the projected time savings arising from the A27 options with assessed Vehicle Operating Costs<sup>1</sup>. Overall, the largest portion of the travel time benefits for all options occurs during the inter-peak period (about 40%-44%) followed by the PM peak (31%-36%) and AM peak (20%-26%). The majority of the options would increase overall journey distances (due to traffic restrictions or closure affecting some of the A27 junctions), but this cost would be outweighed by the improvements in journey times and reliability. Commuters and Other users would experience journey time savings generally at the expense of vehicle operating cost disbenefits. Business users would experience substantial overall savings. As suggested by the traffic modelling work, the EAR concludes that the greatest benefits would result from Option 2, with the least benefit resulting from Option 3, with the greatest benefits occurring for east-west journeys (and vice versa) along the improved A27.

### ***Accidents***

The EAR concludes that the removal of at-grade junctions as proposed in some options at Fishbourne and Bognor, and the banning of certain movements at some of the junctions such as Stockbridge, Whyke and Oving, should result in a reduction in accidents. However, the completed A27 Scheme would lead to increased traffic using the A27 and junctions, due to additional trips and other traffic transfers, which would alter flows on existing roads. This could in turn result in an increased or decreased number of accidents away from the scheme itself. The accident results for the wider study area show that for all options there would be an overall decrease in accidents on road links and a mixture of an increase and decrease in accidents at key junctions. When links and junctions are combined together there is an overall reduction of accidents costs for Options 1A, 2 and 3, but a slight increase in accidents in Options 1 and 3A. More detailed analysis is provided in Appendix G of the EAR.

It is difficult to interpret this data, which is expressed as 'Accident Costs', rather than number of accidents per se. Although it is assumed that the proposed road and junction layouts have been designed to improve safety, the higher traffic flows generated in some options could contribute to increased accidents. Also, the EAR does not assess the potential changes in accident levels on local roads away from the A27.

Based on the EAR, Option 2 records the greatest potential benefit, which is partly due to the closure of the Stockbridge and Whyke junctions, though this would be to

---

<sup>1</sup> Vehicle Operating Costs (VOC) are defined as costs incurred by vehicles in use, such as fuel, maintenance, and wear and tear.

some extent offset by the accidents costs associated with the new SLR. Option 3 performs quite well, particularly through the introduction of a new westbound carriageway for A27 at Portfield avoiding the roundabout (which was apparently included in the traffic modelling, but is not shown in the Option 3 scheme in the Consultation Brochure), but the traffic light controlled junctions at Stockbridge and Whyke with restrictions on right turns are expected to increase accident costs. The grade separation at Fishbourne and Bognor junctions proposed in the majority of options also appears to increase accident costs (as does the 'hamburger' roundabout at Fishbourne) although this may be due to the increase in traffic.

### ***Construction duration and delays***

As previously noted, the construction times vary considerably between the different A27 options. The proposed construction schedule for each option is shown in Table 4-3 in the EAR. This indicates that it is intended to phase the construction works across the different junctions, presumably to avoid all the junctions being affected by roadworks simultaneously. Traffic delays due to construction and maintenance are treated as disbenefits to users in cost terms. As would be expected, maintenance delay costs would be greatest for Option 2 and least for Option 3.

Whichever online option is selected, the proposed scheme will involve extensive roadworks for an extended period. This will create delays and frustration for local residents and visitors, disrupt local communities, and could potentially have a damaging impact on the local economy and businesses, at least temporarily. However, the EAR also highlights that significant road maintenance works are likely to be required in the future, even if the Bypass improvements do not take place.

### ***Carbon emission, air quality and noise***

The EAR indicates that cost benefits for carbon emissions have not been calculated at this stage and detailed assessment will be carried out at a later stage. However, it is expected that carbon emissions will increase, and this will represent an additional cost arising from the scheme, which will need to be factored in when detailed assessment is undertaken. Subject to this caveat, the cost benefits from air quality improvements are expected to occur for all the options, with the greatest benefits resulting from Options 1 and 3. The best performing options in terms of noise are Options 3 and 2, with Option 3A performing worst.

### ***Journey time reliability***

The EAR states that the main cause of unreliability on the A27 Chichester Bypass is due to high levels of congestion during peak hours that compromises the day-to-day journey times. Based on the current layout of the junctions on the A27 Chichester Bypass, during peak hours the day-to-day journey time variability is severe. The A27

Scheme is expected to have reliability consequences that have important implications for the economic case. The reliability elements of the project are considered just as important as the congestion relief. The traffic modelling indicated that all the options would provide improved journey time reliability, with the greatest cost benefit being recorded for Option 2, followed by Option 1, and the least benefit resulting from Option 1A.

### ***Summary Economic Assessment conclusions***

Overall, the EAR assessment shows that the travel time savings represent the majority of the potential scheme benefits for all of options. These would substantially outweigh the disbenefits that are expected to occur from construction and maintenance delays (and longer journey distances for some trips). Overall, the greatest travel time improvements would arise in the inter-peak period, so that Business users and Other users would gain the greatest benefits. Commuters would also gain some benefits, though to a lesser degree.

The EAR's overall analysis of all measured costs and benefits indicates that Option 2 generates the highest cost value benefits, but also the highest costs, whereas Option 3 results in the lowest costs, but also the least benefits. In terms of Benefits to Cost Ratio (BCR), Option 3 records the best BCR score, although this is mainly due to the low costs resulting from this option. Option 2 achieves the best BCR of the other options, although all the other four options record fairly similar BCR scores. In terms of DfT's Value for Money assessment (VfM), Options 1, 1A, 2, and 3A are considered to represent 'High value for money' whilst the Option 3 represents 'Very high value for money'. However, in the HE Consultation document, the Value for money is shown as 'High' for all five options.

### **Environmental Impacts**

To support the A27 proposals, HE has prepared an Environmental Impact Assessment (EIA) in the form of an Environmental Study Report (ESR). The ESR provides a broad overview of constraints and relative environmental benefits associated with the proposed options. It also identifies likely further assessment and mitigation requirements for the subsequent stages of the Scheme.

The objective of the assessment is to ensure that any adverse and/or beneficial impacts of the Scheme proposals on the environment are identified and assessed accordingly and that any adverse impacts are minimised or mitigated where possible. Opportunities for environmental enhancement are also considered. The assessment considers both the construction and operational phases of the Scheme.

### ***Air quality***

The ESR concludes that air quality effects would be beneficial overall for all the options except Option 1A, which would have an overall adverse effect, with the best improvement overall achieved by Option 2. However, all effects are unlikely to be considered significant due to the small numbers of receptors affected. The air quality effects would be beneficial overall for all options at St Pancras AQMA (but not sufficient to bring the AQMA within air quality objective limits).

### ***Cultural heritage***

The ESR concludes that all of the Scheme options, except Option 3, have the potential to result in significant adverse effects upon the historic environment during construction, with adverse effects anticipated on the setting of designated assets, buried archaeological remains within the construction area, and the historic setting of the local area. Further detailed assessment will be required for the preferred option, once confirmed.

### ***Landscape***

The ESR concludes that, for all options, the construction phase would have adverse visual impacts, particularly Option 2 involving the SLR within the more rural area south of the A27 Bypass. Once in operation, the effects from the at-grade junctions would be minimal, therefore Option 3 would have an overall neutral effect. All other options would have potentially significant effects resulting from the proposed flyovers at the Bognor junction (all options except Option 3) and (to a greater degree) at the Fishbourne junction (Options 1, 1A and 2) due to its proximity to the Fishbourne Conservation Area and Chichester Harbour AONB. The proposed widening of the A27 to three carriageways in Option 3A would also have potentially significant visual effects. Landscaping planting is proposed as part of the design of all options, which would help to reduce adverse effects over time, as the planting matures to form an effective screen.

### ***Nature conservation***

The ESR concludes that following the implementation of recommended mitigation measures, there would not be a direct or indirect effect during construction or operation on the majority of designated sites within the study area. However, Options 1 and 2 are anticipated to have a slight adverse effect on Chichester Gravel Pits and Leythorne Meadow SNCI due to the effect on potential protected species associated with the designation. Options 1, 1A and 2 would also have a slight adverse effect on the Fishbourne Meadows SNCI, as the relocation of the A259 at Fishbourne junction would slightly encroach into the designated site.

### ***Geology and soils***

The ESR states that, during construction, all options have the potential to result in significant adverse effects upon geology and soils, resulting from potentially contaminated land and construction processes. There could be large adverse effects on groundwater from the mobilisation of previously unidentified contaminated material, and moderate adverse effects could result from physical removal and degradation of soils. However, the operational A27 scheme is not expected to result in any adverse effects for geology and soils, as the drainage design for the preferred option would keep all surface water runoff, and therefore potential sources of pollution, away from the groundwater and soils.

### ***Materials***

The ESR states that all options will generate effects associated with the transportation of materials and imports of primary aggregates and/or fill material, and exports of surplus waste material.

### ***Noise and vibration***

The ESR identifies numerous noise sensitive receptors close to the proposed options, including residential properties, farms and schools. Several Noise Important Areas (NIA) were designated along the existing A27 under the Environmental Noise (England) Regulations 2006, the largest being at Stockbridge, between Bognor and Portfield Junctions, and at Tangmere.

There is potential for construction activities to generate significant effects, and mitigation would be a necessity at some locations. Based on preliminary mitigation assumptions, such as noise barriers and thin course road surfacing, there would be an overall reduction in significant effects on the balance of changes with Options 1, 2, and 3, although Option 3 predicts the highest total number of properties still experiencing a significant observed adverse effect level (SOAEL) and Options 1A, 2 and 3A predicting lower numbers exceeding a SOAEL for areas mapped. Whilst it is predicted there will be increases in noise experienced for the adjoining communities, further improvements for all options may be possible as the design progresses through the implementation of enhanced mitigation measures. The South Downs National Park would remain unaffected by all Scheme options. The nearest parts of the Chichester Harbour AONB would potentially be affected by small increases in noise by Option 2.

### ***Road drainage and water environment***

The ESR identifies areas classed as Flood Zone 3 along the proposed route at the Stockbridge and Portfield junctions, with areas of Flood Zone 2 at the Whyke, Bognor and Portfield junctions. Finished road levels would therefore need to ensure no flooding of the carriageway and no blockage of flow paths that may increase

flooding elsewhere. Potential effects on water quality would be managed by pollution prevention and best practice construction methods.

### ***Effects on all travellers***

The ESR considers effects on non-motorised users during construction and operation periods, including changes to public rights of way etc, journey length and journey experience. It also considers the impacts on vehicle travellers during construction and operation, in terms of journey length and experience.

The ESR concludes that all A27 options would result in some adverse effects on non-motorised users during the construction period, with temporary closures and diversions likely to be put in place. However, overall these impacts are considered to be relatively minor (classed as 'Not significant'). Once the A27 scheme is in operation, there will be potential changes to journey lengths and access to facilities for non-motorised users. On balance the effects for non-motorised users are predicted to be beneficial at this stage of assessment. Any loss of public rights of way or crossing facilities would be replaced where possible to reduce severance caused by the A27. Safety is a primary consideration when designing new non-motorised user facilities.

For vehicle users, the construction phase for all options would be expected to create 'driver stress', although mitigation measures would be put in place; including the phasing of works and the implementation of a Construction Environmental Management Plan (CEMP). Once in operation, the effects on vehicle travellers and traffic flows are predicted to vary for all options, based on the TFR data. Views from the road would alter for travellers and would on balance be restricted for all options with frequent structures blocking the view, although there may be some open views to the wider landscape. The SLR would provide views over arable fields, although landscape planting would reduce visibility to the wider landscape over time.

### ***Community and private assets***

The ESR has considered the impact of the A27 options on community and private assets, including demolition of private property; loss of both private and public land; effects on both development and agricultural land; and community severance. It concludes that for all options, increased traffic during construction would generate adverse effects upon development land, particularly since the construction period would overlap with adjacent major housing developments such as at Shopwhyke and Tangmere. There would potentially be community severance due to temporary reduction in access to community facilities.

The ESR identifies the following requirements for land acquisition and demolition of properties resulting from the consultation options.

- At the Fishbourne junction, grade separation (Options 1, 1A and 2) would require the demolition of 3 greenhouses at Lower Turnpike Nursery, Appledram Lane, the loss of 200 sq.m of car park at 18 Terminus Road and 500 sq.m of Chichester recycling centre, and the loss of around 0.75 hectares of agricultural land (Grade 3a).
- At the Stockbridge junction, a A286 flyover (Option 2) would require demolition of a total of 11 properties – to the south of the A27, this would comprise 7 residential properties along the A286 Stockbridge Road and the Chichester Mormon Church at 1 Queens Avenue, whilst to the north of the A27, it would include demolition of Stockbridge House (Grade II listed)<sup>2</sup>. The Option 2 proposals would also require the loss of part of the car park at Byron Court and Lacy House, Stockbridge Road and the front garden of 32 Stockbridge Road.
- At the Whyke junction, a B2145 flyover (Option 2) would require demolition of 4 residential properties<sup>3</sup> and demolition of 3 garages for residents of Whyke Close. It would also require the loss of 4 residential gardens just north of the roundabout on Whyke Road, and part of the car park at Whyke Court.
- At the Bognor junction, grade separation (Options 1, 1A, 2 and 3A) would require the demolition of 2 buildings on the Fuel Depot site north-east of the junction (a farm shed and empty warehouses), the loss of 1,500 sq.m of the north western edge of Chichester Lakeside Holiday Park and 800 sq.m of the former MOD Fuel Depot, and the loss of around 1.4 hectares of agricultural land (mostly Grade 2).
- The Stockbridge Link Road (Option 2) would require the demolition of buildings at Lawrence Farm, immediately south of the Fishbourne junction, the loss of the garden at 34 Birdham Road, 5,500 sq.m of land at the Hunters Lodge Riding Centre near North Mundham, and around 9.7 hectares of agricultural land (mainly Grade 1 or 2) belonging to multiple land owners.
- Widening of the A27 between the Fishbourne and Bognor junctions (Option 3A) would require limited land take affecting access roads to some businesses adjacent to the Bypass, very small losses of land from 20 residential gardens, and a total of around 1.25 hectares of agricultural land (Grade 2, 3a and 3b).

For all options, there may be a need for temporary land take and community severance impacts during the Scheme construction period. There may also be increased traffic disruption due to the A27 works coinciding with construction work at nearby major development sites, for example Shopwhyke Lakes.

Overall, the ESR concludes that Option 2 would require the loss of 20 properties (13 residential and 7 non-residential), Options 1 and 1A would result in the loss of 5

---

<sup>2</sup> The ESR refers to demolition of 3 properties along Stockbridge Road north of the A27 Stockbridge junction, but it is not clear from the Consultation document plans which properties (other than Stockbridge House) are referred to.

<sup>3</sup> These are stated in the Environment Study Report to be 91-93 Whyke Road (4 terraced houses on the east side of the road) although the consultation brochure plans appear to indicate demolition of 4 houses at Whyke Court on the west side of the road.

properties (non-residential), whilst Option 3A would lead to the loss of 2 properties (non-residential). No properties would be lost in Option 3. All options except Option 3 would result in some loss of agricultural land, with the most substantial loss resulting from Option 2 (due to the SLR) and to a much lesser extent Option 3A (due to widening of the A27). Once complete, all options are expected to provide slight benefits to development land due to reduced journey times.

In addition to the impacts highlighted in the ESR, Council officers would also highlight the potential impact of the Bognor junction alterations on the proposed redevelopment of the MOD Fuel Depot site where a hybrid outline planning permission (14/04284/OUT) has recently been granted for B2/B8/Trade uses, a discount food retail unit and 2 ancillary roadside catering units. Grade separation at Bognor junction (Options 1, 1A, 2 and 3A) would require land take from the site, which could require redesign of the development layout. The new roundabout on the A259 associated with the diversion of Vinnetrow Road would also involve some land take and would require redesign of the site access agreed in the hybrid planning permission.

### ***Combined and cumulative effects***

The ESR assesses the combined and cumulative effects resulting from multiple actions on receptors over time. Combined effects are those resulting from the inter-relationship between different environmental factors within a single project; whilst cumulative effects are those resulting from different projects (e.g the effect of the A27 construction works in combination with development on the major housing and employment sites proposed in the Local Plan).

During scheme construction, the ESR concludes that the combined effects would be on balance 'Significant adverse' for Options 2, and 3A, largely due to significant adverse effects predicted for landscape character and historic setting, cultural features, the water environment and ecology. The combined effects for Options 1, 1A and 3 are classed as 'Not significant adverse'. Once operational, Options 1, 1A and 3 would on balance result in a 'Not significant adverse' effect. Options 2 and 3A would have combined 'Significant adverse' effects, largely due to significant adverse effects predicted for landscape, cultural features and ecology.

During construction, potential temporary cumulative effects with the additional proposed major developments would, on balance, be 'Not significant adverse' for Options 1, 1A and 3, but 'Significant adverse' for Options 2 and 3A, largely due to predicted adverse effects on ecology. Once operational, permanent cumulative effects would, on balance, be 'Not significant neutral' for Options 1, 1A and 3, with some beneficial effects offsetting any adverse effects. Options 2 and 3A are expected to have a cumulative 'Not significant adverse' effect, largely as a result of their greater adverse effects in terms of landscape and ecology.



The ESR states that all of the 'Significant' combined and cumulative effects identified will require further assessment to determine the most suitable mitigation measures that can be proposed as part of the preferred option.

### ***Environmental Study Report - Overall Conclusions***

A brief assessment of the ESR conclusions for each topic area is provided in the ESR Summary report. For all options, the majority of construction stage effects could be minimised and managed through the implementation of best practice measures, implemented through the CEMP. Appropriate design, including landscape and ecological design measures, and appropriate drainage design (incorporating SuDS) would also ensure that potential operational effects for the preferred option would be minimised as far as possible.

During the operational phase, there is the potential for significant adverse effects upon a number of features, which will require further assessment at the detailed scheme design stage. This includes potential effects upon protected species and priority habitats, heritage and archaeological features, key views, landscape character and local communities, during both construction and once the Scheme is operational. Option 2 and Option 3A present the greatest likelihood of significant effects arising, largely as a result of the introduction of the SLR for Option 2, which would also result in the greatest area of habitat loss and potential effects on the River Lavant flood plain; or as a result of the additional land between Stockbridge and Bognor Junctions in Option 3A. Option 3 presents the least potential for significant adverse effects, due to the minimal nature of the proposed works.

Further assessment will be carried out for the preferred option for both construction and operation, which will be presented within a Environmental Impact Assessment Report (EIAR) that will be prepared for the preferred option at the detailed design stage.

## APPENDIX 2

### Positive and negative impacts of A27 Options

| <i>Proposed scheme</i> | <i>Positive effects</i>  | <i>Adverse impacts</i>  |
|------------------------|--|---|
| Option 1               | <p>Significant improvement in overall journey times, especially along A27 (though less good than Option 2)</p> <p>Second best performance (after Option 2) for improving journey time reliability</p> <p>Overall positive impact on air quality</p> <p>Overall reduction in noise levels</p> | <p>Significant adverse impact on community &amp; private assets, including loss of 5 buildings (non-residential)</p> <p>Potential significant adverse effects on historic environment</p> <p>Encroachment into AONB and significant impacts on views to/from the AONB due to Fishbourne flyover</p> <p>Significant landscape impact on setting of City &amp; views due to flyovers at Fishbourne &amp; Bognor junctions</p> <p>Joint longest construction timescale (41 months)</p> <p>Predicted slight increase in accidents</p> |
| Option 1A              | <p>Predicted to reduce accidents overall</p> <p>Overall reduction in noise levels</p>  | <p>Relatively little improvement in overall journey times - time savings would be eroded by 2041</p> <p>Least good performance for journey time reliability</p> <p>Significant adverse impact on community &amp; private assets, including loss of 5 buildings (non-residential)</p> <p>Encroachment into AONB and significant impacts on views to/from the AONB due to Fishbourne flyover</p>  |

| <b><i>Proposed scheme</i></b> | <b><i>Positive effects</i></b>   | <b><i>Adverse impacts</i></b>   |
|-------------------------------|--|---|
|                               |  | <p>Overall adverse impact on air quality</p> <p>Potential significant adverse effects on historic environment</p> <p>Significant landscape impact on setting of City &amp; views due to flyovers at Fishbourne &amp; Bognor junctions</p>   |
| Option 2                      | <p>Best improvement in overall journey times, especially along A27 and also good reductions for local routes</p> <p>Best performance in improving journey time reliability</p> <p>Best performing option in terms of reducing accidents overall</p> <p>Greatest improvement in air quality</p> <p>Overall reduction in noise levels</p> <p>Second best Benefit to Cost Ratio score after Option 3 (based on HE parameters)</p> <p>Expected to provide greatest benefit for local businesses &amp; visitor economy</p> <p>Provides greatest potential to support future development to meet local housing needs</p> | <p>Greatest adverse impact on community &amp; private assets, including loss of 20 buildings (13 residential)</p> <p>Potential significant adverse effects on historic environment</p> <p>Encroachment into AONB and significant impacts on views to/from the AONB due to Fishbourne flyover</p> <p>Greatest landscape impact on setting of City &amp; views due to 4 flyovers &amp; Link Road</p> <p>Greatest adverse ecological impact due to flyovers &amp; Link Road</p> <p>Link Road would cause loss of 9.7ha Grade 1 and 2 agricultural land &amp; erode rural character south of Bypass</p> <p>Potential adverse impact to Southern Gateway proposals due to closure of Stockbridge junction</p> <p>Overall combined effects classed as 'Significant adverse' and Cumulative effects classed as 'Significant adverse' during construction phase</p> |

| <b><i>Proposed scheme</i></b> | <b><i>Positive effects</i></b>   | <b><i>Adverse impacts</i></b>  |
|-------------------------------|--|--|
|                               |  | <p>Highest construction costs (£280m) – potentially above identified budget</p> <p>Joint longest construction timescale (41 months)</p>  |
| Option 3                      | <p>Lowest construction costs (£47m)</p> <p>Shortest timescale for construction (15 months)</p> <p>Predicted to reduce accidents overall</p> <p>Overall positive impact on air quality</p> <p>Least impact on historic environment</p> <p>Little visual / landscape impact</p> <p>Minimal ecological impact</p> <p>Overall least adverse effects</p> <p>No loss of buildings (although still has significant adverse effect on community &amp; private assets)</p> <p>Best Benefit to Cost Ratio score (based on HE parameters)</p> | <p>Least improvement in overall journey times (especially for local routes) - time savings would be eroded by 2041</p> <p>Expected to provide least benefit for local businesses &amp; visitor economy</p> <p>Likely to constrain future housing development &amp; growth potential</p>  |
| Option 3A                     | <p>Significant improvement in overall journey times, especially along A27 (but less good than Options 1 and 2)</p> <p>Overall positive impact on air quality</p> <p>Overall reduction in noise levels</p>  | <p>Significant adverse impact on community &amp; private assets, including loss of 2 buildings (non-residential)</p> <p>Potential significant adverse effects on historic environment</p> <p>Significant landscape impact on setting of City &amp; views due to Bognor junction flyover &amp; A27 widening</p> <p>Significant ecological impact caused by widening</p> |

| <b><i>Proposed scheme</i></b> | <b><i>Positive effects</i></b> | <b><i>Adverse impacts</i></b>   |
|-------------------------------|--------------------------------|---|
|                               |                                | <p>of A27 – greatest loss of habitat at Chichester Gravel Pits and Leythorne Meadow SNCI</p> <p>Overall combined effects classed as ‘Significant adverse’ and Cumulative effects classed as ‘Significant adverse’ during construction phase</p> <p>Predicted slight increase in accidents</p> |

## **APPENDIX 3**

### **Chichester DC formal response to A27 Chichester Bypass Improvement consultation**

#### **Background**

This report sets out Chichester DC's formal response to the Highways England consultation on proposed options for the A27 Chichester Bypass Improvement Scheme.

Included in this response are:

- General comments on the assessment work so far undertaken, including comments on the environmental impacts of options proposed for consultation;
- Comments on the specific junction proposals and other improvements included in the consultation options;
- The Council's overall views on each of the consultation options 1, 1A, 2, 3 and 3A;
- A separate Annex setting out further work that the Council considers should be undertaken as part of the detailed planning of the preferred scheme, including specific design requirements and recommendations in relation to the junction proposals and other improvements included in the options consultation.

These comments are based on a review of the information provided in the Consultation Brochure itself and other published documents, including the Economic Assessment Report (EAR), Environment Study Reports (ESR), and Traffic Forecasting Report (TFR). CDC officers have reviewed these documents and considered the potential benefits and adverse effects of the different A27 options, looking at how they could impact on the Council's own work and how they may affect local communities, businesses and visitors to Chichester District. The analysis and comments below include contributions from across the Council's service areas, including Planning, Economic Development, Environment, Communities and Estates.

#### **General Comments**

The traffic congestion on the A27 Chichester Bypass has for a number of years presented a major constraint in planning future development to meet the area's housing and economic needs. The current adopted Local Plan Key Policies (adopted in July 2015) falls short of meeting the full identified housing needs for the Local Plan area, due to environmental and infrastructure constraints of which highways capacity issues related to the A27 Bypass junctions is potentially the most significant. Traffic modelling work undertaken for the Council in 2013 identified a package of developer funded works to the A27 Bypass junctions sufficient to mitigate the traffic impacts of

the new housing proposed in the Plan, but did not test the impacts of higher levels of housing development up to the level of identified need. Despite this, the Plan was found 'sound' at examination by an independent inspector, but only with the requirement that the Council should undertake a full Plan review within 5 years in order to meet the identified housing shortfall.

The Council is therefore concerned to ensure that the A27 Scheme taken forward should provide sufficient potential highways capacity to plan for increased housing now and in the period beyond the end of the current adopted Plan (which runs to 2029). At the same time, we would need to be confident that the potential impacts of any A27 scheme on the environment, landscape and local communities are acceptable and can be mitigated.

### **Traffic Modelling**

CDC officers have reviewed the Traffic Forecasting Report (TFR) accompanying the consultation. It is noted that the traffic forecasts incorporate baseline projections of future population and employment growth, and include Government assumptions on the economic parameters to estimate overall changes in travel demand on the highway network. In addition, future planned housing and employment development locations have been factored in within the local area (based on the current Chichester Local Plan and emerging Arun Local Plan) and planned local highways and transport improvements (based on information supplied by WSCC).

However, it should be highlighted that the traffic modelling work does not take account of the additional housing and other development expected to result from the forthcoming Chichester Local Plan Review or the increased housing numbers that Arun DC has been required to provide for at its Local Plan examination (an increase from the submitted Plan target of 580 dwellings per year to at least 845 dwellings per year). It is noted that the traffic forecasting work has included sensitivity modelling of higher and lower traffic growth assumptions, which it is understood would allow for some differences in planned development. However overall, it is considered likely that the level of traffic on the A27 generated from future housing and other development will be higher than that assumed in the traffic modelling work.

In addition, there appear to be inconsistencies between the Consultation Brochure and background documents (TFR and EAR) when describing the alterations proposed for the Portfield roundabout as part of the various A27 options. In the Consultation Brochure, the description given for Options 1, 1A and 2 is 'Modifications proposed to Shopwhyke Lakes development. Roundabout to be re-marked to provide 3 lanes from the southern approach of A27, around to Westhampnett Bypass', whilst the Options 3 and 3A plans refer to 'Improvements by Shopwhyke Lakes development'. However, Table 1-2 in the EAR and Table 4-4 in the TFR list Options 1, 1A and 2 as 'As Do Minimum 2035/2041' (which assumes the junction alterations

agreed with the Shopwhyke Lakes developer), Option 3 is described as 'Segregated left turn lane for A27 southbound' (which is not part of the design agreed for Shopwhyke Lakes) and Option 3A 'As Do Min 2020' (which would completely exclude the Shopwhyke Lakes alterations).

It therefore appears that the junction designs used for Portfield in the traffic modelling differ from those described in the Consultation Brochure for all the A27 options under consideration. It is assumed that this would affect the traffic modelling results, although the extent of the difference is not clear.

The traffic modelling indicates that all of the A27 options published for consultation would achieve some improvements in overall journey times. However, the journey time improvements for Options 1A and 3 would be relatively minor and would still lead to a worsening of journey times by 2041. Option 1A proposes no improvements to the Stockbridge and Whyke junctions (although allowing for small scale developer funded improvements), which it is assumed would lead to increasing congestion affecting the Bypass as a whole, whilst Option 3 proposes only relatively limited at-grade alterations to all of the junctions. It should be noted that Option 3 is very similar to the junction proposals identified in background work for the Chichester Local Plan, where these improvements were designed only to mitigate the impact of the planned new housing development, rather than address underlying traffic problems on the A27.

Options 1, 2 and 3A would all provide more significant reductions in journey times. However, of these, Option 2 would provide the greatest improvements to journey times, with significant time savings in peak periods.

The analysis of journey times for specific routes and areas shows significant differences between the degree to which different areas and local communities would benefit from the A27 options proposed. Overall the greatest time savings for all options will be for east-west/west-east journeys using the A27 Bypass itself. Many journeys on local roads will see less benefit or (in a few cases) lead to longer journey times. Generally all options provide benefits for routes to/from Chichester city through the elimination of congestion at the existing junctions on the A27 Chichester Bypass. However, the options result in some increases in traffic flows and journey times on other parts of the road network, for example affecting some routes to/from the Manhood Peninsula and the 'Bournes' area west of Chichester. Once again, Option 2 appears to show the greatest time savings for journeys between most areas. However, this option still shows minor increases for a few journeys (e.g Havant to Fishbourne).

The Council has some concerns about the impacts on accessibility of the proposals for the Stockbridge and Whyke junctions. The proposed signalised junctions with restricted turns (Options 1, 3 and 3A) or the closing the junctions and replacing with



flyovers (Option 2) will potentially cause traffic re-routeing via less suitable rural and residential routes in the southern parts of Chichester city and south of the A27.

## **Environmental Impacts**

The section below sets out the Council's general comments on the environmental impacts of the A27 options under consideration based on the published material, in particular the Environmental Study Report (ESR).

A separate Annex has been provided which sets out specific comments on additional work that the Council considers should be undertaken as part of the detailed planning of the preferred scheme. The Annex also includes specific design requirements and recommendations in relation to the junction proposals and other improvements set out in the options consultation.

### Air quality

The Council notes the ESR conclusion that air quality effects would be beneficial overall for all the options except Option 1A, which would have an overall adverse effect, with the best improvement overall achieved by Option 2. However, all effects are unlikely to be considered significant due to the small numbers of receptors affected. The air quality effects would be beneficial overall for all options at St Pancras AQMA (but not sufficient to bring the AQMA within air quality objective limits).

Additional air quality benefits could be achieved by planning for associated infrastructure to increase rates of walking and cycling for local journeys. For example the Bognor Road pedestrian/cyclist bridge will be lost in Options 1, 1A, 2 and 3A. The A259 Chichester to Bognor cycle path is well used and providing a safe and attractive route through a new junction here will help maintain the route as an attractive piece of infrastructure for cyclists and pedestrians.

Subject to the detail being worked up, the proposed approach for mitigation of impacts during the construction phase appears adequate. Further detailed air quality modelling should be worked up for the final chosen scheme to enable a greater understanding of the wider air quality impacts along the A27 corridor.

### Cultural heritage

All of the A27 options, except Option 3, would potentially have significant adverse impacts upon the historic environment during construction, with adverse effects anticipated on the setting of designated assets, buried archaeological remains within the construction area, and the historic setting of the local area.

The Council is concerned about the potential visual impacts associated with the flyovers proposed in several A27 options. These would impact on the setting of the historic city and on significant long distance views towards Chichester Cathedral and to/from the South Downs. The proposed flyover at the Fishbourne junction (Options 1, 1A and 2) would have potentially significant harmful impacts on cultural heritage, especially to views of Chichester Cathedral from the Chichester Harbour AONB. This harm will be mainly due to the elevation of the road and the corresponding lighting, but will also be caused by noise which will travel easily across the flat landscape. Adjusting levels so that the road is lowered in combination with a reduced height flyover may reduce impacts to a degree, as will planting to achieve screening, although it will also be important to maintain long distance views (e.g to the Cathedral spire).

The proposed flyovers at Stockbridge and Whyke junctions (Option 2) have potential to have a harmful impact on the setting of the Conservation Area and certain Listed buildings, as they will alter the sense of entry into the city. The flyover proposed at Stockbridge also appears to involve the demolition of Stockbridge House which is Grade II listed. The SLR (Option 2) also has potential to impact on a number of heritage assets, including Donnington Manor (Grade II listed) and the significant view from Hunston towards the city along the Chichester Canal (depicted in the painting 'Chichester Canal' by JMW Turner).

The proposed flyover at the Bognor junction (included in all options except Option 3) could impact on views to the South Downs and Cathedral from certain locations. The widening of the A27 (Option 3A) would potentially impact on a number of heritage assets, and this would need greater assessment.

There are no designated archaeological assets that would be physically affected by any of the options, however the setting of the Chichester City Walls Scheduled Monument might be slightly adversely affected by the lighting of elevated structures at all the junctions where flyovers are proposed, and the Fishbourne Roman Site Scheduled Monument could similarly be affected by lighting associated with a flyover at the Fishbourne Junction.

The effects on non-designated archaeological assets is largely restricted to the unknown, buried structures or deposits that might be impacted upon by construction works affecting previously undeveloped land, with the impacts likely to be greatest for major new constructions, especially the SLR (Option 2), but also the Vinnetrow Road diversion (options 1, 1A, 2, 3A) and the addition of a third lane to the A27 between the Fishbourne and Bognor junctions (Option 3A). These impacts would be best mitigated by preservation of significance through archaeological investigation and recording ahead of and during construction.

#### Landscape and visual impact

The Council considers that all the proposed A27 options will result in some landscape/visual impacts, however these will be clearly much greater where the options propose new flyovers, road widening or diversion, and (for Option 2) the SLR.

For the Fishbourne junction, the flyover proposals (options 1, 1A and 2) would involve significant land take, expanding into open land south of Fishbourne Road, encroaching into the adjoining Chichester Harbour AONB and the Fishbourne Meadows SNCI. The flyover would be visually intrusive, especially when viewed from Cathedral Way and the Tesco car park. Until new vegetation establishes, it will also be visible from Fishbourne Road and much of the AONB. It will affect the Fishbourne Conservation Area, the area of Scheduled Ancient Monuments associated with Fishbourne Roman Palace, and the setting of Listed buildings in Fishbourne and Appledram Lane. The alternative signalised 'hamburger' roundabout (options 3 and 3A) would have less visual impact, but could still lead to signal, sign (and potentially lighting) clutter, and loss of vegetation in the centre.

For the Stockbridge and Whyke junctions, the flyovers proposed in Option 2 would be visually intrusive and have a high impact on existing dwellings and land use, particularly at Stockbridge, where it would require the demolition of the Grade II listed Stockbridge House, and 7 early 20th century detached properties to the south of the junction, where construction of a new residential road would also be required<sup>1</sup>. At Whyke, a new alignment for Whyke Road is shown on the north side, which it is understood will require demolition of 4 residential properties<sup>2</sup>. The signalised junction proposals (Options 1, 3 and 3A) would be less intrusive, but could lead to the addition of signals clutter, additional signs and lighting, and loss of vegetation in the centre.

For the Bognor junction, all options except Option 3 propose a flyover and diversion of Vinnetrow Lane onto a new roundabout on the A259, which would require significant land take and encroachment into open countryside. The structures will be visually intrusive, including the widened railway bridge. The flyover would be prominent on approach from Bognor Road on both sides, and Quarry Lane from the north-west. The raised carriageway north of the junction and railway bridge would impact on the Chichester Gravel Pits and Leythorne Meadows SNCI, Chichester Lakeside Holiday Park and Quarry and Long Lakes. The visual impacts from Vinnetrow Road and the south would be lower, provided that vegetation is retained.

---

<sup>1</sup> The ESR (page 321) refers to demolition of 3 properties along Stockbridge Road north of the A27 Stockbridge junction, but it is not clear from the Consultation Brochure plans which properties (other than Stockbridge House) are referred to.

<sup>2</sup> The ESR (page 321) states the properties requiring demolition to be 91-93 Whyke Road (4 terraced houses on the east side of the road), although the Consultation Brochure plans appear to indicate demolition of 4 houses at Whyke Court on the west side of the road.

The enlarged, signal controlled roundabout proposed in Option 3 would have more limited impact, but would introduce signals/signs clutter and result in potential loss of vegetation on the east side of the junction.

The proposals at the Oving and Portfield junctions (which for all options are similar to those already agreed as part of the Shopwhyke Lakes planning permission) are relatively minor and will have limited visual impacts.

The SLR proposed in Option 2 would have major landscape impacts, including affecting areas of Coastal and Floodplain Grazing Marsh (Priority Habitat Inventory) around the River Lavant (including the River Lavant Marsh SNCI), and other natural habitats e.g. Mile Pond on Birdham Road, and affecting the setting of the listed Donnington Manor. Sections of existing road would be altered and new roundabouts could create signage clutter and possibly include lighting. The route would be raised to bridge the Chichester Canal, affecting views of the Cathedral, and potentially raised above existing ground levels on parts of the route falling within flood risk areas. The proposed route would also result in the loss of high quality agricultural land (shown on Natural England's Agricultural Land Classification map) and potentially lead to pressure for development between the A27 Bypass and the Link Road.

The proposed A27 widening between the Fishbourne to Bognor junctions in Option 3A would erode the often very narrow buffer strips between the road and adjoining uses (e.g the lakes between Bognor and Whyke, industrial and residential areas and open land to the south). Existing footpaths may be affected or removed, such as that along the north side between Whyke and Stockbridge.

### Nature conservation

The proposed A27 options would have varying degrees of impact on habitats and biodiversity. Option 3 would have the least ecological impact, causing minimal disturbance. Option 2 would have the greatest impact, particularly due to the new SLR, which would lead to loss of habitats, ponds, lighting/ disturbance, severance of hedgerows and bankside vegetation. Option 3A would have the second greatest impact, due to the widening of the A27 resulting in the greatest loss of habitat at the Chichester Gravel Pits and Leythorne Meadow SNCI (although losses would also occur through Option 2, and to a lesser extent Options 1 and 1A). Some loss of habitat within the Fishbourne Meadows SNCI and the Fishbourne Conservation Area would occur through Options 1, 1A and 2, and within the Chichester Canal SNCI through the SLR (Option 2), whilst the River Lavant would be impacted by all options except Option 3, but particularly by Option 2.

The proposed diversion of Vinnetrow Road (all options except Option 3) would lead to the loss of hedgerow. Protected species (particularly water voles) could be

affected by all options except Option 3, with the greatest potential impact from the SLR (Option 2) which would result in greatest loss of habitats and create severance effects.

### Geology and soils

During construction, all options have the potential to impact upon geology and soils, resulting from potentially contaminated land and construction processes. There could be large adverse effects on groundwater from the mobilisation of previously unidentified contaminated material, and moderate adverse effects could result from physical removal and degradation of soils. However, the operational Scheme is not expected to result in any adverse effects for geology and soils, as the drainage design for the preferred option would keep all surface water runoff (and therefore potential sources of pollution) away from the groundwater and soils.

The assessment and proposed mitigation of potential impacts on human health, both during development and the operational phase appear adequate subject to the detail being made available once the final A27 scheme is decided.

Additionally HE should note that land abutting the highway at Portfield Retail Park is known to be gassing and that land at the former MOD Fuel Depot, Bognor Road is known to be affected by hydrocarbon contamination.

### Materials

The Council has no comments relating to this issue.

### Noise and vibration

The Council considers that suitable mitigation will reduce the likelihood of significant noise impacts due to construction, however this cannot be fully determined until a construction method statement becomes available once the preferred option is selected.

Following implementation, the likelihood and occurrence of significant effects will depend on the balance between changing traffic flows on existing roads, new traffic noise sources on new or improved sections of road, and the level of mitigation designed into the preferred scheme. There would be adverse impacts with all options which would require further mitigation, although improvements for all options may be possible as the design progresses. For all options the number of properties exposed to a higher noise level increases due to improved flows and speed of vehicles. The elevation of the new interchanges/carriageway will also result in greater noise, although this depends on the extent of any acoustic screening.

## Road drainage and water environment

Overall Option 2 would have the greatest impact on flood risk and surface water, particularly due to the construction of the SLR, which would intercept flood extents, Main River, Ordinary Watercourses and a pond, with potential to increase flood risk off-site, and is also adjacent to the tidal flood extent, All options would involve junction improvements within Flood Zones 2 and 3, but with low potential for increased flood risk subject to suitable resilience being built into the design. The additional A27 carriageways proposed in Option 3A have the potential to alter local flood extents.

A full flood risk assessment will be required for the scheme taken forward to detailed design. The Environment Agency will provide comments on fluvial and tidal flooding with WSCC providing comments on local flood risk. At this stage tidal flood risk has been scoped out, but further work should be undertaken to show that extreme water levels covering the lifetime of the development have been considered before this approach is acceptable. All flows, including over and underground will need to be maintained, and there must be no net loss of flood storage.

With regard to surface water drainage, there is limited detail at this stage on how the proposed options will be drained. The principles have been set which include the use of SUDS designed for the 1 in 100 year event +30% for climate change, and that any discharge does not exceed the existing levels. Preference should be given to infiltration, which should be practical given the local geology. A detailed surface water drainage scheme will be required at a later stage once the preferred option has been selected.

## Effects on all travellers

During the construction period, there will be significant economic and community impacts, particularly for the scheme proposals involving longer delivery timescales (Options 1 and 2, and to a lesser degree Options 1A and 3A). It will be important to mitigate the impacts of construction for both motorised and non-motorised users, as far as possible avoiding lengthy queuing or diversions or the displacement of traffic onto less appropriate side roads. Planning and phasing of the construction works should also take account of the additional disruption linked to the major events held in the vicinity. We would also highlight the need to maintain access to all areas for emergency vehicles both during and after construction, especially for the Manhood Peninsula, where there are already issues around the time it takes to respond to Category A calls. The Council would expect to be consulted on the phasing of works and implementation of measures set out in the Construction Environmental Management Plan (CEMP).

Depending on the preferred scheme taken forward, the proposed highways and junction alterations will potentially create issues of community severance and/or dislocations for local journeys using or crossing the A27, particularly if some of the A27 junctions are permanently closed or restricted. This would apply to trips by private vehicle, public and community bus transport, cycling and walking. The more difficult such crossings are perceived to be, the greater the temptation to short cut the prescribed route, thereby creating road safety issues.

The Consultation Brochure refers to replacing public rights of way where possible. However, the consultation documents provided do not indicate specific design principles for supporting non-car modes in the design of the A27 Bypass improvements. Generally there appears to have been very limited consideration of how non-motorised users will gain access to/from the City. The proposed A27 junction alterations and other proposals have the potential to sever existing cycle and pedestrian routes or require their diversion (e.g through the removal of existing dual use cycle/pedestrian bridges). The transport strategy underpinning the Chichester Local Plan seeks to increase in the proportion of local journeys by non-car modes in and around the City. The A27 scheme proposals should provide non-motorised users with enhanced routes (including pedestrian/cycle and public transport), otherwise an increase in private car use is inevitable especially as new development comes forward.

The Council considers that the provision of safe and attractive routes for non-motorised users is essential. On a case by case basis there may be justification to close some public rights of way, but overall the level of access should be enhanced. Existing cycle and pedestrian routes that cross the A27 should be maintained (and where possible enhanced) or a suitable alternative route provided. This includes a number of routes which are well used by local residents for commuting and other day to day activities, and/or are important for leisure and tourism (e.g the Chichester Canal path, Chichester-Bognor cycle route, Fishbourne underpass, Stockbridge footbridge, Whyke dual use bridge, and the pedestrian crossing at the Oving junction). Provision should also be made to enable access by non-car modes to planned new developments (e.g Shopwhyke Lakes, the MOD Fuel Depot site, and the planned free school at the former Carmelite Convent in Hunston).

The Council would like to see optimal design solutions to encourage non-car modes. Where possible, cycle and pedestrian routes should be segregated from vehicular traffic in order to optimise the attractiveness and safety of related infrastructure.

#### Community and private assets

As a general comment, the Council would have found it helpful for the consultation documents to provide a clearer description / listing of the buildings proposed to be demolished and the land take required for each of the Options. For example, the

ESR (page 321) refers to demolition of 3 properties along Stockbridge Road north of the A27 Stockbridge junction, but it is not clear from the Consultation Brochure plans which properties (other than Stockbridge House) are referred to. Similarly, the ESR (page 321) states the properties requiring demolition to be 91-93 Whyke Road (4 terraced houses on the east side of the road), however the Consultation Brochure plans appear to indicate demolition of 4 houses at Whyke Court on the west side of the road. It is understood that the proposals under consideration are only indicative designs at this stage, but this lack of clarity (and apparent contradictions between some of the documents) make it harder to judge the potential impacts of the different options proposed.

The Council notes the impacts of the different A27 options on community and private assets, including demolition of private property, loss of both private and public land, effects on both development and agricultural land (a high proportion of which is classed as Grade 1, 2 or 3A), and community severance. It is noted that all the options under consideration would result in increased traffic during construction, particularly since the construction period would overlap with planned major housing developments such as at Shopwhyke, West of Chichester and Tangmere. There would also potentially be community severance due to temporary reduction in access to community facilities.

In addition to the impacts already identified in the ESR, Council officers would also highlight the potential impact of the Bognor junction alterations on the proposed redevelopment of the MOD Fuel Depot site where a hybrid outline planning permission (14/04284/OUT) has recently been granted for B2/B8/Trade uses, a discount food retail unit and 2 ancillary roadside catering units. Grade separation at Bognor junction (Options 1, 1A, 2 and 3A) would require land take from the site, which could require redesign of the development layout. The new roundabout on the A259 associated with the diversion of Vinnetrow Road would also involve some land take and would require redesign of the site access agreed in the hybrid planning permission.

### **Comments on Specific Proposals**

Fishbourne junction - The proposals involve either a grade separated junction with A27 flyover (Options 1, 1A and 2) or a 'hamburger' roundabout with traffic light controls (Options 3 and 3A). The flyover option would encroach into the AONB, the Fishbourne Meadow SNCI and Fishbourne Conservation Area, and would have significant impacts on the landscape, particularly in terms of views to/from the AONB and Chichester Cathedral, cultural heritage including the Fishbourne Conservation Area, and biodiversity (particularly the Fishbourne Meadow SNCI). It would also require the loss of land and non-residential buildings, and the diversion of Terminus Road would impact on the Council's Enterprise Centre scheme (although it is assumed that the re-routing of the road could be accommodated). The alternative



'hamburger' junction would have much more limited impact, but would not reduce journey times or congestion to the same degree. To some extent, the visual and environmental impacts of the flyover could be reduced through good design, tree planting/acoustic screening etc and by compensation for habitat losses (see specific comments and recommendations in the Annex).

On balance at this stage, the Council considers that grade separation with a flyover at Fishbourne is likely to be required in order to provide for a significant improvement to the Bypass. It is also assumed to be necessary to facilitate a Stockbridge Link Road (see below). However, this is a particularly sensitive location and it is acknowledged that the flyover option would potentially have a significant adverse effect in terms of its impact on the wider landscape and the natural and historic environment. It should be noted that Section 85 of the Countryside and Rights of Way Act 2000 places a general duty on public bodies, in exercising or performing any functions relating to or affecting land in an AONB, to have regard to the purpose of conserving and enhancing the natural beauty of the AONB.

Stockbridge and Whyke junctions - The proposals involve either a traffic signal controlled junction with no right turns allowed (Options 1, 3 and 3A), no change to the existing roundabouts (Option 1A), or complete closure of both junctions with the local roads (A286 and B2145) routed over the A27 on flyovers.

The Council considers that leaving the existing roundabouts in place would continue the existing problems of congestion and queuing for traffic to/from the City and Manhood Peninsula and would thereby limit the benefits of any improvements elsewhere on the A27 Bypass. This appears to be borne out by the analysis of journey times, which shows that, despite the introduction of grade separation at the Fishbourne and Bognor junctions, Option 1A would still not perform significantly better than Option 3 in terms of journey times along the A27.

At the other extreme, the closure of the Stockbridge and Whyke junctions and their replacement with overbridges would have significant adverse impacts, in particular requiring the demolition of several residential properties (stated to be 11 at Stockbridge, which includes demolition of the Grade II listed Stockbridge House, and 4 at Whyke), loss of private garden and parking space, whilst the flyovers and associated embankments would cause major visual impact and loss of amenity for a significant number of properties in the vicinity of the junctions. The closure of the junctions would also impact on accessibility and journey times from the A27 to the south of the City where the Council is seeking to promote major redevelopment in the Southern Gateway area. However, closing the junctions would improve journey times to/from the City from the Manhood Peninsula, whilst journeys east or west from the Peninsula would be improved by the SLR.

Traffic light controlled junctions at Stockbridge and Whyke could provide some benefit, but the restriction on right turns would inevitably lead to longer journeys and journey times for some routes, particularly journeys to the Peninsula from the A27 west and from the Peninsula heading east along the A27. This appears to be borne out by the journey time analysis in the TMR and EAR. In addition, unless the junctions are well designed, some drivers may be tempted to ignore the right turn restriction creating increased risk of accidents. There would also potentially be safety concerns due to cyclists and pedestrians seeking to cross the junction, so the existing footbridge would need to be replaced by a better designed dual use cycle/pedestrian bridge (as is already proposed in Option 3A).

The Council considers that there may be some merit in the HE considering options which include the SLR but retain either or both of the Stockbridge and Whyke junctions incorporating more limited improvements. This would avoid the significant adverse impacts of flyovers in these locations, and could reduce the traffic using these junctions whilst maintaining greater accessibility and more direct routes for journeys. Officers consider that there may be some merit in HE considering options which include the Stockbridge Link Road but retain either or both of the existing Stockbridge and Whyke junctions, potentially incorporating more limited improvements. This would avoid the significant adverse impacts of flyovers in these locations, and could reduce the traffic using the junctions, whilst maintaining greater accessibility and more direct routes for journeys involving an origin or destination in the south Chichester and Stockbridge areas.

Bognor junction – Four of the five options (Options 1, 1A, 2 and 3A) propose a grade separated junction with A27 flyover, which would also involve a widened railway bridge and the diversion of Vinnetrow Road onto a new roundabout on the A259. The only other option for this junction is a traffic signal controlled roundabout proposed in Option 3. Compared to the Fishbourne junction, the landscape/visual impact of a flyover would be less significant (although it would affect some views of the Cathedral and South Downs) and there would be only minor impacts on the historic environment. However, the required realignment of the A27 would involve some loss of land, including from the Lakeside Holiday Park and Chichester Gravel Pits and Leythorne Meadow SSSI. There would also be some loss of land from the former MOD Fuel Depot site, where a hybrid outline planning permission (14/04284/OUT) has recently been granted for B2/B8/Trade uses, a discount food retail unit and 2 ancillary roadside catering units. The A27 flyover would involve some land take, as would the new roundabout on the A259 associated with the diversion of Vinnetrow Road, and this would require redesign of the proposed site access, and potentially also the development layout. The flyover proposals would also require the loss of the existing bridge across the A27 on the Chichester-Bognor cycle route, although the proposals indicate that this would be replaced with new pedestrian/cyclist crossing facilities.

The Council considers that there are strong arguments for grade separation of the Bognor junction, particularly as the increased junction capacity could be critical in helping to support new development in the Bognor Regis area of Arun District, as well as in the Chichester Local Plan area. In general the impacts of an A27 flyover at the Bognor junction are less significant than at Fishbourne, and mitigation could be achieved through good design and planting/acoustic screening. It would also be important for the design to provide a replacement A27 cyclist/pedestrian crossing to serve the well used A259 cycle route.

Oving and Portfield junctions - All the options include junction designs based on, or very similar to, those already agreed as part of the existing Shopwhyke Lakes outline planning permission (O/11/05283/OUT) - although, as previously noted, there appear to be inconsistencies between the Consultation Brochure and background documents (TFR and EAR) when describing the alterations proposed for the Portfield roundabout in the different A27 options. In the Consultation Brochure, the Options 3 and 3A junction designs are described as being those agreed with the Shopwhyke Lakes developers, whereas the Options 1, 1A and 2 proposals show minor alterations to the Shopwhyke Lakes designs. For the Oving junction, these include complete closure from the east side (whereas the Shopwhyke Lakes proposals allow for buses only crossing the A27), whilst at Portfield, an additional lane is proposed from the southern approach of the A27, around to the Westhampnett bypass (whereas the agreed Shopwhyke Lakes design has the 3-lane approach narrowing to 2 lanes around the roundabout itself).

These proposed junction alterations have already been largely agreed by the Council when determining the Shopwhyke Lakes planning application and will have only minor landscape/visual and environmental impacts. However, these junction proposals were designed specifically to mitigate the impact of the Shopwhyke Lakes development. It is assumed that the HE's traffic modelling indicates that they would be sufficient to accommodate the forecast traffic growth to 2041 associated with the A27 options tested, although it appears that the options tested have given only limited consideration to the design of the Oving and Portfield junctions. The Council is concerned about the capacity of the Portfield roundabout to accommodate traffic flows in the longer term, particularly after closure of the Oving junction and the increase in traffic on Portfield Way/Westhampnett Road as a result of new strategic developments. In addition, the proposals at Portfield would not separate strategic from local traffic or offer opportunities for enhancing public transport, which will become more significant in the future due to the developments planned in this area.

At the Oving junction, it is unclear why the amendments to the Shopwhyke Lakes design proposed in Options 1, 1A and 2 have been considered necessary, the most significant of these being the proposed removal of the bus only access from Oving Road East. It is assumed that WSCC will comment on these points.

Stockbridge Link Road (SLR) – This is included only in Option 2 and is a proposed single carriageway road running from the Fishbourne junction south of Stockbridge to join the B2145 at Hunston. Since it would be a new road, it would have significant impacts on what is currently open countryside. The landscape/visual impacts would be accentuated by the fact that the route runs across flat/low lying areas and would have to bridge the River Lavant and Chichester Canal. There would be significant biodiversity impacts on the River Lavant Marsh SNCI, Chichester Canal SNCI, and other natural habitats (e.g. the River Lavant and Mile Pond on Birdham Road), as well as through loss of hedgerow, severance effects and introduction of noise and lighting into currently tranquil areas. In terms of cultural heritage, the road would affect the setting of the listed Donnington Manor and views of the Cathedral from the Chichester Canal. In addition, the SLR would require the loss of nearly 10 ha of high quality agricultural land (classified mainly Grade 1 and 2).

Although the road would undoubtedly have a major impact on the character of the area that it would run through, it would also potentially provide major benefits in improving accessibility for the Manhood Peninsula as a whole and helping to remove congestion. Without a new east-west link road such as the SLR, there will always be a fundamental difficulty in improving the Bypass junctions to benefit east/west traffic flows along the A27, without this creating greater congestion on the north/south routes crossing the A27 junctions or requiring access restrictions across or onto the A27. Either of these outcomes would tend to lengthen journey times between the Manhood Peninsula and City. Without a Link Road, the existing problems of congestion on local roads on the Peninsula are likely to remain and it would be difficult to plan for future new development.

Widening the A27 - Option 3A proposes widening the A27 by adding a third lane in each direction between the Fishbourne and Bognor junctions. This would require some additional land take, including from the Chichester Gravel Pits and Leythorne Meadow SNCI and some minor losses from residential gardens. Overall, the harm arising from this proposal appears to be relatively limited, although the benefits can only be assessed in the context of Option 3A (see below).

## **Overall comments on Consultation Options**

### **Option 1**

This option proposes grade separated junctions with flyovers at the Fishbourne and Bognor junctions, with traffic signal controlled junctions with no right turns allowed at the Stockbridge and Whyke junctions. This option appears to work reasonably well in reducing journey times and increasing journey time reliability (though not generally as well as Option 2). However the journey time improvements appear to be mainly concentrated on east/west routes along the A27, with indications that journey times to/from the Manhood Peninsula from the west and from the Manhood Peninsula to

the east would worsen (presumably as a result of the right turns restrictions at the Stockbridge and Whyke junctions). It is also noted that this option is predicted to lead to a slight increase in accidents overall, so further refinement of the design would be necessary.

### **Option 1A**

This is a variant of Option 1 that retains the existing Stockbridge and Whyke roundabouts (although potentially allowing for minor developer improvements). This option is somewhat less expensive than Option 1 (by about £43 million) with a substantially shorter construction period, but in other respects it appears to offer few advantages. It retains the A27 flyovers at the Fishbourne and Bognor junctions with their associated visual and environmental impacts, but performs less well than Option 1 for overall peak journey times (particularly along the A27 itself) and is the worst performing option in terms of journey time reliability.

### **Option 2**

This is the most comprehensive of the proposals, involving grade separated flyovers at the Fishbourne and Bognor junctions, with the closure of the Stockbridge and Whyke junctions and the construction of the SLR. Traffic from the Manhood Peninsula heading west would therefore use the Link Road to join the A27 at Fishbourne, and traffic heading east would have to join at the Bognor junction using the B2166 and Vinnetrow Road. As described above, this option would clearly have the most substantial environmental and landscape impacts, particularly resulting from the proposed bridging of the A27 at Stockbridge and Whyke and the SLR. However, this option clearly performs best in terms of overall journey times both for the A27 and local roads, and also scores best in terms of journey time reliability, and reducing accidents. Although it achieves only the second best Benefit to Cost Ratio based on the HE's criteria, it performs best in terms of the costed benefits for businesses, commuters and other users.

Although it has the longest construction time (together with Option 1), the Council considers that Option 2 will have the greatest positive impact on the economy in the longer term. This is demonstrated by the 60-Year Benefits Profile (presented at Figure 5-2 in the EAR), which shows that Option 2 will provide substantially more growth than any of the other options and over twice the amount for Option 3. From an economic development perspective, it is the scheme most likely to encourage inward investment and to benefit existing local businesses, by making the District more accessible. In particular, it provides the greatest reductions in journey times, not only along the A27 itself, but also to/from Chichester city and (to a more limited degree) to/from the Manhood Peninsula. It also offers the greatest potential to support future development and would therefore provide most benefit for the forthcoming Local Plan Review. However, this option would have considerable

environmental impacts and further work would be needed to reduce these to a minimum and provide acceptable mitigation or compensation.

Option 2 is the most expensive of the consultation options by a considerable margin and at £280 million exceeds the reported upper limit of the Road Investment Strategy budget (£250 million). The Council and WSCC have jointly committed to providing an additional £20 million towards the scheme (of which CDC is committed to provide £10 million to be provided through developer contributions from planned strategic housing development which the Council has already begun to secure through planning agreements). This additional funding will help to make the option more viable in terms of overall cost.

As mentioned above, consideration could be given to varying Option 2 by retaining (and potentially altering) either the Stockbridge or Whyke junctions (or both), thereby avoiding the significant adverse impacts of flyovers at these junctions (which would involve demolition of several residential properties) and maintaining greater accessibility for areas close to the junctions, whilst also reducing overall costs. It is accepted that retaining either or both junctions in some form may to some degree reduce the benefits of Option 2 for traffic using the A27, although presumably the SLR will help to divert some traffic away from the junctions.

### **Option 3**

This option proposes relatively minor at grade improvements for all the junctions, and is very similar to the indicative junction mitigation measures identified in the Council's 2013 transport study undertaken to support the Chichester Local Plan. However, the Local Plan measures were designed purely to mitigate the additional traffic impacts of the planned development in order to make that development acceptable in planning terms, and did not seek to address the wider issues of traffic congestion on the A27. In terms of journey times, Option 3 appears to provide some benefits compared to 'Do Minimum' in reducing peak journey times along the A27. However, it would provide very limited reductions for journeys using local roads and would increase journey times for many routes to/from the Manhood Peninsula. In addition, the TFR (paragraph 6.13.5) indicates that journey times for Option 3 along the A27 would by 2035 be slower than in 2014.

For this reason, the Council considers that Option 3 would at best provide a very short term benefit and would not provide significant additional highways capacity in the longer term. Although this option performs best when measured against the HE's Benefit to Cost Ratio, this appears to be largely because it is low cost and requires limited mitigation, rather than because it offers substantial benefits to vehicle and non-vehicle users. It should also be noted that this option at £47 million falls well below the stated Road Investment Strategy budget of £100 - £250 million which has been promised for the A27 Bypass improvements.

## Option 3A

This is a variant of Option 3, but includes a grade separated junction with flyover at the Bognor junction rather than a traffic signal controlled roundabout, and also proposes widening the A27 to three lanes each way between the Fishbourne and Bognor junctions. The overall journey time savings for this option are similar although slightly below those for Option 1, as are the construction costs. Compared to Option 1, this option includes a ‘hamburger’ roundabout design at Fishbourne rather than a grade separated flyover, resulting in less significant impacts on landscape and the historic environment. However, the reduced impact on biodiversity at Fishbourne is counter-balanced by a greater impact on the Chichester Gravel Pits and Leythorne Meadow SNCI, where it would require greater land take than any other option. As with Option 1A, it is also forecast to lead to a slight increase in accidents and it performs least well against the HE’s Benefit to Cost Ratio (although only by a relatively small margin). Generally, Option 3A appears to provide a reasonable alternative to Option 1, if the A27 flyover at Fishbourne is considered to have too great an environmental impact, but still falls a long way short of Option 2 in terms of journey time savings and increased reliability.

## Overall Conclusion

**Based on the information provided as part of the current consultation, the Council considers that Option 2 appears to offer the greatest long term benefits for the Chichester area. This option clearly performs best in terms of travel and accessibility, providing the greatest reductions in journey times, the greatest improvements in journey time reliability and the best performance in reducing accidents. These benefits would occur not only along the A27 itself, but also to/from Chichester city, whilst the Stockbridge Link Road offers potential journey improvements to/from the Manhood Peninsula. As such, the Council considers that Option 2 (or an amended version of it) offers the greatest potential to support economic growth and future development and would therefore provide most benefit for local residents, businesses and visitors to Chichester District. Option 1 or Option 3A appear to provide some journey time benefits, although not to the same extent as Option 2, and principally for journeys along the A27, with much less benefit for journeys to/from the Peninsula.**

**Option 2 (or an amended version of it) would increase the potential to plan for future development needs in locations which are most sustainable overall, rather than reaching a future scenario where the location of new development is dictated largely by highways capacity. These advantages will need to be balanced against the potentially significant impacts on the landscape, natural and historic environment, and the loss of land and property. Further**

**assessment will be needed through additional studies and design work once a preferred scheme has been identified by the DfT.**

**The Council is concerned that a relatively small scale A27 improvement such as Option 3 would be likely to constrain local economic growth and the scope for planning future housing and other development, and would also limit the locations where such development could be supported. If the DfT funded scheme does not release significant additional capacity on the A27 and local road network, it is not clear how far any additional highways and transport improvements needed to support new development could be funded through developer contributions or other sources available to the Council and WSCC. It should be noted that the current Local Plan measures already require significant developer funding towards transport mitigation collected through S278/S106 agreements and the Community Infrastructure Levy (CIL) (over £20 million, including local transport improvements and ‘Smarter Choices’ as well as the A27 mitigation).**

## **Other Comments**

### Council-owned land at Terminus Road

The Council notes that the proposed diversion of Terminus Road to join Cathedral Way (Options 1, 1A, 2 & 3A) would involve routeing the road on an embankment across District Council owned land. The schematic plans in the Consultation Brochure show the land as wooded, but it is in fact industrial land. If these road alterations were to take place, the Council would require an access spur from the new link road to access around 3 acres of employment land to the south.

The Council will be commencing construction of an Enterprise Centre in autumn 2016 on land to the east of Cathedral Way to the north of the proposed new section of Terminus Road. The construction works associated with the Fishbourne Roundabout and Terminus Road alterations are likely to have a detrimental effect on gaining and retaining tenants for the building. There may also be an increase in noise levels associated with the Terminus Road alteration once complete as the proposed re-routeing would bring traffic closer to the site of the proposed building. There is also a visual impact associated with having cars queuing on this new embankment to access Cathedral Way.

The Council wishes to seek assurance that HE will take into account the impacts of diverting Terminus Road on the Council’s land, and will ensure that the Council’s future development proposals are not compromised and that any impacts will be addressed.

### Duty under Section 85 of the Countryside and Rights of Way Act 2000



The Council wishes to highlight that Section 85 of the Countryside and Rights of Way Act 2000 sets a general duty on all relevant authorities to “have regard to the purpose of conserving or enhancing the natural beauty” of AONBs when coming to any decisions or carrying out activities relating to or affecting land within these areas. Activities and developments outside the boundaries of AONBs that have an impact within the designated area are also covered by the ‘duty of regard’.’ As noted in the comments above, the proposals for the Fishbourne junction, particularly the grade separated flyover, would encroach into the Chichester Harbour AONB and would have significant adverse impacts on the landscape, cultural heritage and nature conservation within the AONB.

The Council therefore requests that Highways England set out formally how it proposes to meet its duty under Section 85 with regard to the impacts of the A27 proposals on the Chichester Harbour AONB.

## **ANNEX**

### **Specific Comments on Further Work Requirements and Design Mitigation**

In the Annex below, the Council provides comments on the additional work that should be undertaken and specific measures that should be taken into account at the detailed scheme design stage.

#### **General comments**

##### Landscape & visual impact

- A full Landscape and Visual Impact Assessment (LVIA) is needed inform the A27 scheme selection process, addressing each of the individual junction and road improvement proposals. This should determine where structures may be visible from, and their impact on receptors, which should inform the further development of the options and land acquisition strategy.
- Proposals need to show clearly that the land-take required for vegetative screening has been taken into account and that highway land at junctions will be planted. Some options create quite large areas which would appear to offer potential for useful screening. The extent of land acquisition needs to be confirmed, allowing sufficient space to enable mitigation planting to be undertaken.

##### Historic environment

- The coastal plain surrounding Chichester has medium to high archaeological potential which could be adversely affected by the A27 proposals. This is particularly relevant for the major new constructions proposed (e.g the SLR, diversion of Vinnetrow Road, and widening of the A27) and any works associated with the altered junction proposals. Archaeological investigations and recording will need to be undertaken ahead of and during construction, and any impacts mitigated by preservation of significance.

##### Nature conservation/biodiversity

- Loss of habitat and severance of habitat and wildlife corridors should be considered and planned for at the design stage.
- Compensation would be required for habitat losses (e.g Loss of lakes associated with Chichester Gravel Pits and Leythorne Meadow SNCI, and potential loss of habitat at Fishbourne Meadows SNCI, Chichester Canal SNCI, and along the River Lavant).

- Like for like replacement of habitat may be required, in particular bankside habitat for water voles.
- Lost hedgerows should be replaced where possible in the same location, with species-rich continuous intact hedgerows along the carriageway.

### Air quality

- For the construction phase, the ESR sets out Best Practicable Means in the design of site layout and operational practice so as to prevent and minimise air quality impact. At this stage the proposals look adequately scoped and detailed to provide appropriate mitigation, however the BPM proposals will need to be worked up into more site specific detail once the final scheme is decided.
- Further detailed air quality modelling should be undertaken for the final chosen scheme, in order to enable a greater understanding of the wider air quality impacts along the A27 corridor. The ESR provides no commentary on locations compliant with the NO<sub>2</sub> Objective but where air quality might be negatively impacted by the schemes' proposals (e.g some properties where an additional carriageway brings traffic closer to existing residential properties).

### Noise and vibration

- For all Scheme options the number of properties exposed to a higher noise level increases due to improved flows and speed of vehicles. The elevation of the new interchanges/carriageway will also result in greater noise propagation to some extent.
- As all options would affect noise levels across a wide area, it is recommended that a Detailed Level of assessment in accordance with the Design Manual for Roads and Bridges (DMRB) is undertaken at the next stage.
- Once a preferred scheme is selected, detailed modelling should be undertaken which should model as far as is possible the real world situation should the chosen option be implemented. This should include an extensive and detailed noise survey in order to adequately characterise the baseline noise environment.
- For the construction phase, noise levels for typical activities at typical distances are known. Without mitigation, Significant Observed Adverse Effect Level (SOAEL) values (defined in the Noise Policy Statement for England) would be exceeded for some activities, and thus mitigation would be required for those properties within 25m from the works, and in some cases for properties within 50m for particularly noisy activities. The extent and nature of mitigation should be determined as data on construction technique, methodology and duration becomes available.
- For the operational phase, noise mitigation should comprise the following:
  - Thin surface course; and

- Acoustic barriers. The locations of these are yet to be refined, however will be additional to, or in some locations will replace, existing barrier provision.

### Drainage & water environment

- Flood risk general - A full flood risk assessment will be required for the scheme which is to be taken forward to detailed design. The Environment Agency will provide comments on fluvial and tidal flooding, with WSCC providing comments on local flood risk.
- At this stage tidal flood risk has scoped out, but further work should be undertaken to show that extreme water levels covering the lifetime of the development have been considered before this approach is acceptable. All flows, including over and underground will need to be maintained, and there must be no net loss of flood storage.
- Suitable flood resilience should be built into the design, e.g finished road levels, and maintaining flood storage and flow paths.
- SUDS should be incorporated into the junction and road designs to reduce risk of pollution incidents.
- Surface water drainage - At this stage there is limited detail on how the proposals will be drained. The principals have been set which include the use of SUDS designed for the 1 in 100yr event +30% for climate change, and that any discharge does not exceed the existing. Preference should be given to infiltration, which should be practical given the local geology. A detailed surface water drainage scheme will be required at a later stage once the preferred option has been selected.

### Connectivity & non-car modes

- The A27 scheme proposals should provide non-motorised users with enhanced routes (including pedestrian/cycle and public transport), otherwise an increase in private car use is inevitable especially as new development comes forward.
- Existing cycle and pedestrian routes that cross the A27 should be maintained (and where possible enhanced) or a suitable alternative route provided. This includes a number of routes which are well used by local residents for commuting and other day to day activities, and/or are important for leisure and tourism (e.g the Chichester Canal path, Chichester-Bognor cycle route, Fishbourne underpass, Stockbridge footbridge, Whyke dual use bridge, and the pedestrian crossing at the Oving junction).
- Provision should also be made to enable access by non-car modes to planned new developments (e.g Shopwhyke Lakes, the MOD Fuel Depot site, and the planned free school at the former Carmelite Convent in Hunston).
- Design of junction and highways improvements should encourage non-car modes. Where possible, cycle and pedestrian routes should be segregated from vehicular traffic in order to optimise the attractiveness and safety of related

infrastructure. At grade cycle/pedestrian crossings at the A27 junctions would present a safety risk and should be avoided where possible. Consideration should be given to signing and other measures to encourage use of grade separated crossings.

### Infrastructure impacts

The A27 Bypass proposals will have a range of impacts on existing infrastructure, requiring relocation, diversion or replacement of existing facilities. Planning for these should be included at an early stage and considered in relation to existing and proposed vegetation, landscape features, historic materials, views. For example:

- Utility diversions –construction access, easements, other constraints;
- Electrical services to signals, lighting and other installations, including cabling and cabinets;
- Signing including minor signs;
- Barriers and additional structures;
- Drainage installations - treatment of headwalls and outfalls; and
- Maintenance access requirements. These should be realistic, but designed to enable other objectives to be met.

### **Comments on individual junctions and proposals**

#### Fishbourne junction

All options

- Junction improvements would include land in Flood Zones 2 and 3, and therefore suitable resilience should be built into the design, e.g finished road levels, and maintaining flood storage and flow paths.

Grade separation / flyover (Options 1, 1A and 2)

- Detailed design should seek to mitigate adverse impacts on the landscape and historic environment, in particular Chichester Harbour AONB, Fishbourne Conservation Area (particularly the Grade II listed buildings group, including Fishbourne Church, Manor and Manor Barn), Lawrence Farmhouse (locally listed) and long distance views of Chichester Cathedral and to/from the South Downs.
- Design should seek as far as possible to limit the height of the flyover and adjust levels. Treatment of the flyover is important – material finishes (recessive, non-reflective). Structures on elevated carriageway (e.g signs, lighting columns) will be particularly intrusive.

- Trees within the central roundabout (shown grassed) would be important to break up the impact of the highest section of the flyover. However, tree planting should consider the impact on long distance views from the AONB towards the Cathedral and South Downs.
- Land take should allow for adequate planting to south side of new alignment of Fishbourne Road and new junction with the south part of Appledram Lane.
- The former end of Terminus Road following diversion should be broken out properly and restored to provide mitigation planting.
- Potential impacts from lighting on elevated structures on the setting of the Chichester City Walls Scheduled Monument, Fishbourne Roman site Scheduled Monument, Fishbourne Conservation Area, and the Grade II listed Fishbourne Church, Manor and Manor Barn) should be considered at the detailed design stage.
- It is unclear whether the dual use cycle/pedestrian underpass at Fishbourne Road East (and the link across the A259 to Appledram Lane) will be affected by the proposed carriageway alterations or during the construction phase. Detailed design should give consideration to maintaining this link or providing a suitable alternative route across the A27.
- Detailed design work will need to consider loss of habitats and potential adverse impact on Fishbourne Meadows SNCI and along the River Lavant, and provide suitable mitigation/compensation.

#### Signalised 'hamburger' roundabout (Options and 3A)

- Improve links for non-motorised users
- Planting, including trees, to the split halves of roundabout important.
- Bus priority should be introduced into the proposed signal controls.

#### Stockbridge junction

##### All options

- Junction improvements would include land in Flood Zones 2 and 3, therefore suitable resilience should be built into the design, e.g finished road levels, and maintaining flood storage and flow paths.

##### Signalised junction (Options 1, 3 and 3A)

- Mitigation planting should be provided for all highway boundaries
- Splitter islands should remain green.
- Signing and structures should be minimised to avoid clutter.
- Bus priority should be introduced into the proposed signal controls.

- The existing footbridge across the A27 is inadequate for cyclists and should ideally be replaced by a new dual use cycle/pedestrian bridge (as proposed in Option 3A). Unless a well-designed replacement bridge is provided, the introduction of traffic signals is likely to encourage cyclists to seek to cross the A27 at grade causing safety issues.

#### A286 Flyover (Option 2)

- Detailed design should seek to mitigate adverse impacts on the landscape and historic environment, in particular Stockbridge House (Grade II listed), Chichester Conservation Area and Chichester Canal. Design should seek as far as possible to limit the height of the flyover and adjust levels. The potential should be considered to alter the route of the flyover to avoid the demolition of Stockbridge House.
- Screening will be essential to integrate the bridge at each end.
- The buffer between the road and housing should be improved wherever possible, with planting to mitigate loss of existing trees.
- The full extent of acquired land (existing houses) should be used to provide buffer planting.
- The footway/cycleway shown along the A286 Stockbridge Road flyover should be segregated from the road for cyclists as well as pedestrians.

#### Whyke junction

##### All options

- Junction improvements would include land in Flood Zones 2 and 3, therefore suitable resilience should be built into the design, e.g finished road levels, and maintaining flood storage and flow paths.
- Detailed design work will need to consider loss of habitats and potential adverse impact on Chichester Gravel Pits and Leythorne Meadow SNCI, and provide suitable mitigation/compensation.

##### Signalised junction (Options 1, 3 and 3A)

- Mitigation planting should be provided for all highway boundaries
- Splitter islands should remain green.
- Signing and structures should be minimised to avoid clutter.
- Bus priority should be introduced into the proposed signal controls.

##### B2145 Flyover (Option 2)

- Detailed design should seek to mitigate adverse impacts on the landscape and historic environment, in particular Whyke Lodge and the Carmelite Convent sites (both locally listed). Design should seek as far as possible to limit the height of the flyover and adjust levels.
- Trees should be included at the north end of bridge, where shown as grass, to enable this end of bridge to be partially screened.
- Embankments on the south side of bridge should be planted.

### Bognor junction

- All Options appear to remove the existing dual use cycle/pedestrian bridge over the A27, which is an important link in the Chichester to Bognor cycle route. The design of the grade separated A27/A259 junction and realigned Vinnetrow Road/A259 junction (Options 1, 1A, 2 and 3A) requires an optimally engineered solution that provides a safe, segregated and reasonable direct cycle route, seeking to avoid (or as far as possible minimise) any conflict between cyclists and vehicles. Similar considerations would apply to the enlarged signalised roundabout proposed in Option 3.
- The junction design should also enable cycle and pedestrian access to the MOD Fuel Depot site which is proposed for redevelopment and now has an extant planning permission for retail and employment uses.
- Junction improvements would include land in Flood Zones 2 and 3, therefore suitable resilience should be built into the design, e.g finished road levels, and maintaining flood storage & flow paths.

### Grade separation / flyover (Options 1, 1A, 2 and 3A)

- Detailed design should seek to mitigate adverse impacts on the landscape and historic environment (although much less than for Fishbourne junction), including views towards Chichester Cathedral and the South Downs and the impacts on Brick Kiln Farm.
- Treatment of the flyover and railway bridge is important – material finishes (recessive, non-reflective). Structures on elevated carriageway (.e g signs, lighting columns) will be particularly intrusive.
- Buffer vegetation should be provided to screen the industrial / retail outlets at the roundabout, and along the A27 in each direction, particularly adjoining lakes to the south, where it cannot be replaced. Sufficient land take is needed to accommodate replacement planting.
- Trees should be included on the central area either side of the flyover to reduce its visual impact.
- The lighting of elevated structures associated with the flyover might have a slight adverse impact on the setting of the Chichester City Walls Scheduled Monument, which should be considered at the detailed design stage.



- Detailed design work will need to consider loss of habitats and potential adverse impact on Chichester Gravel Pits and Leythorne Meadow SNCI, and provide suitable mitigation/compensation.
- New hedgerow should be provided to offset the loss of existing hedgerow resulting from diversion of Vinnetrov Road. Consideration should also be given to use of the 'spare' land between the Vinnetrov Road diversion and A27 flyover for SUDS.

#### Signal controlled roundabout (Option 3)

- Bus priority should be introduced into the proposed signal controls.

#### Oving junction

##### All options

- The upgraded A27 pedestrian/cycle crossing proposed as part of the Shopwyke Lakes development should be included in any design proposals for the junction (the proposed crossing is not shown on the A27 scheme plans in the Consultation Brochure).
- The roadside environment on the city side of the A27 should be enhanced with new planting. Existing vegetation on the east side should be protected by careful routing of the proposed footway. Existing hedgerow should be extended with new planting on the south-east boundary.
- Signing and structures should be minimised to avoid clutter.
- Junction improvements would include land in Flood Zones 2 and 3, therefore suitable resilience should be built into the design, e.g finished road levels, and maintaining flood storage and flow paths.

#### Portfield junction

##### All options

- Existing pedestrian and cycle links around the junction should be improved, and provision made for future east-west links to the Shopwyke Lakes development area. Green buffers should be maintained and/or provided for footways.
- Green buffers and quality of environment should be maintained, particularly the narrow buffer to the retail sites.
- Junction improvements would include land in Flood Zones 2 and 3, therefore suitable resilience should be built into the design, e.g finished road levels, and maintaining flood storage and flow paths.

### Stockbridge Link Road (Option 2)

- Detailed design should seek to mitigate adverse impacts on the landscape and historic environment, in particular the Chichester Canal and views of Chichester Cathedral, Fishbourne Conservation Area and the Grade II Listed Buildings Group (Fishbourne Church, Manor and Manor Barn), Donnington Manor and associated Manor Farm (Grade II listed), Lawrence Farmhouse (locally listed) and historic field patterns.
- The SLR would result in substantial loss of habitat, severance and adverse impact, including the Fishbourne Meadows SNCI, Chichester Canal SNCI, and along the River Lavant. Potential loss of habitat and impacts should be considered and planned for at the design stage. Compensation should be provided for habitat losses, replacing like for like, particular bankside habitat for water voles. Habitat enhancement measures should be incorporated where possible. Land take should be sufficient to allow for loss of vegetation and habitat to be mitigated.
- Screening hedgerow and vegetation should be planted to mitigate loss of tranquillity and visual intrusion of junctions, New hedgerows should be linked to existing to re-establish coherent field boundaries and wildlife corridors, but without prejudicing the long views to the South Downs and Chichester Cathedral. Lost hedgerows should be replaced where possible in the same location, with species-rich continuous intact hedgerows along the carriageway
- The loss of Mile Pond is unacceptable and mitigation should be provided.
- Signing and structures should be minimised.
- Links for non-motorised users should be provided to encourage alternative modes of travel, and re-establish rights of way where disrupted.
- Design proposals for the bridging of the Chichester Canal should take account of the Council's long term aspiration to assist the provision of through navigation or enhancement of the Canal as set out in Policy 53 of the Chichester Local Plan Key Policies 2014-2029.
- The SLR intersects the River Lavant twice, increasing risk of pollution which will need to be planned for.
- The SLR intercepts flood extents, Main River, Ordinary Watercourses and a pond, with has the potential to increase flood risk off-site.
- The SLR route is adjacent to the tidal flood extent. The Flood Risk Appraisal does not consider tidal flooding, but should, given future predicted sea level rise. Scheme should mitigate for the extreme sea level events for the lifetime of the development (EA to confirm).

### A27 widening between Fishbourne to Bognor junctions (Option 3A)

- Detailed design should seek to mitigate adverse impacts on the landscape and historic environment, in particular the site of Kingsham House and Garden and

locally listed Barn, Chichester Canal (including the locally listed Poyntz Swing Bridge), Lawrence Farmhouse and Whyke Lodge (both locally listed).

- The widening of the A27 between the Stockbridge and Whyke junctions would potentially lead to the loss of the dual use footway/cycleway that runs parallel to the north side of the A27. This path connects parts of the community to the Chichester Boys High School, Chichester Canal and other destinations. Design proposals should give consideration to alternative/ replacement provision for cyclists and pedestrians.
- Land should be acquired to ensure that a buffer strip is retained, with sufficient planting to achieve screening.
- Design and treatment of the highway boundary should be sympathetic to the character of the Chichester Canal.
- Detailed design work will need to consider loss of habitats and potential adverse impact on Chichester Gravel Pits and Leythorne Meadow SNCI, and provide suitable mitigation/compensation.
- Additional carriageway has the potential to alter local flood extents, therefore suitable resilience should be built into the design, e.g finished road levels, and maintaining flood storage and flow paths.

Chichester District Council

THE CABINET

20 September 2016

**Making the Chidham and Hambrook  
Neighbourhood Development Plan**

**1. Contacts**

**Report Author:**

Valerie Dobson  
Tel: 01243 534594

Neighbourhood Planning Officer  
E-mail: [vdobson@chichester.gov.uk](mailto:vdobson@chichester.gov.uk)

**Cabinet Member:**

Susan Taylor  
Tel: 01243 514034

Cabinet Member for Housing and Planning  
E-mail: [sttaylor@chichester.gov.uk](mailto:sttaylor@chichester.gov.uk)

**2. Recommendations**

- 2.1. That the Cabinet recommends to the Council that it makes the Chidham and Hambrook Neighbourhood Development Plan part of the Development Plan for Chichester District (excluding the area within the South Downs National Park).**

**3. Background**

- 3.1. At its meeting on 3 May 2016 Cabinet approved the Chidham and Hambrook Neighbourhood Plan Examiner's recommendations that the Plan should proceed to referendum subject to modifications and approved the Decision Statement. The Plan has now subsequently proceeded to referendum on 13 September 2016. The referendum met the requirements of the *Localism Act 2011* and the *Neighbourhood Planning (Referendums) Regulations 2012*. This report has been prepared in anticipation of a favourable referendum result. Should this not be the case this item will be withdrawn. A verbal update on the referendum results will be available at the meeting. Provided that more than 50% of those who voted in the parish were in favour of the plan being used to help decide planning applications in the plan area, then the neighbourhood plan can be 'made'.
- 3.2. Accordingly, subject to a favourable referendum result, it is recommended that the Chidham and Hambrook Neighbourhood Plan is made part of the Development Plan for Chichester District (excluding the area within the South Downs National Park). A copy of the Neighbourhood Plan has been placed in the Members' Room and is available on the Council's website.
- 3.3. Chichester District Council will publish a formal decision statement as required under the *Neighbourhood Planning (General) Regulations 2012*.

**4. Outcomes to be Achieved**

- 4.1. A community based statutory plan that can be used to identify local features of importance and to guide future development in the plan area.

## 5. Proposal

- 5.1. That the Chidham and Hambrook Neighbourhood Plan be made so that it forms part of the Development Plan for Chichester District (excluding the area within the South Downs National Park).

## 6. Alternatives Considered

- 6.1. Paragraph 38A (4) (a) of the *Planning and Compulsory Purchase Act 2004* requires that Chichester District Council must make the neighbourhood plan if more than half of those voting have voted in favour of the plan being used to help decide planning applications in the plan area. Chichester District Council is not subject to this duty if (and only if) the making of the plan would breach or would otherwise be incompatible with any EU obligation or any of the Convention rights (within the meaning of the *Human Rights Act 1998*).

## 7. Resource and Legal Implications

- 7.1. None.

## 8. Consultation

- 8.1. Chidham and Hambrook Parish Council, the local community and local members have been involved throughout the process of preparation of the neighbourhood plan.

## 9. Community Impact and Corporate Risks

- 9.1. There has been strong community involvement throughout the development of the Neighbourhood Plan. There are no additional corporate risks to making the plan.

## 10. Other Implications

| Are there any implications for the following? |     |    |
|---|-----|----|
|   | Yes | No |
| <b>Crime and Disorder</b>                     |     | X  |
| <b>Climate Change</b>                         |     | X  |
| <b>Human Rights and Equality Impact</b>       |     | X  |
| <b>Safeguarding and Early Help</b>            |     | X  |
| <b>Other</b> (please specify) eg biodiversity |     | X  |

## 11. Background Papers

- 11.1 None

## 12. Appendices

- 12.1 None

**Chichester District Council**

**THE CABINET**

**20 September 2016**

**Approval of the Infrastructure Business Plan 2017-22 for consultation with the City, Town and Parish Councils and key Infrastructure Delivery Commissioners**

**1. Contacts**

**Report Author**

Karen Dower – Principal Planning Policy Officer (Infrastructure Planning)

Telephone: 01243 521049

E-mail: [kdower@chichester.gov.uk](mailto:kdower@chichester.gov.uk)

**Cabinet Member**

Susan Taylor – Cabinet Member for Housing and Planning

Telephone: 01243 514034

E-mail: [sttaylor@chichester.gov.uk](mailto:sttaylor@chichester.gov.uk)

**2. Recommendation**

- 2.1. That the Cabinet recommends to the Council that it approves the Infrastructure Business Plan 2017-2022 for consultation with the city, town and parish councils, neighbouring local authorities including the South Downs National Park Authority and key infrastructure delivery commissioners for a period of six weeks from 3 October to 14 November 2016.**

**3. Background**

- 3.1 The draft Infrastructure Business Plan (IBP) appended to this report prioritises the strategic and local infrastructure projects from the Infrastructure Delivery Plan (IDP) necessary to deliver the growth identified in the Chichester Local Plan, particularly within the five year period 2017- 2022. It has been put together by the joint CDC/WSCC (Infrastructure and Growth) officers group.
- 3.2 Candidate projects were identified with assistance from officers within CDC and WSCC, key infrastructure delivery commissioners and city, town and parish councils. The IBP sets out the methodology for selecting which infrastructure projects have been prioritised for funding from the Community Infrastructure Levy (CIL), which ones will be funded from S106/S278 and which infrastructure projects are to be, or would need to be, funded from other sources.
- 3.3 Projects that have identified other sources of funding to contribute towards CIL projects, or where Parishes have agreed to pool their CIL to fund a mutually beneficial infrastructure project, or where the County Council, District Council or parishes have identified the same project, are also more likely to be chosen for inclusion for funding through the IBP process.

- 3.4 Projects to be funded from S106 have been identified as 'committed', this is because the required infrastructure is directly related to providing mitigation related to a site specific proposal (up to five separate planning obligations can be pooled). These infrastructure projects do not need to be prioritised as there is more certainty that they will be provided alongside the development.
- 3.5 Projects to be funded from the CIL relate to the cumulative growth of the area, and are not restricted by pooling. These projects need to be prioritised because the amount of anticipated CIL receipts will be insufficient to fund all the projects that have been put forward.
- 3.6 The criteria for prioritising projects are set out in section 4 of the IBP. The projects selected to be funded from the CIL are those that relate to the cumulative impact of development associated with the Local Plan, or help to unlock growth. The IBP provides a strategy to ensure that a balanced approach has been taken in selecting the projects to be funded from CIL. It should be noted that the total cost of projects capable of being funded from the CIL exceeds the amount of CIL expected to be collected. This will mean that other sources of funding will need to be identified to fill the funding gap, or hard choices about prioritisation will have to be made.
- 3.7 The Infrastructure Joint Member Liaison Group (IJMLG) met on 2<sup>nd</sup> September 2016, and the CIL spending plan (IBP Section 4, table 11 page 54) reflects their views about which projects should be selected for funding within the next five years (projects highlighted in yellow). However, the IJMLG requested that further work is undertaken to justify the amount of CIL requested in respect of Smarter Choices, Education and Health Infrastructure (IBP projects 350, 651, 652, 653, 330, 331, 536, 332, and 398). It should be noted that only the projects identified for funding in 2017/18 can be guaranteed, this is because the amount of money to be collected from the CIL in future years is a best estimate, and will not be certain until the CIL monies have been collected.

#### **4. Outcomes to be Achieved**

- 4.1 The approval of this IBP for consultation relies on the collaboration of all three tiers of local government, at county, district and parish level and provides the opportunity for formal comments from stakeholders. The IBP will also provide a framework that may result in closer working relationships with the infrastructure providers, resulting in a move away from reactive planning (once a planning application is received) to a more proactive approach to infrastructure provision to mitigate the cumulative impact of development.
- 4.2 The IBP provides a transparent methodology to show why certain projects have been selected for funding above others. The IBP also identifies other potential sources of funding and sets out where other funding sources may need to be identified, in order to make best use of the CIL.
- 4.3 Once the consultation has ended, officers will report any suggested amendments, including the further information detailed at paragraph 3.7 above back to the CDC/WSCC Joint Member Liaison Group for consideration, before the IBP is further considered by Cabinet in February 2017 and Council for approval in March 2017.

## **5. Proposal**

- 5.1 The main purpose of this report is to recommend approval of this IBP for consultation with those who were invited to identify necessary infrastructure projects and their own infrastructure plans for inclusion within the IBP, and to offer them an opportunity to influence which projects are selected to be funded from the CIL. Those consulted are asked to consider whether the Council has correctly categorised the projects within each phase, according to the methodology within the IBP, and to ensure that the relevant infrastructure provider can deliver the infrastructure within the given timeframe.

## **6. Alternatives Considered**

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

## **7. Resource and Legal Implications**

- 7.1 The projects selected for CIL funding must be in accordance with the Council's published regulation 123 list. This is to comply with the CIL Regulations.

## **8. Consultation**

- 8.1 The projects within this IBP were identified through informal consultation with West Sussex County Council; key infrastructure providers, and the City, Town and Parish Councils. In the case of the latter, workshop sessions were held on 26 and 29 April 2016 for those that wanted to attend, and were followed up with reminders via email. This report is to approve the draft IBP for further consultation with those who were invited to contribute (particularly given that parish priorities may have changed or projects progress needs to be updated) to give them a further opportunity to influence and comment on the IBP before it is finalised.

## **9. Community Impact and Corporate Risks**

- 9.1 Once approved, this IBP will provide transparency about which projects will be funded from the CIL within the second five year rolling period, and which infrastructure projects will be funded from other sources. It will enable the Council to have more control to ensure that infrastructure will be provided in time to accompany new development. The risks are as follows:
- That further changes are made to the CIL regulations which will remove types of development from paying the levy, creating a larger funding gap than identified in this IBP;
  - That other sources of funding fail to materialise;



- That consensus is not reached over which projects should be prioritised for CIL funding;
- That infrastructure delivery commissioner(s) funding priorities change;
- That identified sources for part-funding are withdrawn;
- That the Parishes will not spend their CIL within five years of receipt, and thus the District Council may ask for its return;
- That agreement is not reached over the monitoring arrangements with our CIL partners; and
- That the total amount of infrastructure provided is insufficient to mitigate the impact of development.

## 10. Other Implications

|   |      |
|---|------|
| <b>Crime and Disorder</b>                     | None |
| <b>Climate Change</b>                         | None |
| <b>Human Rights and Equality Impact</b>       | None |
| <b>Safeguarding</b>                           | None |
| <b>Other</b> (please specify) eg biodiversity | None |

## 11. Appendices

- 11.1 Draft Infrastructure Business Plan 2017-2022 (pages 71 to 130)

**[Note** The appendices A to G to the appendix to the report have not been printed with these agenda papers but are available electronically on the relevant committee papers page on Chichester District Council's website or as a hard copy in the Members Room at East Pallant House]

# Chichester District Council Infrastructure Business Plan

2017/2022



3rd draft August 2016

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

## **Contents**

## **Page No.**

|  |       |
|--|-------|
| Foreword                                       | 3-4   |
| How to use this document                       | 5     |
| 1. Executive Summary                           | 6-10  |
| 2. Purpose of the Infrastructure Business Plan | 11-15 |
| 3. Infrastructure Projects                     | 16-27 |
| 4. CIL Infrastructure Prioritisation           | 28-30 |
| 5. CIL Implementation Plan                     | 31-40 |
| 6. Cashflow and Spending Plan                  | 41-55 |
| 7. Implementation, Monitoring & Governance     | 56-58 |
| 8. Conclusions                                 | 59    |

## **Appendices**

|  |         |
|--|---------|
| A. Full Infrastructure Project list      |         |
| City, Town & Parish Projects             | 61-102  |
| Chichester District Council Projects     | 102-121 |
| West Sussex County Council Projects      | 122-140 |
| Infrastructure Commissioners Projects    | 140-147 |
| B. CIL Applicable Housing Trajectory     | 148-149 |
| C. Infrastructure Prioritisation Process | 150     |
| D. Funding Source Review                 | 151-167 |
| E. Project Pro-forma                     | 168     |
| F. Regulation 123 list                   | 169-170 |
| G. IBP Glossary                          | 171     |

# Foreword

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

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

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

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

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

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

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

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

Some of the Community Infrastructure Levy will be passed to the parish councils to be spent on infrastructure of their choice. Parishes which don't have a Neighbourhood Plan will get 15% of the total amount of CIL collected from new development in the

parish (capped at £100 per existing Council tax dwelling each year). This increases to 25% (uncapped) for those that have Neighbourhood Plans in place.

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

Councillor Susan Taylor  
Cabinet Member for Housing and Planning

## How to use this document

The Executive Summary, pages 6-9 summarises the key information contained within this document. The sections within the main body of the document provide this information in greater detail and the appendices provide further useful reference material.

Section 4, pages 27-29 shows the criteria for prioritising projects.

Section 5, pages 30-36, table 3 lists CIL projects which have been identified to be delivered in the first five years into the priority categories using the methodology in section 4.

Section 6, pages 37-51, table 4 shows the amount of homes to be delivered in each parish, together with the total estimated CIL receipts for the Local Plan period. Table 5 shows the estimated amount of CIL receipts to be handed over to each parish if Neighbourhood Plans are in place, this is broken down year by year for the first five years. Table 6 shows the estimated amount of CIL receipts to be handed over to each parish if Neighbourhood Plans are not in place, this is broken down year by year for the first five years. This information should be used by the City, Town and Parish Councils when selecting and prioritising their own CIL spending projects.

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

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

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

Section 8, page 55 provides the conclusions.

# 1 Executive Summary

## The Purpose of the Infrastructure Business Plan

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

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

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

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

### Policy Context

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

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

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

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

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

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

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

### **Infrastructure Projects**

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

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



### **CIL Infrastructure Prioritisation**

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

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

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

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

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

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

### **CIL Implementation Plan**

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

1.17 The joint Chichester District Council/West Sussex County Council officers (Growth and Infrastructure) Group will work with stakeholders in order to refine projects to facilitate the production of a more detailed understanding of cashflow modelling. A clear understanding of CIL receipts against anticipated expenditure requirements is essential to provide a robust Infrastructure Business Plan that can effectively manage the call on resources and requirements to mitigate pressures arising from growth. The ability to identify appropriate funding sources is essential given the anticipated funding gap. Table 3 in section 5 summarises the projects identified for the short term (2016-2021) to date, where the costs/phasing is known. This will change as further project information is known.

## Cashflow and Spending Plan

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

|  | Year 2017/18  | Year 2018/19  | Year 2019/20   | Year 2020/21  | Year 2021/22  |
|--|---|---|--|---|---|
| Actual CIL demanded at 10 Aug 2016<br>£536,090.40  | Expected CIL income<br>£347,760   | Expected CIL income<br>1,947,960  | Expected CIL income<br>2,230,200   | Expected CIL income 2,240,280   | Expected CIL income<br>£2,419,200   |
|  | Less 25% = 260,820  | Less 25% = 1,460,970  | Less 25% = 1,672,650   | Less 25% = 1,680,210  | Less 25% =<br>£1,814,400  |
|  | Less 5% = <b>243,432</b>  | Less 5% = <b>1,363,572</b>  | Less 5% = <b>1,767,090</b>   | Less 5% = <b>1,568,196</b>  | Less 5% =<br><b>1,693,440</b>   |
| <b>Amount available to CDC for CIL spend once 25% Neighbourhood proportion and 5% admin costs are deducted</b> |   |   |  |   |   |
| <b>£428,872.32</b>   | <b>£243,432 +<br/>*£383,872.32 =<br/>£627,304.32</b>  | <b>£1,363,572 +<br/>*£607,304.32 =<br/>£1,970,876.30</b>  | <b>£1,767,090+<br/>*£880,876.30 =<br/>£2,647,966.30</b>  | <b>£1,568,196+<br/>*£1,272,966.30 =<br/>£2,841,162.30</b>   | <b>£1,693,400+<br/>*£41,162.30 =<br/>£1,734,562.30</b>  |
| <b>Projects selected for funding</b>   |   |   |  |   |   |
| Ambulance response post, Chichester south project 533<br>£45,000   |   | Primary School places E-W project 330 Chichester £1m (subject to further detail & evaluation)   | Primary School places Bournes. Project 331 £1m (subject to further detail & evaluation)                                      | Primary School places Manhood Peninsula. Project 332 £1m (subject to further detail & evaluation)                                   | Smarter Choices package linked to Manhood expanded schools. Project 653 £125,000 (subject to further detail & evaluation) |
|  |   | School access improvements at expanded primary school(s) Chichester. Project 657 £50,000  | Primary School places north of district. Project 536 £100,000 (subject to further detail & evaluation)                       | Medical Centre W of Chichester. Project 398 £1.3m (subject to further detail & evaluation)  |   |
|  |   |   | School access improvements at expanded primary school(s) Bournes. Project 660 £50,000  | School access improvements at Manhood. Project 659 £50,000  |   |
|  |   |   | School access improvements at expanded primary school(s) North of District. Project 661 £50,000                              | Sustainable transport corridor – City Centre to Portfield part of project 656 £50,000   |   |
|  | Enhancements to the Lavant Biodiversity Opportunity Area - the stretch of the Lavant north of the Westhampnett SDL. Project 194 £10,000 | Enhancements to the Lavant Biodiversity Opportunity Area - the stretch of the Lavant north of the Westhampnett SDL. Project 194 £40,000 | Sustainable transport corridor – City Centre to Portfield part of project 656 £25,000  | Sustainable transport corridor – City Centre to Westhampnett. Project 353 £50,000   | Sustainable transport corridor – City Centre to Portfield. Part of project 656 £425,000                                   |
|  |   |   | Smarter Choices package linked to Chichester expanded schools. Project 350 £125,000 (subject to further detail & evaluation) | Smarter Choices package linked to Bournes expanded schools. Project 651 £125,000 (subject to further detail & evaluation)           | Sustainable transport corridor – City Centre to Westhampnett. Project 353 £425,000  |
|  |   |   | Sustainable transport corridor – City Centre to Westhampnett. Project 353 £25,000  | Smarter Choices package linked to North of District expanded schools. Project 652 £125,000 (subject to further detail & evaluation) |   |
|  |   |   |  | Local land drainage East Beach Sea Outfall. Project 293 £100,000  |   |
|  | Brandy Hole Copse project 196<br>£10,000  |   |  |   |   |
| *Balance to be banked and carried forward into year 2017/18 £383,872.32  | *Balance to be banked and carried forward into year 2018/19 £607,304.32   | *Balance to be banked and carried forward into year 2019/2020 £880,876.30   | *Balance to be banked and carried forward into year 2020/21 £1,272,966.30  | *Balance to be banked and carried forward into year 2021/22 £41,162.30  | *Balance to be banked and carried forward into year 2022/23 £759,562.30   |

## Next Steps

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

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

## 2 Purpose of the Infrastructure Business Plan

### Introduction

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

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

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

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

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

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

## **Policy and legislative context**

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

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

## **The National Context**

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

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

The IBP takes into account the following aspects of the NPPF:

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

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

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

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

## **CIL Regulations**

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

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

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

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

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

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

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

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

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

### **Neighbourhood Proportion**

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

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

### **Local Context**

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

2.22 The Local Plan vision states:

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

- Find a range of jobs that match different skills and pay levels and meet their aspirations for employment;*
- Use their entrepreneurial flair to start and grow creative, innovative and competitive businesses;*
- Follow a socially responsible and more environmentally friendly way of life;*
- Pursue a healthy lifestyle and benefit from a sense of well-being supported by good access to education, health, leisure, open space and nature, sports and other essential facilities;*

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

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

#### **CIL Charging Schedule**

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

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

This charge does not apply to residential institutions (C2)



# 3 Infrastructure Projects

## Introduction

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

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

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

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

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

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

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

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

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

**Table 2: List of all projects from all funding sources (excluding City Town and Parish projects)  
Short term projects (2016-2021)**

| IBP Id  | Location           | Category             | CIL S106 Other | Planning Ref | Scheme   | Funding Sources  | Cost Range  | Total Max Cost £ |
|---------|--------------------|----------------------|----------------|--------------|--|--|---|------------------|
| IBP/288 | District Wide      | Green Infrastructure | Other          |              | Local Drainage - Local watercourse network improvements identified on the West Sussex Local Flood Risk Managements Priority List.  | WSCC   | £250k   | £250,000.00      |
| IBP/580 | District Wide      | Utility Services     | Other          |              | Broadband roll out to 13,452 premises (100% of premises) of these 9,429 (70%) connected to enable superfast fibre broadband connection. 2,372 (17.6%) connected to enable basic (between 2 and 24Mbps) fibre broadband connection. 726 premises (5.4%) built by commercial roll out or other county (cross border) | Public and commercial funding  |   | £0.00            |
| IBP/330 | East West Corridor | Education            | CIL            |              | Expansion of existing primary school(s) across the Chichester locality by up to 1/2 Form Entry   | Basic Needs Grant will need to be secured to reduce the funding required from CIL. | £2 million for half form entry Subject to feasibility & site assessment | £2,000,000.00    |
| IBP/331 | East West Corridor | Education            | CIL            |              | Expansion of existing primary schools across the Bourne locality in excess of 1/2 Form Entry   | Basic Needs Grant will need to be secured to reduce the funding required from CIL. | £2 million for half form entry Subject to feasibility & site assessment | £2,000,000.00    |

| IBP Id  | Location           | Category             | CIL S106 Other | Planning Ref | Scheme  | Funding Sources   | Cost Range   | Total Max Cost £ |
|---------|--------------------|----------------------|----------------|--------------|---|---|--|------------------|
| IBP/377 | East West Corridor | Education            | Other          |              | Academic Teaching Building  | University funded   | ca £5.9m   | £5,900,000.00    |
| IBP/378 | East West Corridor | Education            | Other          |              | Music Teaching Building   | University funded   | ca £3.5m   | £3,500,000.00    |
| IBP/329 | East West Corridor | Education            | S106           |              | Site for a 1 Form Entry primary school expandable to 2Form Entry with contributions towards a new 1Form Entry primary school from Graylingwell site   | S106 & Basic Need Grant                                     | £4.8 - £5.4m (1Form Entry)                                     | £5,400,000.00    |
| IBP/327 | East West Corridor | Education            | S106           |              | School site and provision of a new primary school for the West of Chichester SDL; 1 Form Entry initially but the site should be expandable to 2Form Entry to accommodate the latter phases of development   | S106 &WSCC (including Basic Need Grant)                     | £4.8 - £5.4m (1Form Entry)<br>£8.3 - £9.5m (2Form Entry)       | £9,500,000.00    |
| IBP/328 | East West Corridor | Education            | S106           |              | School site and provision of a new 1Form Entry primary school for the Tangmere SDL; the site should be expandable to 2Form Entry  | S106 &WSCC (including Basic Need Grant)                     | £4.8 - £5.4m (1Form Entry)<br>£8.3 - £9.5m (2Form Entry)       | £5,400,000.00    |
| IBP/307 | East West Corridor | Green Infrastructure | CIL            |              | Establishment and maintenance of an accessible Green Ring around the village of Southbourne, providing a variety of green infrastructure assets, including informal open space, allotments, a playing field, a footpath/cycleway network, children's play areas | Cost unknown, Sport England, Sustrans, WSCC, Parish Council | £? From Developer contributions, Sport England, Sustrans, WSCC | £0.00            |
| IBP/194 | East West Corridor | Green Infrastructure | CIL            |              | Enhancements to the Lavant Biodiversity Opportunity Area – enhancements to the stretch of the Lavant, north of the Westhampnett strategic development site, connecting to the SDNP.   | Cost unknown, grant funding, local fundraising.             | £38,000  | £38,000.00       |
| IBP/196 | East West Corridor | Green Infrastructure | CIL            |              | Brandy Hole Copse – restoration and enhancement works at Brandy Hole local Nature Reserve   | CIL   | £10,000  | £10,000.00       |

| IBP Id  | Location           | Category                      | CIL S106 Other | Planning Ref             | Scheme  | Funding Sources  | Cost Range  | Total Max Cost £ |
|---------|--------------------|-------------------------------|----------------|--------------------------|---|--|---|------------------|
| IBP/302 | East West Corridor | Green Infrastructure          | CIL            |                          | Resite football club (Bosham)   | Parish Council   | £500k   | £500,000.00      |
| IBP/304 | East West Corridor | Green Infrastructure          | CIL            |                          | Provision of Youth facilities (Southbourne)   | WSCC and developer contributions   | £? From WSCC, Developer contributions   | £0.00            |
| IBP/305 | East West Corridor | Green Infrastructure          | CIL            | SB/14/02800/OUT APPROVED | Provision of Artificial Grass Pitch/MUGA (Southbourne)  | Bourne Community College, WSCC, Developer contributions<br>£114,477.85 from S106 and Sport England | £700k - £1m From WSCC, Developer contributions, Sport England, Bourne Community College | £1,000,000.00    |
| IBP/306 | East West Corridor | Green Infrastructure          | CIL            |                          | Youth skate park (Southbourne)  | WSCC, Developer contributions and Parish Council   | £80k - £120k From WSCC, Developer contributions, Parish Council                         | £120,000.00      |
| IBP/308 | East West Corridor | Green Infrastructure          | S106           |                          | Amenity tree planting Harbour SPA Solent Disturbance & mitigation Project                                     | Parish Council   | £? From Developer contributions, WSCC, CDC  | £0.00            |
| IBP/398 | East West Corridor | Health                        | CIL            |                          | NHS Medical Centre West of Chichester SDL   | £3,300,000 total NHS sources/LIFT/third party development (£2m expected to be funded by LIFT)      | 3,300,000   | £3,300,000.00    |
| IBP/379 | East West Corridor | Housing                       | Other          |                          | Student Residential - Redevelopment of Havenstoke (252 new units) and redevelopment of Hammond (77 new units) | University/private funded  | ca £15m   | £15,000,000.00   |
| IBP/534 | East West Corridor | Public and Community Services | CIL            |                          | Part refurbishment of Chichester Police Station   | £700k self-fund via Sussex Police capital budget.  | £1m   | £1,000,000.00    |

| IBP Id  | Location           | Category                      | CIL S106 Other | Planning Ref               | Scheme   | Funding Sources  | Cost Range  | Total Max Cost £ |
|---------|--------------------|-------------------------------|----------------|----------------------------|--|--|---|------------------|
| IBP/533 | East West Corridor | Public and Community Services | CIL            |                            | Chichester South Ambulance Community Response Post   |  | £45,000   | £45,000.00       |
| IBP/338 | East West Corridor | Social Infrastructure         | CIL            |                            | Expansion of the services provided by Southbourne Library  | CIL  | TBC   | £0.00            |
| IBP/190 | East West Corridor | Social Infrastructure         | S106           |                            | West of Chichester – Temporary community facilities  | Provided by Developer under S106                             | Unknown   | £0.00            |
| IBP/191 | East West Corridor | Social Infrastructure         | S106           | WH/04/03947/OUT - APPROVED | Westhampnett – new Community Building  | S106 (historic receipt). S106 to be secured. New Homes Bonus | Scale of building still to be determined based on complexity of bringing together two sites | £0.00            |
| IBP/189 | East West Corridor | Social Infrastructure         | S106           | O/11/05283/OUT - APPROVED  | Shopwyke – Temporary community Facilities  | Provided by Developer under S106                             | Unknown   | £0.00            |
| IBP/658 | East West Corridor | Transport                     | CIL            |                            | City Centre cycle parking.   |  | £250,000  | £250,000.00      |
| IBP/657 | East West Corridor | Transport                     | CIL            |                            | School access improvements - Chichester. Drop off/pick up arrangements at expanded schools.  |  | £50,000   | £50,000.00       |
| IBP/656 | East West Corridor | Transport                     | CIL            |                            | Sustainable Transport Corridor - City Centre to Portfield and improvements to sustainable transport facilities on Oving Road corridor.   |  | £500,000  | £500,000.00      |
| IBP/651 | East West Corridor | Transport                     | CIL            |                            | Smarter choices package - Package of behaviour change initiatives comprised of Bikelt, Walk To and Road Safety Education Training and Publicity (ETP) at expanded schools or those near improved infrastructure such as Safer Routes to School. Bournes. | CIL  | £125,000  | £125,000.00      |

| IBP Id  | Location           | Category  | CIL S106 Other | Planning Ref               | Scheme  | Funding Sources            | Cost Range            | Total Max Cost £ |
|---------|--------------------|-----------|----------------|----------------------------|---|----------------------------|-----------------------|------------------|
| IBP/582 | East West Corridor | Transport | CIL            |                            | Railway crossing improvements at Basin Road and Southgate/Stockbridge Road  | CIL, Network Rail and WSCC |                       | £0.00            |
| IBP/350 | East West Corridor | Transport | CIL            |                            | Smarter choices package - Package of behaviour change initiatives comprised of Bikelt, Walk To and Road Safety Education Training and Publicity (ETP) at expanded schools or those near improved infrastructure such as Safer Routes to School. Chichester. | CIL                        | £125,000              | £125,000.00      |
| IBP/355 | East West Corridor | Transport | CIL            |                            | RTPI screens at key locations   |                            | £150,000 (20 screens) | £150,000.00      |
| IBP/655 | East West Corridor | Transport | CIL            |                            | Following recent Road Space Audit, area-wide parking management in West Chichester.   |                            | 250,000               | £250,000.00      |
| IBP/654 | East West Corridor | Transport | CIL            |                            | Following recent Road Space Audit, area-wide parking management in North East Chichester.   |                            | 250,000               | £250,000.00      |
| IBP/660 | East West Corridor | Transport | CIL            |                            | School access improvements - Bourne. Drop off/pick up arrangements at expanded schools.   |                            | £50,000               | £50,000.00       |
| IBP/346 | East West Corridor | Transport | S106           | O/11/05283/OUT - APPROVED  | Foot / cycle bridge across the A27 to Coach Road  | S106                       | Directly providing    | £0.00            |
| IBP/340 | East West Corridor | Transport | S106           | CC/08/03533/OUT - APPROVED | Graylingwell cycle route 1 Wellington Road – Oaklands Way   | S106                       | Directly providing    | £0.00            |
| IBP/341 | East West Corridor | Transport | S106           | CC/08/03533/OUT - APPROVED | Graylingwell cycle route 2 along north side of Westhampnett Road (opp St James' Road to connect with existing footpath rear of Story Road)  | S106                       | Directly providing    | £0.00            |
| IBP/342 | East West Corridor | Transport | S106           | CC/08/03533/OUT - APPROVED | Toucan crossing on Oaklands Way   | S106                       | Directly providing    | £0.00            |
| IBP/347 | East West Corridor | Transport | S106           | O/11/05283/OUT - APPROVED  | Shared footway / cycleway along south side of A27 to new access to Shopwyke site  | S106                       | Directly providing    | £0.00            |

| IBP Id  | Location           | Category         | CIL S106 Other | Planning Ref               | Scheme  | Funding Sources                             | Cost Range         | Total Max Cost £ |
|---------|--------------------|------------------|----------------|----------------------------|---|---|--------------------|------------------|
| IBP/348 | East West Corridor | Transport        | S106           | O/11/05283/OUT - APPROVED  | Shopwyke Road diversion   | S106  | Directly providing | £0.00            |
| IBP/539 | East West Corridor | Transport        | S106           | O/11/05283/OUT - APPROVED  | Extension/diversion of number 55 bus route  | S106  |                    | £0.00            |
| IBP/343 | East West Corridor | Transport        | S106           | CC/08/03533/OUT - APPROVED | Westhampnett Road / Portfield Way (nr Sainsbury's) junction improvement   | S106  | Directly providing | £0.00            |
| IBP/346 | East West Corridor | Transport        | S106           | O/11/05283/OUT - APPROVED  | Foot / cycle bridge across the A27 to Coach Road  | S106  | Directly providing | £0.00            |
| IBP/345 | East West Corridor | Transport        | S106           | O/11/05283/OUT - APPROVED  | Foot / cycle bridge across the A27 south of Portfield Roundabout  | S106  | Directly providing | £0.00            |
| IBP/344 | East West Corridor | Transport        | S106           | CC/08/03533/OUT - APPROVED | Kingsmead Avenue / Palmers Field Avenue traffic management  | S106  | Directly providing | £0.00            |
| IBP/339 | East West Corridor | Transport        | S278           |                            | A27 improvements to six junctions: Fishbourne (£2,5m), Stockbridge (£3.8m), Whyke (£3.2m), Bognor Road (£1.8m), Portfield (£891,360) and Oving Road (£660,960).                                   | S278 developers, WSCC and Highways England. | £12.8m             | £12,800,000.00   |
| IBP/353 | East West Corridor | Transport        | CIL            |                            | Westhampnett Road/ St Pancras/ Spitalfield Lane/ St James Road double mini roundabouts junction improvement. To include improvements to sustainable transport facilities along Westhampnett Road. | CIL   | £1.8m - £2.1m      | £2,100,000.00    |
| IBP/583 | East West Corridor | Utility Services | CIL            |                            | Free Wi-Fi in Chichester City Centre  | LEP, BID                                    | £100,000           | £100,000.00      |
| IBP/397 | East West Corridor | Utility Services | Other          |                            | Upgrade to Tangmere Wastewater treatment Works (WWTW)   | Investment by Southern Water                |                    |                  |

|         |                    |                       |       |  |  |  |   |               |
|---------|--------------------|-----------------------|-------|--|--|--|---|---------------|
| IBP/391 | East West Corridor | Utility Services      | Other |  | Water, drainage and power to support the above developments  | University, utility companies and private  | Not known as yet The cost and allocation of costs to the University, private partners and utility companies is still to be determined | £0.00         |
| IBP/332 | Manhood Peninsula  | Education             | CIL   |  | Expansion of existing primary schools across the Manhood locality in excess of 1/2 Form Entry                          | Basic Needs Grant will need to be secured to reduce the funding required from CIL. | £2 million for half form entry Subject to feasibility & site assessment   | £2,000,000.00 |
| IBP/289 | Manhood Peninsula  | Green Infrastructure  | CIL   |  | Local Drainage - Crooked Lane, Birdham Surface Water Drainage Improvements   | FDGIA/WSCC   | £100k   | £100,000.00   |
| IBP/290 | Manhood Peninsula  | Green Infrastructure  | CIL   |  | Coast Protection -Selsey – Wittering Beach Management 2016-2021  | FDGIA est. £750k<br>CDC est. £250k   | £1,000,000  | £1,000,000.00 |
| IBP/292 | Manhood Peninsula  | Green Infrastructure  | CIL   |  | Hunston - Local Drainage - Pelleys Farm Culvert Construction   | WSCC estimated £10k possible<br>CDC £5k  | £20k  | £20,000.00    |
| IBP/293 | Manhood Peninsula  | Green Infrastructure  | CIL   |  | Local land Drainage - East Beach Sea Outfall   | FDGIA / LA contributions   | £250k   | £250,000.00   |
| IBP/197 | Manhood Peninsula  | Green Infrastructure  | Other |  | FLOW Project (Fixing and Linking Our Wetlands) – improving and enhancing the wetlands habitat on the Manhood Peninsula | Heritage Lottery Funding (tbc - deadline October 2016)                             | £465,500  | £465,500.00   |
| IBP/193 | Manhood Peninsula  | Social Infrastructure | S106  | D/12/04410/FUL - APPROVED<br>D/07/04732/FUL,<br>D/11/01198/FUL | Donnington Church Hall – extension   | Local fundraising and private donations, S106, NHB or grants                       | £250-300k   | £300,000.00   |



|         |                       |                       |      |  |   |  |          |             |
|---------|-----------------------|-----------------------|------|--|---|--|----------|-------------|
| IBP/653 | Manhood Peninsula     | Transport             | CIL  |  | Smarter choices package - Package of behaviour change initiatives comprised of Bikelt, Walk To and Road Safety Education Training and Publicity (ETP) at expanded schools or those near improved infrastructure such as Safer Routes to School. Chichester. | CIL  | £125,000 | £125,000.00 |
| IBP/659 | Manhood Peninsula     | Transport             | CIL  |  | School access improvements - Manhood. Drop off/pick up arrangements at expanded schools.  |  | £50,000  | £50,000.00  |
| IBP/349 | Manhood Peninsula     | Transport             | S106 |  | A286 Birdham Road / B2201 (Selsey Tram Roundabout) junction improvement   | S106   | £150,000 | £150,000.00 |
| IBP/536 | North of the District | Education             | CIL  |  | Expansion of existing primary school provision by 5 places per year of age in the North of the District   | Basic Needs Grant will need to be secured to reduce the funding required from CIL. | £200,000 | £200,000.00 |
| IBP/318 | North of the District | Green Infrastructure  | CIL  |  | New footpaths & Community Amenity Space (Kirdford)  |  |          | £0.00       |
| IBP/320 | North of the District | Green Infrastructure  | CIL  |  | New Road, Parking area and SUDS pond and play area (Kirdford)   |  |          | £0.00       |
| IBP/321 | North of the District | Social Infrastructure | CIL  |  | Village Social & Recreational Hub (Kirdford)  |  |          | £0.00       |
| IBP/319 | North of the District | Transport             | CIL  |  | Improve local footpaths, cycle tracks & equestrian ways (Kirdford)  |  |          | £0.00       |
| IBP/652 | North of the District | Transport             | CIL  |  | Smarter choices package - Package of behaviour change initiatives comprised of Bikelt, Walk To and Road Safety Education Training and Publicity (ETP) at expanded schools or those near improved infrastructure such as Safer Routes to School. Chichester. | CIL  | £125,000 | £125,000.00 |

|         |                       |           |     |  |  |  |         |            |
|---------|-----------------------|-----------|-----|--|--|--|---------|------------|
| IBP/661 | North of the District | Transport | CIL |  | School access improvements - North of the District. Drop off/pick up arrangements at expanded schools. |  | £50,000 | £50,000.00 |
|---------|-----------------------|-----------|-----|--|--|--|---------|------------|

### Medium to long term projects (2021-2029)

| IBP Id  | Location           | Category              | CIL S106 Other | Planning Ref             | Scheme  | Funding Sources   | Cost Range  | TotalMaxCost£  |
|---------|--------------------|-----------------------|----------------|--------------------------|---|---|---|----------------|
| IBP/334 | District Wide      | Education             | CIL            |                          | New 6 Form Entry secondary school may be required within the Plan period or expansion of existing provision                                     | CIL & WSCC (including Basic Need Grant)   | £26.7 - £28.5m  | £28,500,000.00 |
| IBP/396 | East West Corridor | Green Infrastructure  | Other          |                          | Bosham Harbour new inland defences.   | FCRM GiA/Contributions  | 460,000   | £460,000.00    |
| IBP/303 | East West Corridor | Green Infrastructure  | CIL            |                          | New Sports pitch (Bosham)   | Parish/WSCC   | £100k From WSCC   | £100,000.00    |
| IBP/291 | East West Corridor | Green Infrastructure  | CIL            |                          | Local Drainage - The Avenue, Hambrook Watercourse reconstruction  | None  | £10k  | £10,000.00     |
| IBP/335 | East West Corridor | Social Infrastructure | CIL            |                          | Library provision as part of a new community centre or school for the West of Chichester SDL; to include shelving and a self-service terminal   | CIL   | £75,000 - £100,000  | £100,000.00    |
| IBP/336 | East West Corridor | Social Infrastructure | CIL            |                          | Library provision as part of a new community centre for the Tangmere SDL; to include shelving and a self- service terminal                      | CIL   | £75,000 - £100,000  | £100,000.00    |
| IBP/337 | East West Corridor | Social Infrastructure | CIL            |                          | Library provision as part of a new community facility for development to the East of the city; to include shelving and a self- service terminal | CIL   | £75,000 - £100,000  | £100,000.00    |
| IBP/192 | East West Corridor | Social Infrastructure | CIL            | SB/14/02800/OUT APPROVED | Southbourne – replacement of Age Concern Building (multi-use community building)  | Contributions to be sought form a number of Southbourne permissions<br>£262,354.85 from | £500k broad estimate (assuming tenure of land secured without purchase) | £500,000.00    |

| IBP Id  | Location           | Category  | CIL S106 Other | Planning Ref | Scheme   | Funding Sources | Cost Range       | TotalMaxCost£ |
|---------|--------------------|-----------|----------------|--------------|--|-----------------|------------------|---------------|
|         |                    |           |                |              |  | S106            |                  |               |
| IBP/629 | East West Corridor | Transport | Unknown        |              | Construction of chord to enable trains to run directly between Bognor Regis and Chichester, rather than via an interchange at Barnham. |                 |                  | £0.00         |
| IBP/359 | East West Corridor | Transport | CIL            |              | Portfield cycle route  | CIL             | £120,000         | £120,000.00   |
| IBP/357 | East West Corridor | Transport | CIL            |              | Southgate Gyratory junction improvement  | CIL             | £200,000         | £200,000.00   |
| IBP/356 | East West Corridor | Transport | CIL            |              | Variable Message Signing (VMS)   | CIL             | £8,000           | £8,000.00     |
| IBP/354 | East West Corridor | Transport | CIL            |              | Bus lane along A259 approaching Bognor Road Roundabout   | CIL             | £1.2m            | £1,200,000.00 |
| IBP/351 | East West Corridor | Transport | CIL            |              | Chichester bus / rail interchange improvements (Cross reference IBP/206)   | CIL             | TBC              | £0.00         |
| IBP/360 | East West Corridor | Transport | CIL            |              | Summersdale cycle route  | CIL             | £230,000         | £230,000.00   |
| IBP/352 | East West Corridor | Transport | CIL            |              | Northgate Gyratory junction improvement  | CIL             | £986,000 - £1.6m | £1,600,000.00 |
| IBP/358 | East West Corridor | Transport | CIL            |              | Gap-filling to complete the Chichester Cycle Network: Whyke, Stockbridge, East of the City Centre.                                     | CIL             | £500,000         | £500,000.00   |
| IBP/368 | East West Corridor | Transport | S106           |              | Parklands cycle route  | S106            | £440,000         | £440,000.00   |
| IBP/371 | East West Corridor | Transport | S106           |              | Cathedral Way / Via Ravenna junction improvement   | S106            | £170,000         | £170,000.00   |
| IBP/369 | East West Corridor | Transport | S106           |              | Sherborne Road traffic calming   | S106            | TBC              | £0.00         |
| IBP/367 | East West Corridor | Transport | S106           |              | St Paul's cycle route  | S106            | £140,000         | £140,000.00   |
| IBP/366 | East West Corridor | Transport | S106           |              | North / south link road and improvements to nearby roads connecting with southern access to West of Chichester SDL                     | S106            | TBC              | £0.00         |
| IBP/365 | East West Corridor | Transport | S106           |              | Road link between A27 / A285 junction and Tangmere Road  | S106            |                  | £0.00         |

| IBP Id  | Location              | Category             | CIL S106 Other | Planning Ref   | Scheme  | Funding Sources   | Cost Range  | TotalMaxCost£ |
|---------|-----------------------|----------------------|----------------|--|---|---|---|---------------|
| IBP/364 | East West Corridor    | Transport            | S106           | TG/07/04577/FUL - APPROVED<br>TG/11/04058/FUL<br>,<br>TG/12/011739/OUT,<br>TG/14/00797/FUL | Chichester - Tangmere cycle route   | S106  | £630,000  | £630,000.00   |
| IBP/370 | East West Corridor    | Transport            | S106           |  | Sherborne Road / St Paul's Road junction improvement  | S106  | £540,000  | £540,000.00   |
| IBP/287 | Manhood Peninsula     | Green Infrastructure | CIL            |  | Coast Protection - Selsey East Beach – Raising of the Sea Wall  | FDGIA, a contribution likely to be required (shortfall) | £5m   | £5,000,000.00 |
| IBP/570 | Manhood Peninsula     | Green Infrastructure | CIL            |  | Coast Protection -Selsey – Wittering Beach Management 2021-2026   | FDGIA est. £750k<br>CDC est. £250k                      | £1,000,000  | £1,000,000.00 |
| IBP/586 | Manhood Peninsula     | Green Infrastructure | Other          |  | New visitor centre at Pagham Harbour Local Nature Reserve   | to be confirmed   |   | £0.00         |
| IBP/361 | Manhood Peninsula     | Transport            | CIL            |  | Chichester – Selsey cycle route   | CIL   | TBC   | £0.00         |
| IBP/363 | Manhood Peninsula     | Transport            | CIL            |  | B2145 / B2166 junction improvement  | CIL   | £100,000  | £100,000.00   |
| IBP/362 | Manhood Peninsula     | Transport            | CIL            |  | Selsey – Witterings cycle route   | CIL   | £200,000  | £200,000.00   |
| IBP/376 | Manhood Peninsula     | Transport            | CIL            |  | Green links across the Manhood. (GLaM project). Pagham to Medmerry Trail - provision of public footpath and permissive cycle route to B2145 to access track that circles the new Environment Agency tidal bund. | CIL   | £200,000  | £200,000.00   |
| IBP/333 | North of the District | Education            | CIL            |  | Expansion of existing primary schools across the North of the District locality by up to 1/2 Form Entry   | CIL & WSCC (including Basic Need Grant)                 | £2 million for half form entry Subject to feasibility & site assessment | £1,500,000.00 |

## 4 CIL Infrastructure Prioritisation

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

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

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

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

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

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

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

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

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

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

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

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

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

**Prioritisation of Infrastructure Projects**

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

**Table 1: Infrastructure Prioritisation Categories**

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

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

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

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

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

# 5 CIL Implementation Plan

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

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

Short term CIL Implementation Action Plan 2016-2021 – Long list of projects put forward

| Prioritisation      | Location              | Project Type   | Project Name   | Project Status   | Est Cost Funding Sources   | Requested CIL | Amount to be granted from CIL by year |
|---------------------|-----------------------|--|--|--|--|---------------|---------------------------------------|
| Critical            | No CIL Projects       |  |  |  |  |               |                                       |
| 2 Essential IBP/536 | North of the District | Primary, Secondary, sixth form and special educational needs | Expansion of existing primary school provision by 5 places per year of age in the North of the District locality falling within Chichester District. | Select for CIL funding provided other funding sources are found to contribute to the overall costs as the County Council has a statutory duty to provide school places | £200,000 Basic Needs Grant will need to be secured to reduce the funding required from CIL.  | £200,000.00   | <b>£100,000 in year 2019-2020</b>     |
| 2 Essential IBP/332 | Manhood Peninsula     | Primary, Secondary, sixth form and special educational needs | Expansion of existing primary schools across the Manhood locality in excess of 1/2 Form Entry  | Select for CIL funding provided other funding sources are found to contribute to the overall costs as the County Council has a statutory duty to provide school places | £2 million for half form entry Subject to feasibility & site assessment Basic Needs Grant will need to be secured to reduce the funding required from CIL. | £2,000,000.00 | <b>£1m in year 2020-2021</b>          |



| Prioritisation      | Location           | Project Type   | Project Name  | Project Status   | Est Cost Funding Sources   | Requested CIL | Amount to be granted from CIL by year   |
|---------------------|--------------------|--|---|--|--|---------------|---|
| 2 Essential IBP/331 | East West Corridor | Primary, Secondary, sixth form and special educational needs | Expansion of existing primary schools across the Bourne locality in excess of 1/2 Form Entry.   | Select for CIL funding provided other funding sources are found to contribute to the overall costs as the County Council has a statutory duty to provide school places | £2 million for half form entry Subject to feasibility & site assessment Basic Needs Grant will need to be secured to reduce the funding required from CIL. | £2,000,000.00 | <b>£1m in year 2019-2020</b>  |
| 2 Essential IBP/330 | East West Corridor | Primary, Secondary, sixth form and special educational needs | Expansion of existing primary school(s) across the Chichester locality by up to 1/2 Form Entry  | Select for CIL funding provided other funding sources are found to contribute to the overall costs as the County Council has a statutory duty to provide school places | £2 million for half form entry Subject to feasibility & site assessment Basic Needs Grant will need to be secured to reduce the funding required from CIL. | £2,000,000.00 | <b>£1m in year 2018-2019</b>  |
| 2 Essential IBP/353 | East West Corridor | Local road network   | Sustainable transport corridor – City Centre to Westhampnett. Westhampnett Road/ St Pancras/ Spitalfield Lane/ St James Road double mini roundabouts junction improvement. To include improvements to sustainable transport facilities along Westhampnett Road. | Select for CIL funding as this project can demonstrate that it will assist the growth of the area  | £1.8m - £2.1m  | £500,000      | <b>£25,000 in year 2019-20<br/>£50,000 in year 2020-21 &amp;<br/>£425,000 in year 2021-22</b> |
| 2 Essential IBP/398 | East West Corridor | Community healthcare, primary care facilities & improvements | NHS Medical Centre West of Chichester SDL To amalgamate Chichester practices to cover 20 years ahead and to accommodate new residents/patients from planned developments  | Select for CIL funding if the majority of the costs are found from other sources. This project can demonstrate it can assist the growth of the area.                   | £3,300,000 total NHS sources/LIFT/third party development (£2m expected to be funded by LIFT)  | £1,300,000.00 | <b>£1.3m in year 2020-2021</b>  |
| 2 Essential IBP/533 | East West Corridor | Police and emergency services                                | Chichester South Ambulance Community Response Post.<br><br>Changes to the Ambulance Service infrastructure to meet projected patient demand, will include establishment of  | Select for CIL funding as this project can demonstrate that it will assist the growth of the area  | £45,000  | £45,000.00    | <b>£45,000 in year 2016-2017</b>  |

| Prioritisation      | Location           | Project Type   | Project Name  | Project Status   | Est Cost Funding Sources | Requested CIL | Amount to be granted from CIL by year |
|---------------------|--------------------|--|---|--|--------------------------|---------------|---------------------------------------|
|                     |                    |  | additional "cover points". (Ambulance Community Response Posts) in Chichester City. These operating units will be supported by/from the Chichester Make Ready Centre (MRC), located in Tangmere   |  |                          |               |                                       |
| 2 Essential IBP/350 | East West Corridor | Smarter Choices and promote sustainable modes of transport | Chichester Smarter choices package - Package of behaviour change initiatives comprised of Bikelt, Walk To and Road Safety Education Training and Publicity (ETP) at expanded schools or those near improved infrastructure such as Safer Routes to School. To increase sustainable travel choice and modal shift for the journey to school and linked to primary school programme and priorities identified through school travel planning (link to Safer Routes to School) | Select for CIL funding as this project can demonstrate that it will assist the growth of the area            | £125,000 CIL             | £125,000.00   | <b>£125,000 in year 2019-2020</b>     |
| 2 Essential IBP/654 | East West Corridor | Car parking  | Following recent Road Space Audit, area-wide parking management in North East Chichester. To better manage demand for parking and network management aspirations (ie sustainable mode priority) for key routes in the area).  | Could be selected for CIL funding as this project can demonstrate that it will assist the growth of the area | 250,000                  | £250,000.00   | <b>£0</b>                             |

| Prioritisation      | Location              | Project Type   | Project Name   | Project Status  | Est Cost Funding Sources | Requested CIL | Amount to be granted from CIL by year |
|---------------------|-----------------------|--|--|---|--------------------------|---------------|---------------------------------------|
| 2 Essential IBP/653 | Manhood Peninsula     | Smarter Choices and promote sustainable modes of transport | Manhood Smarter choices package - Package of behaviour change initiatives comprised of Bikelt, Walk To and Road Safety Education Training and Publicity (ETP) at expanded schools or those near improved infrastructure such as Safer Routes to School. To increase sustainable travel choice and modal shift for the journey to school and linked to primary school programme and priorities identified through school travel planning (link to Safer Routes to School)           | Select for CIL funding as this project can demonstrate that it will assist the growth of the area | £125,000 CIL             | £125,000.00   | <b>£125,000 in year 2021-2022</b>     |
| 2 Essential IBP/652 | North of the District | Smarter Choices and promote sustainable modes of transport | North of District Smarter choices package - Package of behaviour change initiatives comprised of Bikelt, Walk To and Road Safety Education Training and Publicity (ETP) at expanded schools or those near improved infrastructure such as Safer Routes to School. To increase sustainable travel choice and modal shift for the journey to school and linked to primary school programme and priorities identified through school travel planning (link to Safer Routes to School) | Select for CIL funding as this project can demonstrate that it will assist the growth of the area | £125,000 CIL             | £125,000.00   | <b>£125,000 in year 2020-2021</b>     |

| Prioritisation      | Location           | Project Type   | Project Name   | Project Status  | Est Cost Funding Sources | Requested CIL | Amount to be granted from CIL by year   |
|---------------------|--------------------|--|--|---|--------------------------|---------------|---|
| 2 Essential IBP/651 | East West Corridor | Smarter Choices and promote sustainable modes of transport | Bournes Smarter choices package - Package of behaviour change initiatives comprised of Bikelt, Walk To and Road Safety Education Training and Publicity (ETP) at expanded schools or those near improved infrastructure such as Safer Routes to School. To increase sustainable travel choice and modal shift for the journey to school and linked to primary school programme and priorities identified through school travel planning (link to Safer Routes to School) | Select for CIL funding as this project can demonstrate that it will assist the growth of the area | £125,000 CIL             | £125,000.00   | <b>£125,000 in year 2020-2021</b>   |
| 2 Essential IBP/656 | East West Corridor | Local road network   | Sustainable Transport Corridor - City Centre to Portfield and improvements to sustainable transport facilities on Oving Road corridor. To increase sustainable transport mode share. Considering improvements to road space allocation.  | Select for CIL funding as this project can demonstrate that it will assist the growth of the area | £500,000                 | £500,000      | <b>£25,000 in year 2019-20<br/>£50,000 in year 2020-21 &amp;<br/>£425,000 in year 2021-22</b> |
| 2 Essential IBP/657 | East West Corridor | Local road network   | Chichester School access improvements. Drop off/pick up arrangements at expanded schools. To increase sustainable travel choice and modal shift for the journey to and from school.  | Select for CIL funding as this project can demonstrate that it will assist the growth of the area | £50,000                  | £50,000       | <b>£50,000 in year 2018-2019</b>  |
| 2 Essential IBP/660 | East West Corridor | Local road network   | Bourne. School access improvements. Drop off/pick up arrangements at expanded schools. To increase sustainable travel choice and modal shift for the journey to and from school.   | Select for CIL funding as this project can demonstrate that it will assist the growth of the area | £50,000                  | £50,000       | <b>£50,000 in year 2019-2020</b>  |

| Prioritisation        | Location              | Project Type                              | Project Name   | Project Status  | Est Cost Funding Sources       | Requested CIL | Amount to be granted from CIL by year |
|-----------------------|-----------------------|---|--|---|--------------------------------|---------------|---------------------------------------|
| 2 Essential IBP/655   | East West Corridor    | Car parking                               | Following recent Road Space Audit, area-wide parking management in West Chichester. To better manage demand for parking and network management aspirations (ie sustainable mode priority) for key routes in the area). | Could be selected for CIL funding as this project can demonstrate that it will assist the growth of the area                        | 250,000                        | £250,000.00   | £0                                    |
| 2 Essential IBP/659   | Manhood Peninsula     | Local road network                        | Manhood School access improvements. Drop off/pick up arrangements at expanded schools. To increase sustainable travel choice and modal shift for the journey to and from school.                                       | Select for CIL funding as this project can demonstrate that it will assist the growth of the area                                   | £50,000                        | £50,000       | £50,000 in year 2020-2021             |
| 2 Essential IBP/658   | East West Corridor    | Cycle infrastructure                      | City Centre cycle parking. To increase cycling for the short trips to the City Centre.   | Could be selected for CIL funding as this project can demonstrate that it will assist the growth of the area                        | £250,000                       | £250,000      | £0                                    |
| 2 Essential IBP/661   | North of the District | Local road network                        | North of the District School access improvements. Drop off/pick up arrangements at expanded schools. To increase sustainable travel choice and modal shift for the journey to and from school.                         | Select for CIL funding as this project can demonstrate that it will assist the growth of the area                                   | £50,000                        | £50,000       | £50,000 in year 2019-2020             |
| 3 Policy High IBP/293 | Manhood Peninsula     | Flood and coastal erosion risk management | Local land Drainage - East Beach Sea Outfall Policy 10 of Draft Local Plan "Mitigating and adapting to climate change" West Sussex Local Flood Risk Management Strategy 2015   | Select for CIL funding if the majority of money is match funded. This project can demonstrate it can assist the growth of the area. | £250k FDGIA / LA contributions | £100,000.00   | £100,000 in year 2020-2021            |

| Prioritisation        | Location           | Project Type                              | Project Name  | Project Status   | Est Cost Funding Sources                                  | Requested CIL   | Amount to be granted from CIL by year                        |
|-----------------------|--------------------|---|---|--|---|---|--|
| 3 Policy High IBP/194 | East West Corridor | Biodiversity measures                     | Enhancements to the Lavant Biodiversity Opportunity Area –the stretch of the Lavant, north of the Westhampnett strategic development site, connecting to the SDNP. To comply with NPPF 109, 114 and 117 and Draft Local Plan Policy 49: Biodiversity            |  | £50,000 grant funding, local fundraising.                 | £50,000   | <b>£10,000 in year 2017-18 &amp; £40,000 in year 2018-19</b> |
| 3 Policy High IBP/290 | Manhood Peninsula  | Flood and coastal erosion risk management | Coast Protection -Selsey – Wittering Beach Management 2016-2021 Policy 10 of Draft Local Plan “Mitigating and adapting to climate change”   | Could be selected for CIL funding if the majority of money is match funded. This project can demonstrate it can assist the growth of the area. | £1,000,000 FDGIA est. £750k CDC est. £250k                | £0 provided that the expected funding from other sources is obtained. | <b>£0</b>  |
| 3 Policy High IBP/307 | East West Corridor | Public open space                         | Establishment and maintenance of an accessible Green Ring around the village of Southbourne, providing a variety of green infrastructure assets, including informal open space, allotments, a playing field, a footpath/cycleway network, children’s play areas | Once costs and other funding sources are known this project could be selected for CIL funding as this project supports the growth of the area  | Cost unknown Sport England, Sustrans, WSCC Parish Council |   | <b>£0</b>  |
| 3 Policy High IBP/289 | Manhood Peninsula  | Flood and coastal erosion risk management | Local Drainage - Crooked Lane, Birdham Surface Water Drainage Improvements West Sussex Local Flood Risk Management Strategy 2015  | Not selected for CIL funding because this project does not support the growth of the area.   | £100k FDGIA/WSCC  |   | <b>£0</b>  |
| 3 Policy High IBP/292 | Manhood Peninsula  | Flood and coastal erosion risk management | Hunston - Local Drainage - Pelleys Farm Culvert Construction West Sussex Local Flood Risk Management Strategy 2015  | Not selected for IBP years 2016-2021 as little planned development in this cycle.  | £20k WSCC estimated £10k possible CDC £5k                 | £5,000.00   | <b>£0</b>  |

| Prioritisation        | Location              | Project Type   | Project Name   | Project Status   | Est Cost Funding Sources                 | Requested CIL | Amount to be granted from CIL by year |
|-----------------------|-----------------------|--|--|--|--|---------------|---------------------------------------|
| 3 Policy High IBP/196 | East West Corridor    | Biodiversity measures                                      | Brandy Hole Copse – restoration and enhancement works at Brandy Hole local Nature Reserve NPPF policy 117. As above. Policy 15. West of Chichester Strategic Development Site (draft Local Plan) | Selected for CIL funding because this project supports the growth of the area..  | £10,000 CIL                              | £10,000.00    | <b>£10,000 in year 2017-2018</b>      |
| 3 Policy High IBP/338 | East West Corridor    | Libraries  | Expansion of the services provided by Southbourne Library  | Once costs and other funding sources are known this project could be selected for CIL funding as this project supports the growth of the area  | Cost unknown                             |               | <b>£0</b>                             |
| 3 Policy High IBP/355 | East West Corridor    | Smarter Choices and promote sustainable modes of transport | RTPI screens at key locations Chichester City Transport Strategy – to reduce short car trips to and from the city centre   | Could be selected for CIL funding as this project supports the growth of the area  | £150,000 (20 screens)                    | £150,000.00   | <b>£0</b>                             |
| 3 Policy High IBP/582 | East West Corridor    | Local road network   | Railway crossing improvements at Basin Road and Southgate/Stockbridge Road   | Once costs and other funding sources are known this project could be selected for CIL funding as this project supports the growth of the area  | Costs unknown CIL, Network Rail and WSCC |               | <b>£0</b>                             |
| 4 Desirable IBP/320   | North of the District | Public open space  | New Road, Parking area and SUDS pond and play area, Butts Common (Kirdford)  | Parish may wish to consider funding from their CIL. Once costs and other funding sources are identified this project could be selected for CIL funding as this project supports the growth of the area | Cost unknown                             |               | <b>£0</b>                             |

| Prioritisation      | Location              | Project Type  | Project Name  | Project Status   | Est Cost Funding Sources   | Requested CIL | Amount to be granted from CIL by year |
|---------------------|-----------------------|---|---|--|--|---------------|---------------------------------------|
| 4 Desirable IBP/318 | North of the District | Landscaping, planting and woodland creation and public rights of way    | New footpaths & Community Amenity Space. Development Site North of Village Space (Kirdford)   | Parish may wish to consider funding from their CIL Once costs and other funding sources are identified this project could be selected for CIL funding as this project supports the growth of the area. | Cost unknown   |               | £0                                    |
| 4 Desirable IBP/302 | East West Corridor    | Playing fields, sports pitches, related build and children's play areas | Re-site football club (Bosham) Shared use of recreation ground public/school/FC unsatisfactory & prohibitive to promotion/advancement | Not selected for CIL funding because this project does not support the growth of the area  | £500k Parish Council   | £500,000.00   | £0                                    |
| 4 Desirable IBP/304 | East West Corridor    | Playing fields, sports pitches, related build and children's play areas | Provision of Youth facilities (Southbourne)   | Once costs and other funding sources are identified this project could be selected for CIL funding as this project supports the growth of the area   | Cost unknown WSCC, Developer contributions   |               | £0                                    |
| 4 Desirable IBP/305 | East West Corridor    | Playing fields, sports pitches, related build and children's play areas | Provision of Artificial Grass Pitch/MUGA (Southbourne)  | Once costs and other funding sources are identified this project could be selected for CIL funding as this project supports the growth of the area.  | £700k - £1m From WSCC, Developer contributions £114,477.85 from S106, Sport England, Bourne Community College Bourne Community College | £1,000,000.00 | £0                                    |
| 4 Desirable IBP/306 | East West Corridor    | Playing fields, sports pitches, related build and children's play areas | Youth skate park (Southbourne Playing fields, sports pitches, related build and children's play areas)                                | Once costs and other funding sources are identified this project could be selected for CIL funding as this project supports the growth of the area   | £80k - £120k From WSCC, Developer contributions, Parish Council  | £120,000.00   | £0                                    |



| Prioritisation      | Location              | Project Type                        | Project Name   | Project Status  | Est Cost Funding Sources                                 | Requested CIL | Amount to be granted from CIL by year |
|---------------------|-----------------------|-------------------------------------|--|---|--|---------------|---------------------------------------|
| 4 Desirable IBP/534 | East West Corridor    | Police and emergency services       | Part refurbishment of Chichester Police Station                                | Not selected as Police are directly funded from Council Tax. The refurbishment should fit the Police funded budget identified.  | £1m<br>£700k self-fund via Sussex Police capital budget. | £300,000.00   | £0                                    |
| 4 Desirable IBP/321 | North of the District | Community facilities                | Village Social & Recreational Hub On land south east of Townfield (Kirdford)   | Parish to consider funding from their CIL. Once costs and other funding sources are identified this project could be selected for CIL funding as this project supports the growth of the area | Cost unknown   |               | £0                                    |
| 4 Desirable IBP/319 | North of the District | Cycle and pedestrian infrastructure | Improve local footpaths, cycle tracks & equestrian ways Parish wide (Kirdford) | Parish to consider funding from their CIL. Once costs and other funding sources are identified this project could be selected for CIL funding as this project supports the growth of the area | Cost unknown   |               | £0                                    |
| 4 Desirable IBP/583 | East West Corridor    | Utility services                    | Free Wi-Fi in Chichester City Centre   | Details of project insufficient at present to be selected at present  | £100,000 LEP, BID  |               | £0                                    |

# 6 Cashflow and Spending Plan

## Introduction

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

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

## Estimated CIL Receipt Income

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

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

**Table 4. Housing Trajectory showing potential CIL revenue from planned housing in Chichester Local Plan period to 2029  
CIL revenue by parish over Local Plan period (updated 22 February 2016)**

| Parish <sup>1</sup>         | Housing provision in Chichester Local Plan: Key Policies | Remaining Local Plan housing requirement following permissions granted | Total identified housing potential <sup>2</sup> | Proposed CIL charging rate per sq.m | Assumed % onsite affordable housing <sup>3</sup> | Total Potential CIL revenue from housing development <sup>4</sup> |
|-----------------------------|--|--|---|-------------------------------------|--|---|
| <b>East-West Corridor</b>   |  |  |   |                                     |  |   |
| Bosham                      | 50   | 50   | 50  | £120                                | 30%  | £378,000  |
| Boxgrove                    | 25   | 25   | 25  | £120                                | 30%  | £189,000  |
| Chichester city             |  |  |   |                                     |  |   |
| - West of Chichester        | 1,250  | 1,250  | 1,250   | £120                                | 30%  | £9,450,000  |
| - Westhampnett/NEC (part)   | 200  | 200  | 200   | £120                                | 30%  | £1,512,000  |
| - Chichester City North     |  | 0  | 0   | £120                                | 30%  | £0  |
| - Other identified sites    |  |  | 21  | £120                                | 30%  | £158,760  |
| - Chichester parish housing | 235  | 201  | 201   | £120                                | 30%  | £1,519,560  |
| Chichester city total       | 1,685  | 1,651  | 1,672   |                                     |  | £12,640,320   |
| Chidham & Hambrook          | 25   | 0  | 0   | £120                                | 30%  | £0  |
| Fishbourne                  | 50   | 1  | 15  | £120                                | 30%  | £113,400  |
| Funtington (part)           | 0  | 0  | 0   | £120                                | 30%  | £0  |
| Lavant (part)               | 0  | 0  | 0   | £120                                | 30%  | £0  |
| Oving (inc Shopwyke SDL)    | 500  | 0  | 0   | £120                                | 30%  | £0  |
| Southbourne                 |  |  |   |                                     |  |   |
| - Southbourne village       | 300  | 53   | 55  | £120                                | 30%  | £415,800  |
| - Elsewhere in parish       | 50   | 50   | 50  | £120                                | 30%  | £378,000  |
| Southbourne total           | 350  | 103  | 105   |                                     |  | 793,800   |
| Tangmere (including SDL)    |  |  |   |                                     |  |   |
| - Tangmere SDL              | 1,000  | 1,000  | 1,000   | £120                                | 30%  | £7,560,000  |
| - Non-strategic NP sites    | 0  | 0  | 42  | £120                                | 30%  | £317,520  |
| Tangmere total              | 1,000  | 1,000  | 1,042   |                                     |  | £7,877,520  |
| West Thorney                | 0  | 0  | 0   | £120                                | 30%  | £0  |
| Westbourne                  | 25   | 9  | 9   | £120                                | 0%   | £97,200   |
| Westhampnett (part of SDL)  | 300  | 300  | 300   | £120                                | 30%  | £2,268,000  |
| <b>Sub-total</b>            | <b>4,010</b>   | <b>3,139</b>   | <b>3,218</b>                                    |                                     |  | <b>£24,357,240</b>  |
| <b>Manhood Peninsula</b>    |  |  |   |                                     |  |   |
| Appledram                   | 0  | 0  | 0   | £120                                | 30%  | £0  |

|                              |              |              |              |      |     |                    |
|------------------------------|--------------|--------------|--------------|------|-----|--------------------|
| Birdham                      | 50           | 0            | 0            | £120 | 30% | £0                 |
| Donnington                   | 50           | 0            | 37           | £120 | 30% | £279,720           |
| Earnley                      | 0            | 0            | 0            | £120 | 30% | £0                 |
| East Wittering & Bracklesham | 180          | 20           | 20           | £120 | 30% | £151,200           |
| Hunston                      | 25           | 7            | 7            | £120 | 0%  | £75,600            |
| North Mundham                | 25           | 0            | 0            | £120 | 30% | £0                 |
| Selsey                       | 150          | 0            | 0            | £120 | 30% | £0                 |
| Sidlesham                    | 0            | 0            | 0            | £120 | 30% | £0                 |
| West Itchenor                | 0            | 0            | 0            | £120 | 30% | £0                 |
| West Wittering               | 50           | 0            | 0            | £120 | 30% | £0                 |
| <b>Sub-total</b>             | <b>530</b>   | <b>27</b>    | <b>64</b>    |      |     | <b>£506,520</b>    |
| <b>Plan Area (North)</b>     |              |              |              |      |     |                    |
| Lynchmere                    | 10           | 10           | 10           | £200 | 0%  | £180,000           |
| Kirdford                     | 60           | 60           | 60           | £200 | 30% | £756,000           |
| Loxwood                      | 60           | 43           | 43           | £200 | 30% | £541,800           |
| Plaistow & Ifold             | 10           | 10           | 10           | £200 | 0%  | £180,000           |
| Wisborough Green             | 60           | 25           | 33           | £200 | 30% | £415,800           |
| <b>Sub-total</b>             | <b>200</b>   | <b>148</b>   | <b>156</b>   |      |     | <b>£2,073,600</b>  |
| <b>TOTAL</b>                 | <b>4,740</b> | <b>3,314</b> | <b>3,438</b> |      |     | <b>£26,937,360</b> |

## Notes:

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

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

<sup>3</sup> Assumes 30% affordable housing on sites of 11+ dwellings only (smaller developments will provide no affordable housing or provide an in lieu payment for offsite provision)

<sup>4</sup> Assumes average size of residential units to be built = 90 sq.m & 30% affordable housing (CIL exempt)

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

The amount showing the estimated amount of CIL to be passed to the City, Town and Parish Councils is shown in the tables below. The City, Town and Parish Council should use this information to inform their CIL spending priorities.

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

|                                    | Projected CIL receipts |           |                 |                 |                 |                 |                   |                   |                   |
|------------------------------------|------------------------|-----------|-----------------|-----------------|-----------------|-----------------|-------------------|-------------------|-------------------|
|                                    | 2016-17                | 2017-18   | 2018-19         | 2019-20         | 2020-21         | 2021-22         | Total 2017-2022   | Total 2022-2029   | Total 2017-2029   |
| <b>East-West Corridor</b>          |                        |           |                 |                 |                 |                 |                   |                   |                   |
| Bosham                             | £0                     | £0        | £0              | £0              | £0              | £0              | £0                | £94,500           | £94,500           |
| Boxgrove                           | £0                     | £0        | £0              | £0              | £0              | £0              | £0                | £47,250           | £47,250           |
| Chichester city                    |                        |           |                 |                 |                 |                 |                   |                   |                   |
| - <i>West of Chichester</i>        | £0                     | £0        | £141,750        | £141,750        | £141,750        | £245,700        | £670,950          | £1,691,550        | £2,362,500        |
| - <i>Westhampnett/NEC (part)</i>   | £0                     | £0        | £0              | £0              | £0              | £0              | £0                | £378,000          | £378,000          |
| - <i>Chichester City North</i>     | £0                     | £0        | £0              | £0              | £0              | £0              | £0                | £0                | £0                |
| - <i>Other identified sites</i>    | £0                     | £0        | £0              | £0              | £39,690         | £0              | £39,690           | £0                | £39,690           |
| - <i>Chichester parish housing</i> | £0                     | £0        | £0              | £0              | £0              | £0              | £0                | £379,890          | £379,890          |
| Chichester city total              | £0                     | £0        | £141,750        | £141,750        | £181,440        | £245,700        | £710,640          | £2,449,440        | £3,160,080        |
| Chidham & Hambrook                 | £0                     | £0        | £0              | £0              | £0              | £0              | £0                | £0                | £0                |
| Fishbourne                         | £0                     | £0        | £0              | £0              | £0              | £0              | £0                | £28,350           | £28,350           |
| Funtington (part)                  | £0                     | £0        | £0              | £0              | £0              | £0              | £0                | £0                | £0                |
| Lavant (part)                      | £0                     | £0        | £0              | £0              | £0              | £0              | £0                | £0                | £0                |
| Oving (inc Shopwyke SDL)           | £0                     | £0        | £0              | £0              | £0              | £0              | £0                | £0                | £0                |
| Southbourne                        |                        |           |                 |                 |                 |                 |                   |                   |                   |
| - <i>Southbourne village</i>       | £0                     | £0        | £0              | £0              | £75,600         | £28,350         | £103,950          | £0                | £103,950          |
| - <i>Elsewhere in parish</i>       | £0                     | £0        | £47,250         | £47,250         | £0              | £0              | £94,500           | £0                | £94,500           |
| Southbourne total                  | £0                     | £0        | £47,250         | £47,250         | £75,600         | £28,350         | £198,450          | £0                | £198,450          |
| Tangmere (including SDL)           |                        |           |                 |                 |                 |                 |                   |                   |                   |
| - <i>Tangmere SDL</i>              | £0                     | £0        | £0              | £141,750        | £141,750        | £207,900        | £491,400          | £1,398,600        | £1,890,000        |
| - <i>Non-strategic NP sites</i>    | £0                     | £0        | £0              | £0              | £22,680         | £0              | £22,680           | £56,700           | £79,380           |
| Tangmere total                     | £0                     | £0        | £0              | £141,750        | £164,430        | £207,900        | £514,080          | £1,455,300        | £1,969,380        |
| West Thorney                       | £0                     | £0        | £0              | £0              | £0              | £0              | £0                | £0                | £0                |
| Westbourne                         | £0                     | £0        | £0              | £0              | £0              | £0              | £0                | £24,300           | £24,300           |
| Westhampnett (part of SDL)         | £0                     | £0        | £122,850        | £122,850        | £122,850        | £122,850        | £491,400          | £75,600           | £567,000          |
| <b>E-W Corridor sub-total</b>      | <b>£0</b>              | <b>£0</b> | <b>£311,850</b> | <b>£453,600</b> | <b>£544,320</b> | <b>£604,800</b> | <b>£1,914,570</b> | <b>£4,174,740</b> | <b>£6,089,310</b> |
| <b>Manhood Peninsula</b>           |                        |           |                 |                 |                 |                 |                   |                   |                   |
| Appledram                          | £0                     | £0        | £0              | £0              | £0              | £0              | £0                | £0                | £0                |
| Birdham                            | £0                     | £0        | £0              | £0              | £0              | £0              | £0                | £0                | £0                |

|                                |           |                |                 |                 |                 |                 |                   |                   |                   |
|--------------------------------|-----------|----------------|-----------------|-----------------|-----------------|-----------------|-------------------|-------------------|-------------------|
| Donnington                     | £0        | £39,690        | £30,240         | £0              | £0              | £0              | £69,930           | £0                | £69,930           |
| Earnley                        | £0        | £0             | £0              | £0              | £0              | £0              | £0                | £0                | £0                |
| East Wittering & Bracklesham   | £0        | £0             | £0              | £0              | £0              | £0              | £0                | £37,800           | £37,800           |
| Hunston                        | £0        | £0             | £0              | £0              | £0              | £0              | £0                | £18,900           | £18,900           |
| North Mundham                  | £0        | £0             | £0              | £0              | £0              | £0              | £0                | £0                | £0                |
| Selsey                         | £0        | £0             | £0              | £0              | £0              | £0              | £0                | £0                | £0                |
| Sidlesham                      | £0        | £0             | £0              | £0              | £0              | £0              | £0                | £0                | £0                |
| West Itchenor                  | £0        | £0             | £0              | £0              | £0              | £0              | £0                | £0                | £0                |
| West Wittering                 | £0        | £0             | £0              | £0              | £0              | £0              | £0                | £0                | £0                |
| <b>Manhood Pen sub-total</b>   | <b>£0</b> | <b>£39,690</b> | <b>£30,240</b>  | <b>£0</b>       | <b>£0</b>       | <b>£0</b>       | <b>£69,930</b>    | <b>£56,700</b>    | <b>£126,630</b>   |
| <b>Plan Area (North)</b>       |           |                |                 |                 |                 |                 |                   |                   |                   |
| Lynchmere                      | £0        | £0             | £0              | £0              | £0              | £0              | £0                | £45,000           | £45,000           |
| Kirdford                       | £0        | £47,250        | £47,250         | £31,500         | £15,750         | £0              | £141,750          | £47,250           | £189,000          |
| Loxwood                        | £0        | £0             | £63,000         | £72,450         | £0              | £0              | £135,450          | £0                | £135,450          |
| Plaistow & Ifold               | £0        | £0             | £0              | £0              | £0              | £0              | £0                | £45,000           | £45,000           |
| Wisborough Green               | £0        | £0             | £34,650         | £0              | £0              | £0              | £34,650           | £69,300           | £103,950          |
| <b>Plan Area (N) sub-total</b> | <b>£0</b> | <b>£47,250</b> | <b>£144,900</b> | <b>£103,950</b> | <b>£15,750</b>  | <b>£0</b>       | <b>£311,850</b>   | <b>£206,550</b>   | <b>£518,400</b>   |
| <b>PLAN AREA TOTAL</b>         | <b>£0</b> | <b>£86,940</b> | <b>£486,990</b> | <b>£557,550</b> | <b>£560,070</b> | <b>£604,800</b> | <b>£2,296,350</b> | <b>£4,437,990</b> | <b>£6,734,340</b> |

**Table 6: Potential parish level CIL receipts assuming no neighbourhood plans (15% of CIL receipts)**

|   | Projected CIL receipts |           |                 |                 |                 |                 |                   |                   |                   |
|---|------------------------|-----------|-----------------|-----------------|-----------------|-----------------|-------------------|-------------------|-------------------|
|   | 2016-17                | 2017-18   | 2018-19         | 2019-20         | 2020-21         | 2021-22         | Total 2017-2022   | Total 2022-2029   | Total 2016-2029   |
| <b>East-West Corridor</b>               |                        |           |                 |                 |                 |                 |                   |                   |                   |
| Bosham                                  | £0                     | £0        | £0              | £0              | £0              | £0              | £0                | £56,700           | £56,700           |
| Boxgrove                                | £0                     | £0        | £0              | £0              | £0              | £0              | £0                | £28,350           | £28,350           |
| Chichester city                         |                        |           |                 |                 |                 |                 |                   |                   |                   |
| - West of Chichester                    | £0                     | £0        | £85,050         | £85,050         | £85,050         | £147,420        | £402,570          | £1,014,930        | £1,417,500        |
| - Westhampnett/NEC (part)               | £0                     | £0        | £0              | £0              | £0              | £0              | £0                | £226,800          | £226,800          |
| - Chichester City North                 | £0                     | £0        | £0              | £0              | £0              | £0              | £0                | £0                | £0                |
| - Other identified sites                | £0                     | £0        | £0              | £0              | £23,814         | £0              | £23,814           | £0                | £23,814           |
| - Chichester parish housing             | £0                     | £0        | £0              | £0              | £0              | £0              | £0                | £227,934          | £227,934          |
| Chichester city total                   | £0                     | £0        | £85,050         | £85,050         | £108,864        | £147,420        | £426,384          | £1,469,664        | £1,896,048        |
| Chidham & Hambrook                      | £0                     | £0        | £0              | £0              | £0              | £0              | £0                | £0                | £0                |
| Fishbourne                              | £0                     | £0        | £0              | £0              | £0              | £0              | £0                | £17,010           | £17,010           |
| Funtington (part)                       | £0                     | £0        | £0              | £0              | £0              | £0              | £0                | £0                | £0                |
| Lavant (part)                           | £0                     | £0        | £0              | £0              | £0              | £0              | £0                | £0                | £0                |
| Oving (inc Shopwyke SDL)                | £0                     | £0        | £0              | £0              | £0              | £0              | £0                | £0                | £0                |
| Southbourne                             |                        |           |                 |                 |                 |                 |                   |                   |                   |
| - Southbourne village                   | £0                     | £0        | £0              | £0              | £75,600         | £28,350         | £103,950          | £0                | £103,950          |
| - Elsewhere in parish                   | £0                     | £0        | £47,250         | £47,250         | £0              | £0              | £94,500           | £0                | £94,500           |
| Southbourne total                       | £0                     | £0        | £47,250         | £47,250         | £75,600         | £28,350         | £198,450          | £0                | £198,450          |
| Tangmere (including SDL)                |                        |           |                 |                 |                 |                 |                   |                   |                   |
| - Tangmere SDL                          | £0                     | £0        | £0              | £85,050         | £85,050         | See footnote 1  | See footnote 1    | See footnote 1    | See footnote 1    |
| - Non-strategic NP sites                | £0                     | £0        | £0              | £0              | £13,608         | £117,500        | £301,208          | £822,500          | £1,123,708        |
| Tangmere total <sup>1</sup>             | £0                     | £0        | £0              | £85,050         | £98,658         | £117,500        | £301,208          | £822,500          | £1,123,708        |
| West Thorney                            | £0                     | £0        | £0              | £0              | £0              | £0              | £0                | £0                | £0                |
| Westbourne                              | £0                     | £0        | £0              | £0              | £0              | £0              | £0                | £14,580           | £14,580           |
| Westhampnett (part of SDL) <sup>2</sup> | £0                     | £0        | £32,900         | £32,900         | £32,900         | £32,900         | £131,600          | £32,900           | £164,500          |
| <b>E-W Corridor sub-total</b>           | <b>£0</b>              | <b>£0</b> | <b>£165,200</b> | <b>£250,250</b> | <b>£316,022</b> | <b>£326,170</b> | <b>£1,057,642</b> | <b>£2,441,704</b> | <b>£3,499,346</b> |
| <b>Manhood Peninsula</b>                |                        |           |                 |                 |                 |                 |                   |                   |                   |
| Appledram                               | £0                     | £0        | £0              | £0              | £0              | £0              | £0                | £0                | £0                |
| Birdham                                 | £0                     | £0        | £0              | £0              | £0              | £0              | £0                | £0                | £0                |

|                                |           |                |                 |                 |                 |                 |                   |                   |                   |
|--------------------------------|-----------|----------------|-----------------|-----------------|-----------------|-----------------|-------------------|-------------------|-------------------|
| Donnington                     | £0        | £23,814        | £18,144         | £0              | £0              | £0              | £41,958           | £0                | £41,958           |
| Earnley                        | £0        | £0             | £0              | £0              | £0              | £0              | £0                | £0                | £0                |
| East Wittering & Bracklesham   | £0        | £0             | £0              | £0              | £0              | £0              | £0                | £22,680           | £22,680           |
| Hunston                        | £0        | £0             | £0              | £0              | £0              | £0              | £0                | £11,340           | £11,340           |
| North Mundham                  | £0        | £0             | £0              | £0              | £0              | £0              | £0                | £0                | £0                |
| Selsey                         | £0        | £0             | £0              | £0              | £0              | £0              | £0                | £0                | £0                |
| Sidlesham                      | £0        | £0             | £0              | £0              | £0              | £0              | £0                | £0                | £0                |
| West Itchenor                  | £0        | £0             | £0              | £0              | £0              | £0              | £0                | £0                | £0                |
| West Wittering                 | £0        | £0             | £0              | £0              | £0              | £0              | £0                | £0                | £0                |
| <b>Manhood Pen sub-total</b>   | <b>£0</b> | <b>£23,814</b> | <b>£18,144</b>  | <b>£0</b>       | <b>£0</b>       | <b>£0</b>       | <b>£41,958</b>    | <b>£34,020</b>    | <b>£75,978</b>    |
| <b>Plan Area (North)</b>       |           |                |                 |                 |                 |                 |                   |                   |                   |
| Lynchmere                      | £0        | £0             | £0              | £0              | £0              | £0              | £0                | £27,000           | £27,000           |
| Kirdford <sup>3</sup>          | £0        | £47,250        | £47,250         | £31,500         | £15,750         | £0              | £141,750          | £47,250           | £189,000          |
| Loxwood <sup>3</sup>           | £0        | £0             | £63,000         | £72,450         | £0              | £0              | £135,450          | £0                | £135,450          |
| Plaistow & Ifold               | £0        | £0             | £0              | £0              | £0              | £0              | £0                | £27,000           | £27,000           |
| Wisborough Green               | £0        | £0             | £20,790         | £0              | £0              | £0              | £20,790           | £41,580           | £62,370           |
| <b>Plan Area (N) sub-total</b> | <b>£0</b> | <b>£47,250</b> | <b>£131,040</b> | <b>£103,950</b> | <b>£15,750</b>  | <b>£0</b>       | <b>£297,990</b>   | <b>£142,830</b>   | <b>£440,820</b>   |
| <b>PLAN AREA TOTAL</b>         | <b>£0</b> | <b>£71,064</b> | <b>£314,384</b> | <b>£354,200</b> | <b>£331,772</b> | <b>£326,170</b> | <b>£1,397,590</b> | <b>£2,618,554</b> | <b>£4,016,144</b> |

Notes:

<sup>1</sup> Tangmere Parish annual CIL receipt would be capped at £117,500 per year

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

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

The tables (7,8 &9) below show the total potential CIL receipts by geographical sub area by phase, before administrative costs of up to 5% are deducted. This identifies that:

- £9m is available to contribute to the priorities identified during this second IBP period (2017-2022) inclusive of parish proportion or
- £7m without parish proportion assuming that a neighbourhood plan is in place, or
- £8m if a neighbourhood plan is not in place.



**Table 7: Potential total CIL receipts from planned housing by Local Plan sub-area**

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

All developments of 11+ dwellings assumed to provide 30% affordable housing (which is CIL exempt)

CIL contribution per dwelling

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

|                             | CIL rate | % AH | Projected CIL receipts |         |          |          |          |          |                 |                 |                 |             |
|-----------------------------|----------|------|------------------------|---------|----------|----------|----------|----------|-----------------|-----------------|-----------------|-------------|
|                             |          |      | 2016-17                | 2017-18 | 2018-19  | 2019-20  | 2020-21  | 2021-22  | Total 2017-2022 | Total 2022-2029 | Total 2017-2029 |             |
| <b>East-West Corridor</b>   |          |      |                        |         |          |          |          |          |                 |                 |                 |             |
| Bosham                      | £10,800  | 30%  | £0                     | £0      | £0       | £0       | £0       | £0       | £0              | £0              | £378,000        | £378,000    |
| Boxgrove                    | £10,800  | 30%  | £0                     | £0      | £0       | £0       | £0       | £0       | £0              | £0              | £189,000        | £189,000    |
| Chichester city             |          |      |                        |         |          |          |          |          |                 |                 |                 |             |
| - West of Chichester        | £10,800  | 30%  | £0                     | £0      | £567,000 | £567,000 | £567,000 | £982,800 | £2,683,800      | £6,766,200      | £9,450,000      | £9,450,000  |
| - Westhampnett/NEC (part)   | £10,800  | 30%  | £0                     | £0      | £0       | £0       | £0       | £0       | £0              | £1,512,000      | £1,512,000      | £1,512,000  |
| - Chichester City North     | £10,800  | 30%  | £0                     | £0      | £0       | £0       | £0       | £0       | £0              | £0              | £0              | £0          |
| - Other identified sites    | £10,800  | 30%  | £0                     | £0      | £0       | £0       | £158,760 | £0       | £158,760        | £0              | £158,760        | £158,760    |
| - Chichester parish housing | £10,800  | 30%  | £0                     | £0      | £0       | £0       | £0       | £0       | £0              | £1,519,560      | £1,519,560      | £1,519,560  |
| Chichester city total       |          |      | £0                     | £0      | £567,000 | £567,000 | £725,760 | £982,800 | £2,842,560      | £9,797,760      | £12,640,320     | £12,640,320 |
| Chidham & Hambrook          | £10,800  |      | £0                     | £0      | £0       | £0       | £0       | £0       | £0              | £0              | £0              | £0          |
| Fishbourne                  | £10,800  | 30%  | £0                     | £0      | £0       | £0       | £0       | £0       | £0              | £113,400        | £113,400        | £113,400    |
| Funtington (part)           | £10,800  |      | £0                     | £0      | £0       | £0       | £0       | £0       | £0              | £0              | £0              | £0          |
| Lavant (part)               | £10,800  |      | £0                     | £0      | £0       | £0       | £0       | £0       | £0              | £0              | £0              | £0          |
| Oving (inc Shopwyke SDL)    | £10,800  |      | £0                     | £0      | £0       | £0       | £0       | £0       | £0              | £0              | £0              | £0          |
| Southbourne                 |          |      |                        |         |          |          |          |          |                 |                 |                 |             |
| - Southbourne village       | £10,800  | 30%  | £0                     | £0      | £0       | £0       | £302,400 | £113,400 | £415,800        | £0              | £415,800        | £415,800    |
| - Elsewhere in parish       | £10,800  | 30%  | £0                     | £0      | £189,000 | £189,000 | £0       | £0       | £378,000        | £0              | £378,000        | £378,000    |
| Southbourne total           |          |      | £0                     | £0      | £189,000 | £189,000 | £302,400 | £113,400 | £793,800        | £0              | £793,800        | £793,800    |
| Tangmere (including SDL)    |          |      |                        |         |          |          |          |          |                 |                 |                 |             |
| - Tangmere SDL              | £10,800  | 30%  | £0                     | £0      | £0       | £567,000 | £567,000 | £831,600 | £1,965,600      | £5,594,400      | £7,560,000      | £7,560,000  |
| - Non-strategic NP sites    | £10,800  | 30%  | £0                     | £0      | £0       | £0       | £90,720  | £0       | £90,720         | £226,800        | £317,520        | £317,520    |
| Tangmere total              |          |      | £0                     | £0      | £0       | £567,000 | £657,720 | £831,600 | £2,056,320      | £5,821,200      | £7,877,520      | £7,877,520  |

|                                |         |     |           |                 |                   |                   |                   |                   |                   |                    |                    |
|--------------------------------|---------|-----|-----------|-----------------|-------------------|-------------------|-------------------|-------------------|-------------------|--------------------|--------------------|
| West Thorney                   | £10,800 |     | £0        | £0              | £0                | £0                | £0                | £0                | £0                | £0                 | £0                 |
| Westbourne                     | £10,800 |     | £0        | £0              | £0                | £0                | £0                | £0                | £0                | £97,200            | £97,200            |
| Westhampnett (part of SDL)     | £10,800 | 30% | £0        | £0              | £491,400          | £491,400          | £491,400          | £491,400          | £1,965,600        | £302,400           | £2,268,000         |
| <b>E-W Corridor sub-total</b>  |         |     | <b>£0</b> | <b>£0</b>       | <b>£1,247,400</b> | <b>£1,814,400</b> | <b>£2,177,280</b> | <b>£2,419,200</b> | <b>£7,658,280</b> | <b>£16,698,960</b> | <b>£24,357,240</b> |
| <b>Manhood Peninsula</b>       |         |     |           |                 |                   |                   |                   |                   |                   |                    |                    |
| Appledram                      | £10,800 |     | £0        | £0              | £0                | £0                | £0                | £0                | £0                | £0                 | £0                 |
| Birdham                        | £10,800 |     | £0        | £0              | £0                | £0                | £0                | £0                | £0                | £0                 | £0                 |
| Donnington                     | £10,800 | 30% | £0        | £158,760        | £120,960          | £0                | £0                | £0                | £279,720          | £0                 | £279,720           |
| Earnley                        | £10,800 |     | £0        | £0              | £0                | £0                | £0                | £0                | £0                | £0                 | £0                 |
| East Wittering & Bracklesham   | £10,800 | 30% | £0        | £0              | £0                | £0                | £0                | £0                | £0                | £151,200           | £151,200           |
| Hunston                        | £10,800 | 0%  | £0        | £0              | £0                | £0                | £0                | £0                | £0                | £75,600            | £75,600            |
| North Mundham                  | £10,800 |     | £0        | £0              | £0                | £0                | £0                | £0                | £0                | £0                 | £0                 |
| Selsey                         | £10,800 |     | £0        | £0              | £0                | £0                | £0                | £0                | £0                | £0                 | £0                 |
| Sidlesham                      | £10,800 |     | £0        | £0              | £0                | £0                | £0                | £0                | £0                | £0                 | £0                 |
| West Itchenor                  | £10,800 |     | £0        | £0              | £0                | £0                | £0                | £0                | £0                | £0                 | £0                 |
| West Wittering                 | £10,800 |     | £0        | £0              | £0                | £0                | £0                | £0                | £0                | £0                 | £0                 |
| <b>Manhood Pen sub-total</b>   |         |     | <b>£0</b> | <b>£158,760</b> | <b>£120,960</b>   | <b>£0</b>         | <b>£0</b>         | <b>£0</b>         | <b>£279,720</b>   | <b>£226,800</b>    | <b>£506,520</b>    |
| <b>Plan Area (North)</b>       |         |     |           |                 |                   |                   |                   |                   |                   |                    |                    |
| Lynchmere                      | £18,000 | 0%  | £0        | £0              | £0                | £0                | £0                | £0                | £0                | £180,000           | £180,000           |
| Kirdford                       | £18,000 | 30% | £0        | £189,000        | £189,000          | £126,000          | £63,000           | £0                | £567,000          | £189,000           | £756,000           |
| Loxwood                        | £18,000 | 30% | £0        | £0              | £252,000          | £289,800          | £0                | £0                | £541,800          | £0                 | £541,800           |
| Plaistow & Ifold               | £18,000 | 0%  | £0        | £0              | £0                | £0                | £0                | £0                | £0                | £180,000           | £180,000           |
| Wisborough Green               | £18,000 | 30% | £0        | £0              | £138,600          | £0                | £0                | £0                | £138,600          | £277,200           | £415,800           |
| <b>Plan Area (N) sub-total</b> |         |     | <b>£0</b> | <b>£189,000</b> | <b>£579,600</b>   | <b>£415,800</b>   | <b>£63,000</b>    | <b>£0</b>         | <b>£1,247,400</b> | <b>£826,200</b>    | <b>£2,073,600</b>  |
| <b>PLAN AREA TOTAL</b>         |         |     | <b>£0</b> | <b>£347,760</b> | <b>£1,947,960</b> | <b>£2,230,200</b> | <b>£2,240,280</b> | <b>£2,419,200</b> | <b>£9,185,400</b> | <b>£17,751,960</b> | <b>£26,937,360</b> |

**Table 8: Potential parish level CIL receipts assuming adopted neighbourhood plans (25% of CIL receipts)**

|                                    | Projected CIL receipts |           |                 |                 |                 |                 |                   |                   |                   |
|------------------------------------|------------------------|-----------|-----------------|-----------------|-----------------|-----------------|-------------------|-------------------|-------------------|
|                                    | 2016-17                | 2017-18   | 2018-19         | 2019-20         | 2020-21         | 2021-22         | Total 2017-2022   | Total 2022-2029   | Total 2017-2029   |
| <b>East-West Corridor</b>          |                        |           |                 |                 |                 |                 |                   |                   |                   |
| Bosham                             | £0                     | £0        | £0              | £0              | £0              | £0              | £0                | £94,500           | £94,500           |
| Boxgrove                           | £0                     | £0        | £0              | £0              | £0              | £0              | £0                | £47,250           | £47,250           |
| Chichester city                    |                        |           |                 |                 |                 |                 |                   |                   |                   |
| - <i>West of Chichester</i>        | £0                     | £0        | £141,750        | £141,750        | £141,750        | £245,700        | £670,950          | £1,691,550        | £2,362,500        |
| - <i>Westhampnett/NEC (part)</i>   | £0                     | £0        | £0              | £0              | £0              | £0              | £0                | £378,000          | £378,000          |
| - <i>Chichester City North</i>     | £0                     | £0        | £0              | £0              | £0              | £0              | £0                | £0                | £0                |
| - <i>Other identified sites</i>    | £0                     | £0        | £0              | £0              | £39,690         | £0              | £39,690           | £0                | £39,690           |
| - <i>Chichester parish housing</i> | £0                     | £0        | £0              | £0              | £0              | £0              | £0                | £379,890          | £379,890          |
| Chichester city total              | £0                     | £0        | £141,750        | £141,750        | £181,440        | £245,700        | £710,640          | £2,449,440        | £3,160,080        |
| Chidham & Hambrook                 | £0                     | £0        | £0              | £0              | £0              | £0              | £0                | £0                | £0                |
| Fishbourne                         | £0                     | £0        | £0              | £0              | £0              | £0              | £0                | £28,350           | £28,350           |
| Funtington (part)                  | £0                     | £0        | £0              | £0              | £0              | £0              | £0                | £0                | £0                |
| Lavant (part)                      | £0                     | £0        | £0              | £0              | £0              | £0              | £0                | £0                | £0                |
| Oving (inc Shopwyke SDL)           | £0                     | £0        | £0              | £0              | £0              | £0              | £0                | £0                | £0                |
| Southbourne                        |                        |           |                 |                 |                 |                 |                   |                   |                   |
| - <i>Southbourne village</i>       | £0                     | £0        | £0              | £0              | £75,600         | £28,350         | £103,950          | £0                | £103,950          |
| - <i>Elsewhere in parish</i>       | £0                     | £0        | £47,250         | £47,250         | £0              | £0              | £94,500           | £0                | £94,500           |
| Southbourne total                  | £0                     | £0        | £47,250         | £47,250         | £75,600         | £28,350         | £198,450          | £0                | £198,450          |
| Tangmere (including SDL)           |                        |           |                 |                 |                 |                 |                   |                   |                   |
| - <i>Tangmere SDL</i>              | £0                     | £0        | £0              | £141,750        | £141,750        | £207,900        | £491,400          | £1,398,600        | £1,890,000        |
| - <i>Non-strategic NP sites</i>    | £0                     | £0        | £0              | £0              | £22,680         | £0              | £22,680           | £56,700           | £79,380           |
| Tangmere total                     | £0                     | £0        | £0              | £141,750        | £164,430        | £207,900        | £514,080          | £1,455,300        | £1,969,380        |
| West Thorney                       | £0                     | £0        | £0              | £0              | £0              | £0              | £0                | £0                | £0                |
| Westbourne                         | £0                     | £0        | £0              | £0              | £0              | £0              | £0                | £24,300           | £24,300           |
| Westhampnett (part of SDL)         | £0                     | £0        | £122,850        | £122,850        | £122,850        | £122,850        | £491,400          | £75,600           | £567,000          |
| <b>E-W Corridor sub-total</b>      | <b>£0</b>              | <b>£0</b> | <b>£311,850</b> | <b>£453,600</b> | <b>£544,320</b> | <b>£604,800</b> | <b>£1,914,570</b> | <b>£4,174,740</b> | <b>£6,089,310</b> |
| <b>Manhood Peninsula</b>           |                        |           |                 |                 |                 |                 |                   |                   |                   |
| Appledram                          | £0                     | £0        | £0              | £0              | £0              | £0              | £0                | £0                | £0                |
| Birdham                            | £0                     | £0        | £0              | £0              | £0              | £0              | £0                | £0                | £0                |
| Donnington                         | £0                     | £39,690   | £30,240         | £0              | £0              | £0              | £69,930           | £0                | £69,930           |

|                                |           |                |                 |                 |                 |                 |                   |                   |                   |
|--------------------------------|-----------|----------------|-----------------|-----------------|-----------------|-----------------|-------------------|-------------------|-------------------|
| Earnley                        | £0        | £0             | £0              | £0              | £0              | £0              | £0                | £0                | £0                |
| East Wittering & Bracklesham   | £0        | £0             | £0              | £0              | £0              | £0              | £0                | £37,800           | £37,800           |
| Hunston                        | £0        | £0             | £0              | £0              | £0              | £0              | £0                | £18,900           | £18,900           |
| North Mundham                  | £0        | £0             | £0              | £0              | £0              | £0              | £0                | £0                | £0                |
| Selsey                         | £0        | £0             | £0              | £0              | £0              | £0              | £0                | £0                | £0                |
| Sidlesham                      | £0        | £0             | £0              | £0              | £0              | £0              | £0                | £0                | £0                |
| West Itchenor                  | £0        | £0             | £0              | £0              | £0              | £0              | £0                | £0                | £0                |
| West Wittering                 | £0        | £0             | £0              | £0              | £0              | £0              | £0                | £0                | £0                |
| <b>Manhood Pen sub-total</b>   | <b>£0</b> | <b>£39,690</b> | <b>£30,240</b>  | <b>£0</b>       | <b>£0</b>       | <b>£0</b>       | <b>£69,930</b>    | <b>£56,700</b>    | <b>£126,630</b>   |
| <b>Plan Area (North)</b>       |           |                |                 |                 |                 |                 |                   |                   |                   |
| Lynchmere                      | £0        | £0             | £0              | £0              | £0              | £0              | £0                | £45,000           | £45,000           |
| Kirdford                       | £0        | £47,250        | £47,250         | £31,500         | £15,750         | £0              | £141,750          | £47,250           | £189,000          |
| Loxwood                        | £0        | £0             | £63,000         | £72,450         | £0              | £0              | £135,450          | £0                | £135,450          |
| Plaistow & Ifold               | £0        | £0             | £0              | £0              | £0              | £0              | £0                | £45,000           | £45,000           |
| Wisborough Green               | £0        | £0             | £34,650         | £0              | £0              | £0              | £34,650           | £69,300           | £103,950          |
| <b>Plan Area (N) sub-total</b> | <b>£0</b> | <b>£47,250</b> | <b>£144,900</b> | <b>£103,950</b> | <b>£15,750</b>  | <b>£0</b>       | <b>£311,850</b>   | <b>£206,550</b>   | <b>£518,400</b>   |
| <b>PLAN AREA TOTAL</b>         | <b>£0</b> | <b>£86,940</b> | <b>£486,990</b> | <b>£557,550</b> | <b>£560,070</b> | <b>£604,800</b> | <b>£2,296,350</b> | <b>£4,437,990</b> | <b>£6,734,340</b> |

**Table 9: Potential parish level CIL receipts assuming no neighbourhood plans (15% of CIL receipts)**

|                                    | Projected CIL receipts |           |                 |                 |                 |                 |                    |                    |                    |
|------------------------------------|------------------------|-----------|-----------------|-----------------|-----------------|-----------------|--------------------|--------------------|--------------------|
|                                    | 2016-17                | 2017-18   | 2018-19         | 2019-20         | 2020-21         | 2021-22         | Total<br>2017-2022 | Total<br>2022-2029 | Total<br>2017-2029 |
| <b>East-West Corridor</b>          |                        |           |                 |                 |                 |                 |                    |                    |                    |
| Bosham                             | £0                     | £0        | £0              | £0              | £0              | £0              | £0                 | £94,500            | £94,500            |
| Boxgrove                           | £0                     | £0        | £0              | £0              | £0              | £0              | £0                 | £47,250            | £47,250            |
| Chichester city                    |                        |           |                 |                 |                 |                 |                    |                    |                    |
| - <i>West of Chichester</i>        | £0                     | £0        | £141,750        | £141,750        | £141,750        | £245,700        | £670,950           | £1,691,550         | £2,362,500         |
| - <i>Westhampnett/NEC (part)</i>   | £0                     | £0        | £0              | £0              | £0              | £0              | £0                 | £378,000           | £378,000           |
| - <i>Chichester City North</i>     | £0                     | £0        | £0              | £0              | £0              | £0              | £0                 | £0                 | £0                 |
| - <i>Other identified sites</i>    | £0                     | £0        | £0              | £0              | £39,690         | £0              | £39,690            | £0                 | £39,690            |
| - <i>Chichester parish housing</i> | £0                     | £0        | £0              | £0              | £0              | £0              | £0                 | £379,890           | £379,890           |
| Chichester city total              | £0                     | £0        | £141,750        | £141,750        | £181,440        | £245,700        | £710,640           | £2,449,440         | £3,160,080         |
| Chidham & Hambrook                 | £0                     | £0        | £0              | £0              | £0              | £0              | £0                 | £0                 | £0                 |
| Fishbourne                         | £0                     | £0        | £0              | £0              | £0              | £0              | £0                 | £28,350            | £28,350            |
| Funtington (part)                  | £0                     | £0        | £0              | £0              | £0              | £0              | £0                 | £0                 | £0                 |
| Lavant (part)                      | £0                     | £0        | £0              | £0              | £0              | £0              | £0                 | £0                 | £0                 |
| Oving (inc Shopwyke SDL)           | £0                     | £0        | £0              | £0              | £0              | £0              | £0                 | £0                 | £0                 |
| Southbourne                        |                        |           |                 |                 |                 |                 |                    |                    |                    |
| - <i>Southbourne village</i>       | £0                     | £0        | £0              | £0              | £75,600         | £28,350         | £103,950           | £0                 | £103,950           |
| - <i>Elsewhere in parish</i>       | £0                     | £0        | £47,250         | £47,250         | £0              | £0              | £94,500            | £0                 | £94,500            |
| Southbourne total                  | £0                     | £0        | £47,250         | £47,250         | £75,600         | £28,350         | £198,450           | £0                 | £198,450           |
| Tangmere (including SDL)           |                        |           |                 |                 |                 |                 |                    |                    |                    |
| - <i>Tangmere SDL</i>              | £0                     | £0        | £0              | £141,750        | £141,750        | £207,900        | £491,400           | £1,398,600         | £1,890,000         |
| - <i>Non-strategic NP sites</i>    | £0                     | £0        | £0              | £0              | £22,680         | £0              | £22,680            | £56,700            | £79,380            |
| Tangmere total                     | £0                     | £0        | £0              | £141,750        | £164,430        | £207,900        | £514,080           | £1,455,300         | £1,969,380         |
| West Thorney                       | £0                     | £0        | £0              | £0              | £0              | £0              | £0                 | £0                 | £0                 |
| Westbourne                         | £0                     | £0        | £0              | £0              | £0              | £0              | £0                 | £24,300            | £24,300            |
| Westhampnett (part of SDL)         | £0                     | £0        | £122,850        | £122,850        | £122,850        | £122,850        | £491,400           | £75,600            | £567,000           |
| <b>E-W Corridor sub-total</b>      | <b>£0</b>              | <b>£0</b> | <b>£311,850</b> | <b>£453,600</b> | <b>£544,320</b> | <b>£604,800</b> | <b>£1,914,570</b>  | <b>£4,174,740</b>  | <b>£6,089,310</b>  |
| <b>Manhood Peninsula</b>           |                        |           |                 |                 |                 |                 |                    |                    |                    |
| Appledram                          | £0                     | £0        | £0              | £0              | £0              | £0              | £0                 | £0                 | £0                 |
| Birdham                            | £0                     | £0        | £0              | £0              | £0              | £0              | £0                 | £0                 | £0                 |
| Donnington                         | £0                     | £39,690   | £30,240         | £0              | £0              | £0              | £69,930            | £0                 | £69,930            |

|                                |           |                |                 |                 |                 |                 |                   |                   |                   |
|--------------------------------|-----------|----------------|-----------------|-----------------|-----------------|-----------------|-------------------|-------------------|-------------------|
| Earnley                        | £0        | £0             | £0              | £0              | £0              | £0              | £0                | £0                | £0                |
| East Wittering & Bracklesham   | £0        | £0             | £0              | £0              | £0              | £0              | £0                | £37,800           | £37,800           |
| Hunston                        | £0        | £0             | £0              | £0              | £0              | £0              | £0                | £18,900           | £18,900           |
| North Mundham                  | £0        | £0             | £0              | £0              | £0              | £0              | £0                | £0                | £0                |
| Selsey                         | £0        | £0             | £0              | £0              | £0              | £0              | £0                | £0                | £0                |
| Sidlesham                      | £0        | £0             | £0              | £0              | £0              | £0              | £0                | £0                | £0                |
| West Itchenor                  | £0        | £0             | £0              | £0              | £0              | £0              | £0                | £0                | £0                |
| West Wittering                 | £0        | £0             | £0              | £0              | £0              | £0              | £0                | £0                | £0                |
| <b>Manhood Pen sub-total</b>   | <b>£0</b> | <b>£39,690</b> | <b>£30,240</b>  | <b>£0</b>       | <b>£0</b>       | <b>£0</b>       | <b>£69,930</b>    | <b>£56,700</b>    | <b>£126,630</b>   |
| <b>Plan Area (North)</b>       |           |                |                 |                 |                 |                 |                   |                   |                   |
| Lynchmere                      | £0        | £0             | £0              | £0              | £0              | £0              | £0                | £45,000           | £45,000           |
| Kirdford                       | £0        | £47,250        | £47,250         | £31,500         | £15,750         | £0              | £141,750          | £47,250           | £189,000          |
| Loxwood                        | £0        | £0             | £63,000         | £72,450         | £0              | £0              | £135,450          | £0                | £135,450          |
| Plaistow & Ifold               | £0        | £0             | £0              | £0              | £0              | £0              | £0                | £45,000           | £45,000           |
| Wisborough Green               | £0        | £0             | £34,650         | £0              | £0              | £0              | £34,650           | £69,300           | £103,950          |
| <b>Plan Area (N) sub-total</b> | <b>£0</b> | <b>£47,250</b> | <b>£144,900</b> | <b>£103,950</b> | <b>£15,750</b>  | <b>£0</b>       | <b>£311,850</b>   | <b>£206,550</b>   | <b>£518,400</b>   |
| <b>PLAN AREA TOTAL</b>         | <b>£0</b> | <b>£86,940</b> | <b>£486,990</b> | <b>£557,550</b> | <b>£560,070</b> | <b>£604,800</b> | <b>£2,296,350</b> | <b>£4,437,990</b> | <b>£6,734,340</b> |

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

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

|  | Short Term<br>(2016-2021)                      | Medium Term<br>(2022-2029)                       | Total of Short & Medium<br>Term projects (Local Plan<br>period) |
|--|--|--|---|
| Critical Project Costs   | £0   | £0   | £0  |
| Essential Project Costs  | £9,045,000                                     | £32,020,000                                      | £41,065,000   |
| Policy High Project Costs  | £265,000                                       | £8,648,000                                       | £8,913,000  |
| Desirable Project Costs  | £1,920,000                                     | £600,000   | £2,520,000  |
| <b>Total Project Costs</b>   | <b>£11,230,000</b>                             | <b>£41,268,000</b>                               | <b>£52,498,000</b>  |
| <b>Assuming CIL Income*</b><br>This includes the Parish proportion, and includes a 5% deduction for the administration of the CIL. | £9185,400 less £459,270<br><b>= £8,726,130</b> | 17,751,960 less<br>£887,598 = <b>£16,864,362</b> | £26,937,360 less<br>£1,346,868 = <b>£25,590,492</b>             |
| <b>Additional Funding Required to meet shortfall</b>   | <b>£2,503,870</b>                              | <b>£24,403,638</b>                               | <b>£26,907,508</b>  |

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

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

|  | Year 2017/18  | Year 2018/19  | Year 2019/20   | Year 2020/21  | Year 2021/22  |
|--|---|---|--|---|---|
| Actual CIL demanded at 10 Aug 2016<br>£536,090.40  | Expected CIL income<br>£347,760   | Expected CIL income<br>1,947,960  | Expected CIL income<br>2,230,200   | Expected CIL income 2,240,280   | Expected CIL income<br>£2,419,200   |
|  | Less 25% = 260,820  | Less 25% = 1,460,970  | Less 25% = 1,672,650   | Less 25% = 1,680,210  | Less 25% =<br>£1,814,400  |
|  | Less 5% = <b>243,432</b>  | Less 5% = <b>1,363,572</b>  | Less 5% = <b>1,767,090</b>   | Less 5% = <b>1,568,196</b>  | Less 5% =<br><b>1,693,440</b>   |
| <b>Amount available to CDC for CIL spend once 25% Neighbourhood proportion and 5% admin costs are deducted</b> |   |   |  |   |   |
| <b>£428,872.32</b>   | <b>£243,432 +<br/>*£383,872.32 =<br/>£627,304.32</b>  | <b>£1,363,572 +<br/>*£607,304.32 =<br/>£1,970,876.30</b>  | <b>£1,767,090+<br/>*£880,876.30 =<br/>£2,647,966.30</b>  | <b>£1,568,196+<br/>*£1,272,966.30 =<br/>£2,841,162.30</b>   | <b>£1,693,400+<br/>*£41,162.30 =<br/>£1,734,562.30</b>  |
| <b>Projects selected for funding</b>   |   |   |  |   |   |
| Ambulance response post, Chichester south project 533<br>£45,000   |   | Primary School places E-W project 330 Chichester £1m (subject to further detail & evaluation)   | Primary School places Bournes. Project 331 £1m (subject to further detail & evaluation)                                      | Primary School places Manhood Peninsula. Project 332 £1m (subject to further detail & evaluation)                                   | Smarter Choices package linked to Manhood expanded schools. Project 653 £125,000 (subject to further detail & evaluation) |
|  |   | School access improvements at expanded primary school(s) Chichester. Project 657 £50,000  | Primary School places north of district. Project 536 £100,000 (subject to further detail & evaluation)                       | Medical Centre W of Chichester. Project 398 £1.3m (subject to further detail & evaluation)  |   |
|  |   |   | School access improvements at expanded primary school(s) Bournes. Project 660 £50,000  | School access improvements at Manhood. Project 659 £50,000  |   |
|  |   |   | School access improvements at expanded primary school(s) North of District. Project 661 £50,000                              | Sustainable transport corridor – City Centre to Portfield part of project 656 £50,000   |   |
|  | Enhancements to the Lavant Biodiversity Opportunity Area - the stretch of the Lavant north of the Westhampnett SDL. Project 194 £10,000 | Enhancements to the Lavant Biodiversity Opportunity Area - the stretch of the Lavant north of the Westhampnett SDL. Project 194 £40,000 | Sustainable transport corridor – City Centre to Portfield part of project 656 £25,000  | Sustainable transport corridor – City Centre to Westhampnett. Project 353 £50,000   | Sustainable transport corridor – City Centre to Portfield. Part of project 656 £425,000                                   |
|  |   |   | Smarter Choices package linked to Chichester expanded schools. Project 350 £125,000 (subject to further detail & evaluation) | Smarter Choices package linked to Bournes expanded schools. Project 651 £125,000 (subject to further detail & evaluation)           | Sustainable transport corridor – City Centre to Westhampnett. Project 353 £425,000  |
|  |   |   | Sustainable transport corridor – City Centre to Westhampnett. Project 353 £25,000  | Smarter Choices package linked to North of District expanded schools. Project 652 £125,000 (subject to further detail & evaluation) |   |
|  |   |   |  | Local land drainage East Beach Sea Outfall. Project 293 £100,000  |   |
|  | Brandy Hole Copse project 196<br>£10,000  |   |  |   |   |
| *Balance to be banked and carried forward into year 2017/18 £383,872.32  | *Balance to be banked and carried forward into year 2018/19 £607,304.32   | *Balance to be banked and carried forward into year 2019/2020 £880,876.30   | *Balance to be banked and carried forward into year 2020/21 £1,272,966.30  | *Balance to be banked and carried forward into year 2021/22 £41,162.30  | *Balance to be banked and carried forward into year 2022/23 £759,562.30   |

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



# 7 Implementation, Monitoring & Governance

## Introduction

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

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

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

## CIL Governance

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

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

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

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

7.8 CIL Regulation 59C states that a local council (Town, City, Parish Council) must use CIL receipts passed onto it in accordance with regulation 59A or 59B to support the development of the local council's area, or any part of that area, by funding – (a) the provision, improvement, replacement, operation or maintenance of infrastructure; or (b) anything else that is concerned with addressing the demands that development places on an area.

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

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

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

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

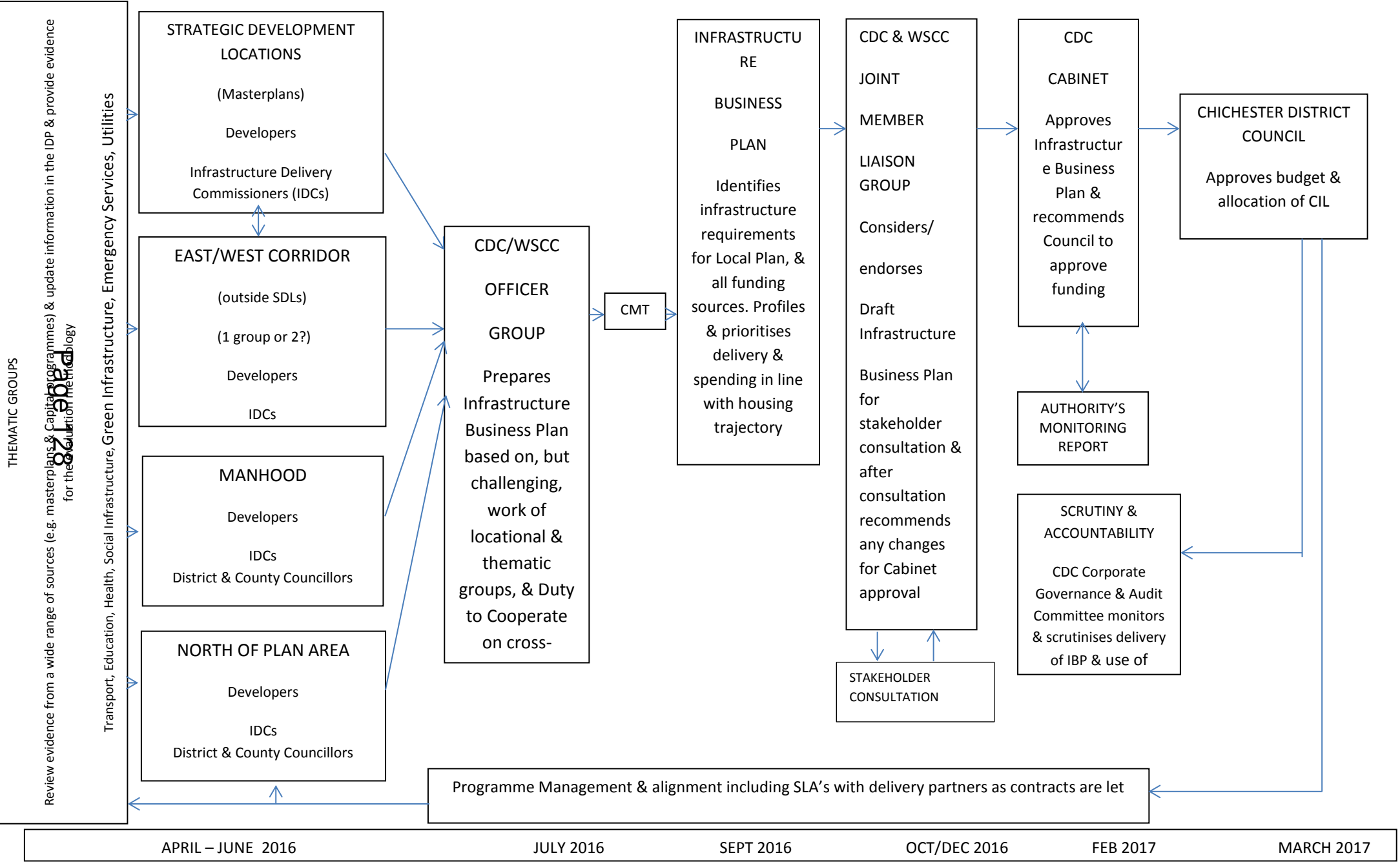
7.13 If the need arises for major changes to the IBP to be made outside the decision-making cycle, the Joint Member Liaison Group will be consulted and CDC's normal decision making procedure can be followed

### **Monitoring**

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

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

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



# 8 Conclusions

## Introduction

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

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

## The Current Situation

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

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

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

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

# **APPENDICES**

**A Full Project list**

**B CIL Applicable Housing trajectory**

**C Project categorisation process**

**D Funding Source review**

**E Project proforma**

**F Regulation 123 list**

**G IBP Glossary**

# Appendix A Full Project list by source

## City, Town & Parish Projects

| Org Name               | IBP Id  | Category             | Project Type  | Scheme   | Justification  | Phasing | Term Time | Cost Range  | Funding Sources | Delivery Lead          | CIL S106 Other | Planning Ref   | Priority Category | Project Status  | Parish Area |
|------------------------|---------|----------------------|---|--|--|---------|-----------|-------------|-----------------|------------------------|----------------|--|-------------------|---|-------------|
| Birdham Parish Council | IBP/6   | Green Infrastructure | Landscaping, planting and woodland creation and public rights of way    | Extending & Improving the Village Pond   | Major developments throughout the village requiring that surface water is drained as quickly as possible to prevent flooding | Unknown |           | Approx £40k | S106 & CIL      | Birdham Parish Council | CIL            | BI/12/0414 7/OUT - Refused - APPEAL - Allowed BI/13/0028 4/FUL | 4 Desirable       | Not selected for IBP years 2016-2021 as little planned development in this cycle. | Birdham     |
| Birdham Parish Council | IBP/7   | Green Infrastructure | Landscaping, planting and woodland creation and public rights of way    | Providing hedging & trees along the western edge of the playing field to improve safety and provide wild life corridor | Increase in village population which would demand greater use of the playing field with a resultant impact on wildlife       | Unknown |           | Unknown     | S106 & CIL      | Birdham Parish Council | CIL            | BI/12/0414 7/OUT - Refused - APPEAL - Allowed BI/13/0028 4/FUL | 4 Desirable       | Not selected for IBP years 2016-2021 as little planned development in this cycle. | Birdham     |
| Birdham Parish Council | IBP/188 | Green Infrastructure | Landscaping, planting and woodland creation and public rights of way    | Repairs to Canal Locks   |  |         |           |             |                 |                        |                |  | 4 Desirable       | Not selected for IBP years 2016-2021 as little planned development in this cycle. | Birdham     |
| Birdham Parish Council | IBP/4   | Green Infrastructure | Playing fields, sports pitches, related build and children's play areas | Draining the Playing field and providing Changing Facilities   | Major developments in the Bell Lane area requiring more social facilities for a growing village population.                  | Unknown |           | Unknown     | S106 & CIL      | Birdham Parish Council | CIL            | BI/07/0564 0/FUL - APPROVED BI/12/0414 7/OUT                   | 4 Desirable       | Not selected for IBP years 2016-2021 as little planned development in this cycle. | Birdham     |
| Birdham Parish Council | IBP/5   | Green Infrastructure | Playing fields, sports pitches, related build and children's play areas | Refurbish the Children's play area and provide a wider range of activities for a growing population                    | Major developments in the Bell Lane area requiring more social facilities for a growing village population.                  | Unknown |           | Unknown     | S106 & CIL      | Birdham Parish Council | CIL            | BI/12/0414 7/OUT - Refused - APPEAL - Allowed BI/13/0028 4/FUL | 4 Desirable       | Not selected for IBP years 2016-2021 as little planned development in this cycle. | Birdham     |

| Org Name               | IBP Id | Category             | Project Type  | Scheme   | Justification   | Phasing | Term Time | Cost Range | Funding Sources                                       | Delivery Lead                      | CIL S106 Other | Planning Ref  | Priority Category | Project Status  | Parish Area |
|------------------------|--------|----------------------|---|--|---|---------|-----------|------------|---|------------------------------------|----------------|---|-------------------|---|-------------|
| Birdham Parish Council | IBP/3  | Green Infrastructure | Allotments  | Turn land bequest into allotments  | Parish Duty to provide if requested   | Unknown |           | Unknown    | S106 & CIL  | Birdham Parish Council             | CIL            |   | 4 Desirable       | Not selected for IBP years 2016-2021 as little planned development in this cycle. | Birdham     |
| Birdham Parish Council | IBP/1  | Transport            | Local road network  | Traffic calming of the A286 together with methods of improving pedestrian safety either via pedestrian crossing or bridging the A286 and Bell Lane | Major developments in the Bell Lane area requiring safe pedestrian movements in crossing Bell Lane for schools and shopping | Unknown |           | Unknown    | S106 & CIL  | WSCC                               | CIL            | BI/12/04147/OUT - Refused - APPEAL - Allowed<br>BI/13/00284/FUL | 2 Essential       | Not selected for IBP years 2016-2021 as little planned development in this cycle. | Birdham     |
| Birdham Parish Council | IBP/2  | Transport            | Cycle infrastructure  | Wheel Chair/Cycle route to Chichester. Possible upgrade to Salterns Way and Canal.   | Major developments in the Bell Lane area requiring more social facilities for a growing village population.                 | Unknown |           | Unknown    | S106 & CIL  | WSCC                               | CIL            | BI/12/04147/OUT - Refused - APPEAL - Allowed<br>BI/13/00284/FUL | 3 Policy High     | Not selected for IBP years 2016-2021 as little planned development in this cycle. | Birdham     |
| Bosham Parish Council  | IBP/17 | Green Infrastructure | Public open space   | Recreation space   | Extend & improve green recreational spaces for sustainable living   |         |           |            | Developers /CDC<br>CIL/PC L                           | Bosham Parish Council, CDC         | CIL            |   | 3 Policy High     | Not selected for IBP years 2016-2021 as little planned development in this cycle. | Bosham      |
| Bosham Parish Council  | IBP/13 | Green Infrastructure | Playing fields, sports pitches, related build and children's play areas | Relocate Football Pitch  | Football safety standards avoiding shared use with school and public  |         |           | £100,00    | CIL/Sport England/National playing fields Association | Bosham Parish Council, WSCC        | CIL            | BI/13/00284/FUL - APPROVED                                      | 4 Desirable       | Not selected for IBP years 2016-2021 as little planned development in this cycle. | Bosham      |
| Bosham Parish Council  | IBP/14 | Green Infrastructure | Flood and coastal erosion risk management                               | Wastewater & Harbour drains  | Current system compromised in wet weather   |         |           |            | Flood risk management authorities.                    | Flood risk management authorities. | Other          |   | 3 Policy High     | Not selected for IBP years 2016-2021 as little planned                            | Bosham      |

| Org Name              | IBP Id  | Category              | Project Type                      | Scheme   | Justification   | Phasing | Term Time | Cost Range | Funding Sources                                   | Delivery Lead               | CIL S106 Other | Planning Ref | Priority Category | Project Status  | Parish Area |
|-----------------------|---------|-----------------------|-----------------------------------|--|---|---------|-----------|------------|---|-----------------------------|----------------|--------------|-------------------|---|-------------|
|                       |         |                       |                                   |  |   |         |           |            |   |                             |                |              |                   | development in this cycle.  |             |
| Bosham Parish Council | IBP/ 21 | Social Infrastructure | Community facilities              | Village Hall provision                                   | Ongoing maintenance/improvements/refurbishment              |         |           | £100,000   | CDC/PC, CIL/New Homes                             | Bosham Parish Council       | CIL            |              | 4 Desirable       | Not selected for IBP years 2016-2021 as little planned development in this cycle. | Bosham      |
| Bosham Parish Council | IBP/ 12 | Social Infrastructure | Streetscene and built environment | High Street Improvement                                  | Safety & Tourism – Shared surfaces                          |         |           | £100,000   | WSCC/CD C/CIL/HLF & Townscape Heritage Initiative | Bosham Parish Council, WSCC | Other          |              | 4 Desirable       | Not selected for IBP years 2016-2021 as little planned development in this cycle. | Bosham      |
| Bosham Parish Council | IBP/ 20 | Social Infrastructure | Car parking                       | Broadbridge parking bays                                 | Provide adequate parking facilities off verges              |         |           | £40,000    | WSCC/CD C,CIL/PC, CIL                             | Bosham Parish Council, WSCC | CIL            |              | 4 Desirable       | Not selected for IBP years 2016-2021 as little planned development in this cycle. | Bosham      |
| Bosham Parish Council | IBP/ 11 | Social Infrastructure | Car parking                       | Harbour Car Park   | Tourism friendly  |         |           | £100,000   | CDC (revenue from Car Park)                       | Bosham Parish Council, CDC  | Other          |              | 4 Desirable       | Not selected for IBP years 2016-2021 as little planned development in this cycle. | Bosham      |
| Bosham Parish Council | IBP/ 15 | Transport             | Local road network                | Pinch Points in Delling Lane, Taylors Lane & Walton Lane | Safety as expressed in T&P Strategy adopted in January 2015 |         |           | £100,000   | WSCC/CIL  | Bosham Parish Council, WSCC | CIL            |              | 4 Desirable       | Not selected for IBP years 2016-2021 as little planned development in this cycle. | Bosham      |
| Bosham Parish Council | IBP/ 16 | Transport             | Local road network                | 20mph Village  | Safety as expressed in T&P Strategy adopted in January 2015 |         |           | £10,000    | WSCC/CIL  | WSCC, Bosham Parish Council | CIL            |              | 4 Desirable       | Not selected for IBP years 2016-2021 as little planned development in this cycle. | Bosham      |



| Org Name                | IBP Id   | Category              | Project Type                        | Scheme   | Justification   | Phasing | Term Time                | Cost Range      | Funding Sources                                      | Delivery Lead           | CIL S106 Other | Planning Ref | Priority Category | Project Status  | Parish Area     |
|-------------------------|----------|-----------------------|-------------------------------------|--|---|---------|--------------------------|-----------------|--|-------------------------|----------------|--------------|-------------------|---|-----------------|
| Bosham Parish Council   | IBP/ 10  | Transport             | Pedestrian infrastructure           | A259 Pelican Crossing  | Safety/ Safe routes to school   |         |                          | £50,000         | CDC/WSC C/Sustrans /CIL                              | WSCC                    | CIL            |              | 4 Desirable       | Not selected for IBP years 2016-2021 as little planned development in this cycle. | Bosham          |
| Bosham Parish Council   | IBP/ 9   | Transport             | Pedestrian infrastructure           | Walton Lane Footpath   | Safety/ Safe routes to school   |         |                          | £700,000        | WSCC/CD C,CIL  | WSCC                    | CIL            |              | 4 Desirable       | Not selected for IBP years 2016-2021 as little planned development in this cycle. | Bosham          |
| Bosham Parish Council   | IBP/ 18  | Transport             | Cycle and pedestrian infrastructure | Improve provision of cycle/footpaths to include Taylors Lane Extension of footpath | Sustainable modes of transport  |         |                          |                 | Sustrans/ WSCC/Big Society funds                     | WSCC, Adjacent Parishes | CIL            |              | 4 Desirable       | Not selected for IBP years 2016-2021 as little planned development in this cycle. | Bosham          |
| Boxgrove Parish Council | IBP/ 649 | Transport             | Local road network                  | Traffic calming at Halnaker crossroads.  | Identified in the Neighbourhood Plan.   |         |                          |                 |  | WSCC                    | CIL            |              | 4 Desirable       | Parish may wish to consider funding from their CIL                                | Boxgrove        |
| Chichester City Council | IBP/ 32  | Education             | Early years and childcare           | Indoor Soft Play area for children   | Important social provision for new and existing families.   | 2019    | Short term (2016 - 2021) |                 | CIL/New Homes Bonus                                  | CDC/Commercial Operator | CIL            |              | 4 Desirable       | City Council may wish to consider funding from their CIL                          | Chichester City |
| Chichester City Council | IBP/ 29  | Green Infrastructure  | Allotments                          | Increased provision for allotments.  | Statutory Duty to provide allotments to meet the demand of an additional population (e.g. Graylingwell & White House Farm). | 2019    | Short term (2016 - 2021) |                 | CIL and S106 Costs of establishing and maintaining . | CCC                     | CIL            |              | 3 Policy High     | City Council may wish to consider funding from their CIL                          | Chichester City |
| Chichester City Council | IBP/ 31  | Social Infrastructure | Community facilities                | Sea Cadet HQ Pound Farm – in need of refurbishment.                                | Hall used for community facility. Could be improved to meet additional population needs                                     | 2019    | Short term (2016 - 2021) | £50,000 approx. | CIL/New Homes Bonus                                  | CCC                     | CIL            |              | 4 Desirable       | City Council may wish to consider funding from their CIL                          | Chichester City |

| Org Name                | IBP Id | Category              | Project Type                      | Scheme   | Justification  | Phasing | Term Time                | Cost Range | Funding Sources     | Delivery Lead  | CIL S106 Other | Planning Ref | Priority Category | Project Status   | Parish Area     |
|-------------------------|--------|-----------------------|-----------------------------------|--|--|---------|--------------------------|------------|---------------------|--|----------------|--------------|-------------------|--|-----------------|
| Chichester City Council | IBP/30 | Social Infrastructure | Community facilities              | St Michaels Hall In Summersdale Road.  | Private hall used for community facility. Could be purchased/ improved to meet additional population needs.  | 2019    | Short term (2016 - 2021) |            | CIL/New Homes Bonus | CCC  | CIL            |              | 4 Desirable       | City Council may wish to consider funding from their CIL | Chichester City |
| Chichester City Council | IBP/26 | Social Infrastructure | Streetscene and built environment | The formation of a piazza in front of the Cathedral (The Dean and Chapter are already thinking along these lines and it was an aspiration in the Town Plan)      | Create new community space by reshaping a key area of the City to accommodate increased visitor numbers. Refer to Public Realm and Accessibility Enhancement Strategy September 2005 | 2019    | Short term (2016 - 2021) |            | CIL                 | Chichester City Council (CCC), WSCC, CDC and Dean & Chapter. | CIL            |              | 4 Desirable       | City Council may wish to consider funding from their CIL | Chichester City |
| Chichester City Council | IBP/27 | Social Infrastructure | Car parking                       | Improvements to Little London/St Martin's area at the rear of the Buttermarket . Potential for redevelopment of car park for mixed uses including street market. | Improved community space to meet increased visitor numbers. Remove traffic congestion in Little London. Refer to Public Realm and Accessibility Enhancement Strategy September 2005  | 2019    | Short term (2016 - 2021) |            | CIL                 | CCC, CDC & WSCC.   | CIL            |              | 4 Desirable       | City Council may wish to consider funding from their CIL | Chichester City |
| Chichester City Council | IBP/24 | Transport             | Pedestrian infrastructure         | Provision for slow moving electric vehicles for the elderly.   | Improve access for elderly people in City Centre.  | 2019    | Short term (2016 - 2021) |            | CIL                 | WSCC & CDC/Commercial provider.                              | CIL            |              | 4 Desirable       | City Council may wish to consider funding from their CIL | Chichester City |

| Org Name                            | IBP Id  | Category  | Project Type   | Scheme  | Justification  | Phasing | Term Time                | Cost Range | Funding Sources | Delivery Lead                | CIL S106 Other | Planning Ref | Priority Category | Project Status   | Parish Area          |
|-------------------------------------|---------|-----------|--|---|--|---------|--------------------------|------------|-----------------|------------------------------|----------------|--------------|-------------------|--|----------------------|
| Chichester City Council             | IBP/22  | Transport | Pedestrian infrastructure                                    | A complete resurfacing of the existing pedestrian precinct. Widening of the footpaths in key streets approaching the pedestrian area (e.g. North Street and South Street) to achieve improved public. A general improvement in the signage, streetscape, street furniture and green open spaces to improve the visitor experience to the City | Over 40 years old and very uneven, better HGV/pavement definition. Increased pedestrian flows anticipated from increased population. Refer to Public Realm and Accessibility Enhancement Strategy September 2005 | 2019    | Short term (2016 - 2021) |            | CIL & S106      | CDC, WSCC & City Centre BID. | CIL            |              | 4 Desirable       | City Council may wish to consider funding from their CIL | Chichester City      |
| Chichester City Council             | IBP/25  | Transport | Cycle infrastructure   | Improved Cycle Ways around City   | To improve safe access for cyclists.   | 2019    | Short term (2016 - 2021) |            | CIL/S106        | WSCC & CDC                   | CIL            |              | 3 Policy High     | City Council may wish to consider funding from their CIL | Chichester City      |
| Chidham and Hambrook Parish Council | IBP/605 | Education | Primary, Secondary, sixth form and special educational needs | Work to sustain Chidham Parochial Primary School to accommodate expanding capacity  | Support the school to keep the admission numbers manageable and increase the percentage attending from catchment   |         |                          |            |                 | WSCC                         | CIL            |              | 4 Desirable       |  | Chidham and Hambrook |

| Org Name                            | IBP Id  | Category                      | Project Type   | Scheme   | Justification | Phasing | Term Time | Cost Range | Funding Sources | Delivery Lead  | CIL S106 Other | Planning Ref | Priority Category | Project Status | Parish Area          |
|-------------------------------------|---------|-------------------------------|--|--|---------------|---------|-----------|------------|-----------------|----------------|----------------|--------------|-------------------|----------------|----------------------|
| Chidham and Hambrook Parish Council | IBP/617 | Green Infrastructure          | Landscaping, planting and woodland creation and public rights of way | Restore all deficient rights of way and their signage                                  |               |         |           |            |                 | WSSC           | CIL            |              | 4 Desirable       |                | Chidham and Hambrook |
| Chidham and Hambrook Parish Council | IBP/614 | Green Infrastructure          | Public open space  | The Dell (Chidham Lane) to be maintained to a satisfactory level                       |               |         |           |            |                 | Parish Council | CIL            |              | 4 Desirable       |                | Chidham and Hambrook |
| Chidham and Hambrook Parish Council | IBP/607 | Health                        | Community healthcare, primary care facilities & improvements         | Actively pursue the case for a walk-in / satellite surgery / health facility/ pharmacy |               |         |           |            |                 | Parish Council | CIL            |              | 4 Desirable       |                | Chidham and Hambrook |
| Chidham and Hambrook Parish Council | IBP/620 | Public and Community Services | Public transport   | Improve bus services in the Parish   |               |         |           |            |                 | Parish Council | CIL            |              | 4 Desirable       |                | Chidham and Hambrook |
| Chidham and Hambrook Parish Council | IBP/612 | Social Infrastructure         | Community facilities   | Create a Community Recreation Centre with outdoor facilities for all ages              |               |         |           |            |                 | Parish Council | CIL            |              | 4 Desirable       |                | Chidham and Hambrook |
| Chidham and Hambrook Parish Council | IBP/611 | Social Infrastructure         | Community facilities   | Maximum refurbishment of the Village Hall  |               |         |           |            |                 | Parish Council | CIL            |              | 4 Desirable       |                | Chidham and Hambrook |
| Chidham and Hambrook Parish Council | IBP/616 | Social Infrastructure         | Streetscene and built environment                                    | Improve signage to Parish amenities  |               |         |           |            |                 | Parish Council | CIL            |              | 4 Desirable       |                | Chidham and Hambrook |

| Org Name                            | IBP Id  | Category              | Project Type       | Scheme   | Justification   | Phasing | Term Time | Cost Range | Funding Sources | Delivery Lead | CIL S106 Other | Planning Ref | Priority Category | Project Status | Parish Area          |
|-------------------------------------|---------|-----------------------|--------------------|--|-----------------|---------|-----------|------------|-----------------|---------------|----------------|--------------|-------------------|----------------|----------------------|
| Chidham and Hambrook Parish Council | IBP/604 | Social Infrastructure | Car parking        | Identify areas for and provide unobtrusive parking for visitors, resurface layby opposite The Barleycorn for visitors' use   |                 |         |           |            |                 | WSCC          | CIL            |              | 4 Desirable       |                | Chidham and Hambrook |
| Chidham and Hambrook Parish Council | IBP/603 | Social Infrastructure | Car parking        | Improve residents' parking in the following areas: East side of Chidham Lane to the Meadow, both sides of Broad Road by Broad Meadow, outside Mansfield Cottages, bottom of Cot Lane | Improve parking |         |           |            |                 | WSCC          | CIL            |              | 4 Desirable       |                | Chidham and Hambrook |
| Chidham and Hambrook Parish Council | IBP/599 | Transport             | Local road network | Reduce speed limit on the Bosham straight from 60mph to 50 mph   | Speed reduction |         |           |            |                 | WSCC          | CIL            |              | 4 Desirable       |                | Chidham and Hambrook |
| Chidham and Hambrook Parish Council | IBP/598 | Transport             | Local road network | Speed restrictions of 30mph on the peninsula and along the A259 through the Parish   | Speed reduction |         |           |            |                 | WSCC          | CIL            |              | 4 Desirable       |                | Chidham and Hambrook |

| Org Name                            | IBP Id  | Category         | Project Type              | Scheme  | Justification                      | Phasing | Term Time | Cost Range | Funding Sources | Delivery Lead     | CIL S106 Other | Planning Ref | Priority Category | Project Status | Parish Area          |
|-------------------------------------|---------|------------------|---------------------------|---|------------------------------------|---------|-----------|------------|-----------------|-------------------|----------------|--------------|-------------------|----------------|----------------------|
| Chidham and Hambrook Parish Council | IBP/601 | Transport        | Pedestrian infrastructure | Resurface/improve walking and pavement routes : Chidham Lane, Broad Road , Main Road from Chidham Lane to Cot Lane and Drift Lane to Broad Road | improve walking and pavement route |         |           |            |                 | WSCC              | CIL            |              | 4 Desirable       |                | Chidham and Hambrook |
| Chidham and Hambrook Parish Council | IBP/602 | Transport        | Pedestrian infrastructure | Provision of pavement on West side of Broad Road from Post Office to Children's Play Area   | Safety                             |         |           |            |                 | WSCC              | CIL            |              | 4 Desirable       |                | Chidham and Hambrook |
| Chidham and Hambrook Parish Council | IBP/508 | Transport        | Pedestrian infrastructure | School Safety Zone and Safer Routes to School Scheme - Chidham Parochial Primary School, Chidham Lane   | Pedestrian Safety                  |         |           |            |                 |                   |                |              | 4 Desirable       |                | Chidham and Hambrook |
| Chidham and Hambrook Parish Council | IBP/600 | Transport        | Cycle infrastructure      | Provision of dedicated cycle route the whole length of the Parish   | Support the Chemroute campaign     |         |           |            |                 | WSCC              | CIL            |              | 4 Desirable       |                | Chidham and Hambrook |
| Chidham and Hambrook Parish Council | IBP/625 | Utility Services | Utility services          | Provide mains gas to all areas of the Parish  |                                    |         |           |            |                 | Utility companies |                |              | 4 Desirable       |                | Chidham and Hambrook |
| Chidham and Hambrook Parish Council | IBP/623 | Utility Services | Utility services          | Improve Broadband provision   |                                    |         |           |            |                 | Utility companies | CIL            |              | 4 Desirable       |                | Chidham and Hambrook |

| Org Name                            | IBP Id  | Category             | Project Type  | Scheme  | Justification   | Phasing | Term Time | Cost Range | Funding Sources | Delivery Lead     | CIL S106 Other | Planning Ref | Priority Category | Project Status                                     | Parish Area          |
|-------------------------------------|---------|----------------------|---|---|---|---------|-----------|------------|-----------------|-------------------|----------------|--------------|-------------------|--|----------------------|
| ok Parish Council                   |         |                      |   | throughout the Parish                                     |   |         |           |            |                 |                   |                |              |                   |  | Hambrook             |
| Chidham and Hambrook Parish Council | IBP/624 | Utility Services     | Utility services  | Install Wi-Fi to the Village Hall                         |   |         |           |            |                 | Parish Council    | CIL            |              | 4 Desirable       |  | Chidham and Hambrook |
| Chidham and Hambrook Parish Council | IBP/628 | Utility Services     | Utility services  | Press for satisfactory waste water disposal in the Parish |   |         |           |            |                 | Utility companies | CIL            |              | 4 Desirable       |  | Chidham and Hambrook |
| Chidham and Hambrook Parish Council | IBP/627 | Utility Services     | Utility services  | Extend mains drainage to all areas                        |   |         |           |            |                 | Utility companies | CIL            |              | 4 Desirable       |  | Chidham and Hambrook |
| Chidham and Hambrook Parish Council | IBP/626 | Utility Services     | Utility services  | Improve continuity of mains electricity                   |   |         |           |            |                 | Utility companies | CIL            |              | 4 Desirable       |  | Chidham and Hambrook |
| Donnington Parish Council           | IBP/34  | Green Infrastructure | Playing fields, sports pitches, related build and children's play areas | Additional signage for playing field                      | Encourage more visitors to existing facilities  |         |           |            |                 |                   | Other          |              | 4 Desirable       | Parish may wish to consider funding from their CIL | Donnington           |
| Donnington Parish Council           | IBP/33  | Green Infrastructure | Playing fields, sports pitches, related build and children's play areas | Additional equipment for playing fields                   | New housing has brought families to the area. Older children are not as well catered for by existing facilities |         |           |            |                 |                   | CIL            |              | 4 Desirable       | Parish may wish to consider funding from their CIL | Donnington           |

| Org Name                  | IBP Id | Category              | Project Type   | Scheme   | Justification  | Phasing                            | Term Time                | Cost Range | Funding Sources | Delivery Lead | CIL S106 Other | Planning Ref | Priority Category | Project Status                                     | Parish Area |
|---------------------------|--------|-----------------------|--|--|--|------------------------------------|--------------------------|------------|-----------------|---------------|----------------|--------------|-------------------|--|-------------|
| Donnington Parish Council | IBP/38 | Health                | Community healthcare, primary care facilities & improvements | Medical Centre including pharmacy                      | There is no surgery or pharmacy in Donnington and residents must travel into the City for these services. A surgery in Donnington could also service the increasing population on the Manhood Peninsula and free up spaces in City surgeries |                                    |                          |            |                 |               | CIL            |              | 4 Desirable       | Parish may wish to consider funding from their CIL | Donnington  |
| Donnington Parish Council | IBP/35 | Social Infrastructure | Community facilities   | Improvements and additional equipment for village hall | The hall is oversubscribed and needs more rooms/spaces. Additional equipment would open the hall up to wider use amongst the community e.g. families/young people.   |                                    |                          |            |                 |               | CIL            |              | 4 Desirable       | Parish may wish to consider funding from their CIL | Donnington  |
| Donnington Parish Council | IBP/43 | Social Infrastructure | Community facilities   | Village Hall extension                                 | Improved community use   | On approval of planning permission | Short term (2016 - 2021) |            |                 |               | S106           |              | 4 Desirable       | Parish may wish to consider funding from their CIL | Donnington  |
| Donnington Parish Council | IBP/36 | Transport             | Local road network   | Air quality monitor in Donnington                      | To record levels of air pollution in the Parish to better understand the potential impact of additional vehicles on the health of residents.   |                                    |                          |            |                 |               | CIL            |              | 4 Desirable       | Parish may wish to consider funding from their CIL | Donnington  |



| Org Name                                    | IBP Id  | Category  | Project Type   | Scheme   | Justification   | Phasing  | Term Time                | Cost Range | Funding Sources | Delivery Lead | CIL S106 Other | Planning Ref | Priority Category | Project Status  | Parish Area                    |
|---|---------|-----------|--|--|---|----------|--------------------------|------------|-----------------|---------------|----------------|--------------|-------------------|---|--------------------------------|
| Donnington Parish Council                   | IBP/650 | Transport | Pedestrian infrastructure                                    | Canal towpath surface improvements between Canal Walk and Waterside Drive and the underpass. | Necessary to ensure an adequate walking surface for the increasing numbers of pedestrians living and commuting through Donnington.  |          |                          |            |                 |               | CIL            |              | 4 Desirable       | Parish may wish to consider funding from their CIL                                | Donnington                     |
| Donnington Parish Council                   | IBP/42  | Transport | Cycle infrastructure   | Cycle network  | Extend through Parish   | On-going | Short term (2016 - 2021) |            |                 |               | CIL            |              | 3 Policy High     | Parish may wish to consider funding from their CIL                                | Donnington                     |
| East Wittering & Bracklesham Parish Council | IBP/47  | Education | Youth provision  | Improve Youth Club facilities.   | WSCC has failed to provide an acceptable lease for the existing youth club facilities. Therefore club now has no premises and is looking for alternatives.  |          |                          |            |                 |               |                |              | 4 Desirable       | Not selected for IBP years 2016-2021 as little planned development in this cycle. | East Wittering and Bracklesham |
| East Wittering & Bracklesham Parish Council | IBP/46  | Health    | Community healthcare, primary care facilities & improvements | Satellite doctors surgery in Bracklesham.  | More housing is being built in Bracklesham than East Wittering and the elderly and infirm would have easier access to medical facilities if there was provision in Bracklesham. East Wittering is a bus or car ride away for this sector of the community |          |                          |            |                 |               |                |              | 4 Desirable       | Not selected for IBP years 2016-2021 as little planned development in this cycle. | East Wittering and Bracklesham |

| Org Name                                    | IBP Id  | Category              | Project Type                      | Scheme  | Justification  | Phasing | Term Time | Cost Range | Funding Sources                                       | Delivery Lead | CIL S106 Other | Planning Ref | Priority Category | Project Status  | Parish Area                    |
|---|---------|-----------------------|-----------------------------------|---|--|---------|-----------|------------|---|---------------|----------------|--------------|-------------------|---|--------------------------------|
| East Wittering & Bracklesham Parish Council | IBP/52  | Social Infrastructure | Streetscene and built environment | The street scene and layout of both East Wittering and Bracklesham needs improvement    |  |         |           |            |   |               |                |              | 4 Desirable       | Not selected for IBP years 2016-2021 as little planned development in this cycle. | East Wittering and Bracklesham |
| East Wittering & Bracklesham Parish Council | IBP/53  | Social Infrastructure | Streetscene and built environment | In E. Wittering the steps and handrails, retaining wall and pathways need refurbishing. | These are old, rusty and poorly maintained. The retraining wall is cracked and leaning over towards the road. The street scene is in need of work. This appearance is detrimental to our visitor experience. |         |           |            |   |               |                |              | 4 Desirable       | Not selected for IBP years 2016-2021 as little planned development in this cycle. | East Wittering and Bracklesham |
| East Wittering & Bracklesham Parish Council | IBP/54  | Social Infrastructure | Streetscene and built environment | The seafront at both E. Wittering and Bracklesham need enhancing                        | To improve visitor experience.   |         |           |            |   |               |                |              | 4 Desirable       | Not selected for IBP years 2016-2021 as little planned development in this cycle. | East Wittering and Bracklesham |
| East Wittering & Bracklesham Parish Council | IBP/462 | Transport             | Local road network                | Speed limit - B2179, Piggery Hall Lane  | Speed reduction. The road is not wide enough for the large lorries and buses which break down verges and dolly posts. There are blind bends and the hedging needs cutting back on the eastern side.          |         |           |            | Engineering solutions dealing S106 delivery condition |               | S106           |              | 2 Essential       |   | East Wittering and Bracklesham |

| Org Name                                    | IBP Id  | Category         | Project Type     | Scheme   | Justification  | Phasing | Term Time | Cost Range | Funding Sources | Delivery Lead | CIL S106 Other | Planning Ref | Priority Category | Project Status  | Parish Area                    |
|---|---------|------------------|------------------|--|--|---------|-----------|------------|-----------------|---------------|----------------|--------------|-------------------|---|--------------------------------|
| East Wittering & Bracklesham Parish Council | IBP/ 45 | Transport        | Public transport | Extend bus service to include later evenings.    | Residents without cars (including young people) cannot access the services or employment - in particular shift workers, entertainment and leisure facilities - which are in Chichester during the evening as the bus stops its service fairly early.   |         |           |            |                 |               |                |              | 4 Desirable       | Not selected for IBP years 2016-2021 as little planned development in this cycle. | East Wittering and Bracklesham |
| East Wittering & Bracklesham Parish Council | IBP/ 44 | Transport        | Car parking      | Increase parking in East Wittering & Bracklesham | Insufficient provision means parking is a major issue for the smaller shopping centre in Bracklesham and the larger centre in East Wittering. Plus the area is a significant tourist destination making parking more difficult during April-September. |         |           |            |                 |               |                |              | 4 Desirable       | Not selected for IBP years 2016-2021 as little planned development in this cycle. | East Wittering and Bracklesham |
| East Wittering & Bracklesham Parish Council | IBP/ 50 | Utility Services | Utility services | Sewage system improvements.                      | To support new development and ensure that the risk of flooding to existing properties is not unacceptably increased.  |         |           |            |                 |               |                |              | 4 Desirable       | Not selected for IBP years 2016-2021 as little planned development in this cycle. | East Wittering and Bracklesham |
| East Wittering & Bracklesham Parish Council | IBP/ 51 | Utility Services | Utility services | Mobile phone coverage improvement                | The villages are poorly served by most service providers.  |         |           |            |                 |               |                |              | 4 Desirable       | Not selected for IBP years 2016-2021 as little planned development in this cycle. | East Wittering and Bracklesham |

| Org Name                  | IBP Id | Category              | Project Type   | Scheme   | Justification  | Phasing   | Term Time                | Cost Range   | Funding Sources          | Delivery Lead | CIL S106 Other | Planning Ref                | Priority Category | Project Status                                     | Parish Area |
|---------------------------|--------|-----------------------|--|--|--|---|--------------------------|--|--------------------------|---------------|----------------|-----------------------------|-------------------|--|-------------|
| Fishbourne Parish Council | IBP/65 | Green Infrastructure  | Allotments   | Allotments   | Very low ranking. No suitable site available   | No action at least in short term. Possibility of some land for Community use owned by WSCC but with no access as yet) |                          | Certainly nil in the short term                    | -                        |               | CIL            |                             | 4 Desirable       | Parish may wish to consider funding from their CIL | Fishbourne  |
| Fishbourne Parish Council | IBP/60 | Health                | Community healthcare, primary care facilities & improvements | Provision of medical facilities even if just nurse-led clinic      | Priority in previous village plans and in FNP but no interest from local doctors' surgeries                                      | Unlikely  |                          |  | ?                        |               | CIL            |                             | 4 Desirable       | Parish may wish to consider funding from their CIL | Fishbourne  |
| Fishbourne Parish Council | IBP/66 | Social Infrastructure | Community facilities   | Seating around village and for parents at the Children's Play area | Fishbourne Neighbourhood Plan Priority. Important for adults to be able to observe while giving children increasing independence | By December 2015  | Short term (2016 - 2021) | £1,000 for purchase, land clearance & installation | Group application to LAC | FPFA          | CIL            |                             | 4 Desirable       | Parish may wish to consider funding from their CIL | Fishbourne  |
| Fishbourne Parish Council | IBP/67 | Social Infrastructure | Community facilities   | Sound-proofing of Small Hall at Fishbourne Centre                  | To enable halls to be used independently   | By September 2016   | Short term (2016 - 2021) | £1,000   | Sec 106 /CIL(?)          | FPFA          | CIL            | FB/09/024 31/OUT - APPROVED | 4 Desirable       | Parish may wish to consider funding from their CIL | Fishbourne  |

| Org Name                  | IBP Id | Category  | Project Type              | Scheme   | Justification   | Phasing           | Term Time                | Cost Range       | Funding Sources                       | Delivery Lead                       | CIL S106 Other | Planning Ref                | Priority Category | Project Status                                     | Parish Area |
|---------------------------|--------|-----------|---------------------------|--|---|-------------------|--------------------------|------------------|---------------------------------------|-------------------------------------|----------------|-----------------------------|-------------------|--|-------------|
| Fishbourne Parish Council | IBP/58 | Transport | Local road network        | Vehicle-activated speed sign Salthill road northern parish boundary  | Safety issue: traffic volume greatly increased by new building in the area and by vehicles avoiding Fishbourne Roundabout. High priority in FNP | 2016-17 programme | Short term (2016 - 2021) | £11,000 (?)      | CIL                                   | Fishbourne Parish Council, Highways | CIL            |                             | 4 Desirable       | Parish may wish to consider funding from their CIL | Fishbourne  |
| Fishbourne Parish Council | IBP/56 | Transport | Local road network        | Road colouring and 30 mph roundels at village entrances  | To impact on driver behaviour. High priority in FNP   | By December 2015  | Short term (2016 - 2021) | £6,000 estimate  | As above                              | WSCC Highways                       | CIL            |                             | 4 Desirable       | Parish may wish to consider funding from their CIL | Fishbourne  |
| Fishbourne Parish Council | IBP/57 | Transport | Public transport          | Bus shelter in Salthill Road   | Fishbourne Neighbourhood Plan Priority  | By end 2015       | Short term (2016 - 2021) | £5,000           | Possible % grant from WSCC + sec.106? | Fishbourne Parish Council           |                | FB/09/024 31/OUT - APPROVED | 4 Desirable       | Parish may wish to consider funding from their CIL | Fishbourne  |
| Fishbourne Parish Council | IBP/68 | Transport | Pedestrian infrastructure | Footpath southwards from Fishbourne Centre parallel with Blackboy Lane. There is a need for a bridge over the ditch. | To provide safer access to Pre-school, Children's Play Area and Fishbourne Centre   | By September 2016 | Short term (2016 - 2021) | £10,000 (approx) | NHB (?)                               | FPFA via FPC                        | CIL            |                             | 4 Desirable       | Parish may wish to consider funding from their CIL | Fishbourne  |
| Fishbourne Parish Council | IBP/69 | Transport | Pedestrian infrastructure | Safety issue: Lighting of footpath southwards from Fishbourne Centre parallel with Blackboy Lane                     | Importance of protecting the young  | September 2016    | Short term (2016 - 2021) |                  | WSCC (?)                              | Fishbourne Parish Council           | CIL            |                             | 4 Desirable       | Parish may wish to consider funding from their CIL | Fishbourne  |

| Org Name                  | IBP Id | Category             | Project Type   | Scheme  | Justification   | Phasing  | Term Time                | Cost Range                   | Funding Sources | Delivery Lead                       | CIL S106 Other | Planning Ref | Priority Category | Project Status  | Parish Area |
|---------------------------|--------|----------------------|--|---|---|--|--------------------------|------------------------------|-----------------|-------------------------------------|----------------|--------------|-------------------|---|-------------|
| Fishbourne Parish Council | IBP/59 | Transport            | Pedestrian infrastructure                                    | Additional pedestrian crossing or island near Blackboy Lane/Old Park Lane | To make it safer to cross A259 and to slow down traffic at entry to the village | ?  |                          |                              | ?               | Fishbourne Parish Council, Highways | CIL            |              | 4 Desirable       | Parish may wish to consider funding from their CIL  | Fishbourne  |
| Fishbourne Parish Council | IBP/70 | Transport            | Cycle and pedestrian infrastructure                          | Safety issue: Lighting along Emperor Way                                  | Used a lot in the dark so low level lighting would decrease risk of attack      | Delay until decision is reached by SAS on building site to raise essential income. |                          | Depends on extent left unlit | CIL             | SAS                                 | CIL            |              | 4 Desirable       | Parish may wish to consider funding from their CIL  | Fishbourne  |
| Kirdford Parish Council   | IBP/78 | Education            | Primary, Secondary, sixth form and special educational needs | Provision of additional Primary School Places                             | Cross Plan area (north parishes)  | 2015   | Short term (2016 - 2021) |                              |                 |                                     | CIL            |              | 2 Essential       | Consider selecting if match funding is identified as this project supports the growth of the area provided it is for genuine community use. | Kirdford    |
| Kirdford Parish Council   | IBP/87 | Green Infrastructure | Public open space  | Village Green - Butts Common  |   | 2016-2017 2-5 years  | Short term (2016 - 2021) |                              |                 | Parish                              | CIL            |              | 4 Desirable       | Parish may wish to consider funding from their CIL  | Kirdford    |
| Kirdford Parish Council   | IBP/81 | Green Infrastructure | Public open space  | New Road, Parking area and SUDS pond and play area                        | Butts Common  | 2015-2020  | Short term (2016 - 2021) |                              |                 |                                     | CIL            |              | 4 Desirable       | Parish may wish to consider funding from their CIL  | Kirdford    |

| Org Name                | IBP Id   | Category              | Project Type  | Scheme   | Justification  | Phasing                                | Term Time                | Cost Range | Funding Sources | Delivery Lead | CIL S106 Other | Planning Ref | Priority Category | Project Status                                     | Parish Area |
|-------------------------|----------|-----------------------|---|--|--|--|--------------------------|------------|-----------------|---------------|----------------|--------------|-------------------|--|-------------|
| Kirdford Parish Council | IBP/ 86  | Green Infrastructure  | Playing fields, sports pitches, related build and children's play areas | Play area off School Court   |  | 2016-2017 2-4 years                    | Short term (2016 - 2021) |            |                 | Parish/HAS    | CIL            |              | 4 Desirable       | Parish may wish to consider funding from their CIL | Kirdford    |
| Kirdford Parish Council | IBP/ 85  | Green Infrastructure  | Allotments  | Community allotments and/or farm with orchard and appropriate storage facilities and parking | On site east of Bramley Close.   | 2017-2018 3-5 years                    | Short term (2016 - 2021) |            |                 |               | CIL            |              | 4 Desirable       | Parish may wish to consider funding from their CIL | Kirdford    |
| Kirdford Parish Council | IBP/ 83  | Social Infrastructure | Community facilities  | Community Stores - Extension to Building and Parking   | To increase cafe area and storage provision and enhancing the external picnic area and parking | 2015-2018                              | Short term (2016 - 2021) |            |                 |               | CIL            |              | 4 Desirable       | Parish may wish to consider funding from their CIL | Kirdford    |
| Kirdford Parish Council | IBP/ 321 | Social Infrastructure | Community facilities  | Village Social & Recreational Hub (Kirdford)   | On land south east of Townfield  | 2015-2025                              | Short term (2016 - 2021) |            |                 |               | CIL            |              | 4 Desirable       | Parish may wish to consider funding from their CIL | Kirdford    |
| Kirdford Parish Council | IBP/ 77  | Transport             | Local road network  | Highway alterations, parking provision and landscaping                                       | Townfield/Cornwood   | 2015-2020                              | Short term (2016 - 2021) |            |                 |               | CIL            |              | 4 Desirable       | Parish may wish to consider funding from their CIL | Kirdford    |
| Kirdford Parish Council | IBP/ 76  | Transport             | Local road network  | Highway alterations  | Cornwood to enable development for young/elderly housing                                       | 2015-2021, sequential with GI projects | Short term (2016 - 2021) |            |                 |               | CIL            |              | 4 Desirable       | Parish may wish to consider funding from their CIL | Kirdford    |

| Org Name                | IBP Id  | Category             | Project Type   | Scheme   | Justification                                      | Phasing   | Term Time                | Cost Range     | Funding Sources | Delivery Lead                 | CIL S106 Other | Planning Ref | Priority Category | Project Status  | Parish Area |
|-------------------------|---------|----------------------|--|--|--|-----------|--------------------------|----------------|-----------------|-------------------------------|----------------|--------------|-------------------|---|-------------|
| Kirdford Parish Council | IBP/75  | Transport            | Public transport   | Bus on demand  |  | 2015      | Short term (2016 - 2021) |                |                 |                               | CIL            |              | 4 Desirable       | Parish may wish to consider funding from their CIL                                | Kirdford    |
| Kirdford Parish Council | IBP/79  | Transport            | Pedestrian infrastructure                                    | New footpaths & Community Amenity Space  | Development Site North of Village                  | 2015-2029 | Short term (2016 - 2021) |                |                 |                               | CIL            |              | 4 Desirable       | Parish may wish to consider funding from their CIL                                | Kirdford    |
| Kirdford Parish Council | IBP/80  | Transport            | Cycle and pedestrian infrastructure                          | Improve local footpaths, cycle tracks and equestrian ways                                      | Parish-wide  | 2015-2029 | Short term (2016 - 2021) |                |                 |                               | CIL            |              | 4 Desirable       | Parish may wish to consider funding from their CIL                                | Kirdford    |
| Lavant Parish Council   | IBP/88  | Education            | Primary, Secondary, sixth form and special educational needs | Expansion of local primary school with associated parking                                      | More school places are required                    |           |                          | As yet unknown | As yet unknown  | Primary school/parish council | CIL            |              |                   | Not selected for IBP years 2016-2021 as little planned development in this cycle. | Lavant      |
| Lavant Parish Council   | IBP/584 | Education            | Early years and childcare                                    | A pre-school   |  |           |                          |                |                 |                               |                |              | 4 Desirable       | Parish may wish to consider funding from their CIL                                | Lavant      |
| Lavant Parish Council   | IBP/644 | Education            | Early years and childcare                                    | Provision of pre-school  |  |           | Short term (2016 - 2021) |                |                 |                               | CIL            |              | 4 Desirable       | Parish may wish to consider funding from their CIL                                | Lavant      |
| Lavant Parish Council   | IBP/645 | Green Infrastructure | Community facilities   | Provision of storage of equipment to undertake community projects such as path maintenance and | Volunteers have equipment but nowhere to store it. |           |                          |                |                 | Parish Council                | CIL            |              | 4 Desirable       | Parish may wish to consider funding from their CIL                                | Lavant      |



| Org Name              | IBP Id   | Category              | Project Type  | Scheme   | Justification  | Phasing             | Term Time                | Cost Range     | Funding Sources | Delivery Lead         | CIL S106 Other | Planning Ref | Priority Category | Project Status  | Parish Area |
|-----------------------|----------|-----------------------|---|--|--|---------------------|--------------------------|----------------|-----------------|-----------------------|----------------|--------------|-------------------|---|-------------|
|                       |          |                       |   | construction.  |  |                     |                          |                |                 |                       |                |              |                   |   |             |
| Lavant Parish Council | IBP/ 647 | Green Infrastructure  | Playing fields, sports pitches, related build and children's play areas | A new play area  | Existing area the equipment is dilapidated.  |                     |                          |                |                 | Parish Council        | CIL            |              | 4 Desirable       | Parish may wish to consider funding from their CIL                                | Lavant      |
| Lavant Parish Council | IBP/ 594 | Green Infrastructure  | Playing fields, sports pitches, related build and children's play areas | Maintenance of playgrounds   | Health and safety and to increase use.   |                     |                          |                |                 | Lavant Parish Council | CIL            |              | 4 Desirable       |   | Lavant      |
| Lavant Parish Council | IBP/ 595 | Green Infrastructure  | Flood and coastal erosion risk management                               | Maintenance of ditches   | To keep ditches clear to prevent flooding.   |                     |                          |                |                 | Lavant Parish Council | CIL            |              | 4 Desirable       |   | Lavant      |
| Lavant Parish Council | IBP/ 648 | Social Infrastructure | Community facilities  | A new community hub/shop within St Nicholas Church.  | It has been identified in the Neighbourhood Plan as a possible place for this.   |                     |                          |                |                 | Parish Council        | CIL            |              | 4 Desirable       | Parish may wish to consider funding from their CIL                                | Lavant      |
| Lavant Parish Council | IBP/ 646 | Social Infrastructure | Community facilities  | Provision of youth shelter   | Nowhere for youth to meet  |                     |                          |                |                 | Parish Council        | CIL            |              | 4 Desirable       | Parish may wish to consider funding from their CIL                                | Lavant      |
| Lavant Parish Council | IBP/ 89  | Transport             | Local road network  | Important traffic calming measures within the village  | Continuing problems with fast traffic and complaints from residents  | As soon as possible | Short term (2016 - 2021) | As yet unknown | As yet unknown  | Lavant Parish Council | CIL            |              | 4 Desirable       | Not selected for IBP years 2016-2021 as little planned development in this cycle. | Lavant      |
| Lavant Parish Council | IBP/ 643 | Transport             | Pedestrian infrastructure   | Either extension to pavement so children can get to and from school or provision of layby and pavement to enable children to | Improved safety at Lavant Primary School. (Parents have to park on road and walk children to school, there is no pavement beyond the allotments) |                     | Short term (2016 - 2021) |                |                 | WSCC                  | CIL            |              | 4 Desirable       | Parish may wish to consider funding from their CIL                                | Lavant      |

| Org Name               | IBP Id  | Category              | Project Type              | Scheme   | Justification  | Phasing   | Term Time                | Cost Range | Funding Sources | Delivery Lead | CIL S106 Other | Planning Ref                | Priority Category | Project Status                                     | Parish Area |
|------------------------|---------|-----------------------|---------------------------|--|--|-----------|--------------------------|------------|-----------------|---------------|----------------|-----------------------------|-------------------|--|-------------|
|                        |         |                       |                           | get to and from school or a car park for parents to drop off and pick up children from school. |  |           |                          |            |                 |               |                |                             |                   |  |             |
| Lavant Parish Council  | IBP/585 | Transport             | Pedestrian infrastructure | Footpath maintenance   |  |           |                          |            |                 |               |                |                             | 4 Desirable       | Parish may wish to consider funding from their CIL | Lavant      |
| Loxwood Parish Council | IBP/573 | Social Infrastructure | Community facilities      | Extension to storage facility.   | An increasing number of North Hall regular (weekly) users have used all of the available storage space. Various options to increase space are being considered.      | 2015/2016 | Short term (2016 - 2021) | £40,000    |                 |               | S106           | LX/13/020 25/FUL - APPROVED | 2 Essential       | Committed  | Loxwood     |
| Loxwood Parish Council | IBP/572 | Social Infrastructure | Community facilities      | Enlargement of men's toilet in North Hall  | Increased numbers using North Hall puts the men's toilet under pressure. Removal of redundant water heater and addition of two more urinals would solve the problem. | 2015      | Short term (2016 - 2021) | £4,000     |                 |               | S106           | LX/13/020 25/FUL - APPROVED | 2 Essential       | Committed  | Loxwood     |
| Loxwood Parish Council | IBP/571 | Social Infrastructure | Transport                 | To improve vehicular access to North Hall  | The entrance is on the inside of a bend in the B2133 with difficult access. A wider, well signed drive with enhanced sight-lines is required.                        | 2014/2016 | Short term (2016 - 2021) | £8,000     |                 |               | S106           | LX/13/020 25/FUL - APPROVED | 2 Essential       | Committed  | Loxwood     |

| Org Name                     | IBP Id  | Category              | Project Type  | Scheme   | Justification  | Phasing   | Term Time                | Cost Range                   | Funding Sources  | Delivery Lead  | CIL S106 Other | Planning Ref                | Priority Category   | Project Status  | Parish Area   |
|------------------------------|---------|-----------------------|---|--|--|---|--------------------------|------------------------------|--|--|----------------|-----------------------------|---|---|---------------|
| Loxwood Parish Council       | IBP/317 | Social Infrastructure | Car parking   | To increase car park capacity (Loxwood)  | Increased numbers using North Hall put pressure on parking. This could be alleviated by introducing car park to south of entrance drive.                         | 2014/5  | Short term (2016 - 2021) | £15,000                      |  |  | S106           | LX/13/020 25/FUL - APPROVED | 2 Essential   | Committed   | Loxwood       |
| Lynchmere Parish Council     | IBP/567 | Green Infrastructure  | Playing fields, sports pitches, related build and children's play areas | Rebuilding of Camelsdale pavilion,   | Existing pavilion is outdated, newer larger facilities are needed to meet modern requirements and accommodate the hugely increased community, & sport based use. | Over the next 24 months                         | Short term (2016 - 2021) | £180,000 (ex vat)            | £30,000 from New Homes Bonus ((CDC). £35,000 from Parish Council reserves. Remaining £115,00 hoped to come from sport & lottery grants | Parish Council                                       | Other          | 4 Desirable                 | Not selected for IBP years 2016-2021 as little planned development in this cycle. | Lynchmere   |               |
| Lynchmere Parish Council     | IBP/569 | Social Infrastructure | Community facilities  | Renovations to St. Michael's Hall & Hardman Hoyle Memorial Hall Linchmere Road | Increase in community activity groups more community space for local use required.   | When funds available (within next 12-18 months) | Short term (2016 - 2021) | £60,000                      | Community fundraising & grants.  | Parish Council                                       | Other          | 4 Desirable                 | Not selected for IBP years 2016-2021 as little planned development in this cycle. | Lynchmere   |               |
| Lynchmere Parish Council     | IBP/568 | Social Infrastructure | Community facilities  | Purchase of St. Michael's Hall, Linchmere Road                                 | Hall being sold and is needed to supplement lack of community facilities for numerous local groups/activities  | Within the next 6 months                        | Short term (2016 - 2021) | £50,000                      | £50,000 from Parish Council, or from community fundraising   | Parish Council                                       | Other          | 4 Desirable                 | Not selected for IBP years 2016-2021 as little planned development in this cycle. | Lynchmere   |               |
| North Mundham Parish Council | IBP/93  | Green Infrastructure  | Playing fields, sports pitches, related build and children's play areas | Outdoor gym/exercise equipment – to be sited on playing fields                 | Provides health and leisure benefits for local community. No comparable facility exists in the parish  | Site could be made available in short term      | Short term (2016 - 2021) | £20,000 - £30,000 (estimate) | New Homes Bonus  | North Mundham Parish Council or Playing Fields Trust | CIL            |                             | 4 Desirable   | Not selected for IBP years 2016-2021 as little planned development in this cycle. | North Mundham |

| Org Name                     | IBP Id | Category             | Project Type  | Scheme  | Justification  | Phasing  | Term Time                | Cost Range  | Funding Sources  | Delivery Lead                     | CIL S106 Other | Planning Ref | Priority Category | Project Status  | Parish Area   |
|------------------------------|--------|----------------------|---|---|--|--|--------------------------|---|--|-----------------------------------|----------------|--------------|-------------------|---|---------------|
| North Mundham Parish Council | IBP/94 | Green Infrastructure | Playing fields, sports pitches, related build and children's play areas | Safe surface for Children's Play Area   | Provides health and leisure benefits for local community. Mitigates safety and upkeep problems of present mix of grass and resilient surfacing   | Site available now   | Short term (2016 - 2021) | £10,000   | CIL or New Homes Bonus   | Playing Fields Trust              | CIL            |              | 4 Desirable       | Not selected for IBP years 2016-2021 as little planned development in this cycle. | North Mundham |
| North Mundham Parish Council | IBP/95 | Green Infrastructure | Biodiversity measures   | Develop route of disused canal as green infrastructure and wildlife haven to encourage biodiversity   | Improves landscape and provides environmental benefits for local population  | Site available now   | Short term (2016 - 2021) | Variable – can be funded on progressive basis as work proceeds                          | CIL, New Homes Bonus, local self-help  | North Mundham Parish Council      | CIL            |              | 3 Policy High     | Not selected for IBP years 2016-2021 as little planned development in this cycle. | North Mundham |
| North Mundham Parish Council | IBP/92 | Transport            | Pedestrian infrastructure   | Footpath from affordable housing (Canal Mead) to junction of Church Road and B2166.   | Provides safe access for local residents and will encourage use of public transport and integration with the rest of the local community. Footpath route exists, but surfacing will make it accessible to elderly and disabled |  | Short term (2016 - 2021) | £10,000 (estimate) to provide hard weatherproof surface and access steps at western end | Work in kind donation received from developer. Initial clearance of route housing. Needs CIL, S106 funding to complete or NHB? | WSCC footpaths, or Parish Council | CIL            |              | 2 Essential       | Not selected for IBP years 2016-2021 as little planned development in this cycle. | North Mundham |
| North Mundham Parish Council | IBP/91 | Transport            | Cycle and pedestrian infrastructure                                     | Footpath/cycleway along B2166 from Runcton to farm shop – and perhaps onwards to parish boundary to link with footpaths/cycleways from Bognor | Would enable local residents to avoid using a car for short journeys, and would facilitate sustainable transport links (cycleways) between Bognor, Pagham and Chichester. PC could carry out                                   | Needed now, but should integrate with development of other transport links | Short term (2016 - 2021) | £110,000 for portion between Runcton and farm shop                                      | S106, CIL and other sources supporting sustainable transport   | WSCC Highways                     | CIL            |              | 2 Essential       | Not selected for IBP years 2016-2021 as little planned development in this cycle. | North Mundham |

| Org Name             | IBP Id   | Category              | Project Type   | Scheme   | Justification   | Phasing | Term Time                | Cost Range | Funding Sources                 | Delivery Lead      | CIL S106 Other | Planning Ref               | Priority Category | Project Status  | Parish Area |
|----------------------|----------|-----------------------|--|--|---|---------|--------------------------|------------|---------------------------------|--------------------|----------------|----------------------------|-------------------|---|-------------|
|                      |          |                       |  | and Pagham   | work under licence. PC to manage scheme within Parish boundary. |         |                          |            |                                 |                    |                |                            |                   |   |             |
| Oving Parish Council | IBP/ 99  | Education             | Primary, Secondary, sixth form and special educational needs | Schools/colleges   | Essential   | ASAP    | Short term (2016 - 2021) | Unknown    | County & Government             | Government         | CIL            |                            | 4 Desirable       | Details of project insufficient   | Oving       |
| Oving Parish Council | IBP/ 631 | Education             | Early years and childcare                                    | Pre-school facilities  |   |         | Short term (2016 - 2021) |            |                                 |                    | S106           | O/11/0528 3/OUT - APPROVED | 4 Desirable       |   | Oving       |
| Oving Parish Council | IBP/ 100 | Green Infrastructure  | Flood and coastal erosion risk management                    | Flood control  | Essential   | ASAP    | Short term (2016 - 2021) | Unknown    | County, Govt, Utility Companies | Environment Agency | CIL            |                            | 3 Policy High     | Not selected for IBP years 2016-2021 as little planned development in this cycle. | Oving       |
| Oving Parish Council | IBP/ 98  | Health                | Community healthcare, primary care facilities & improvements | Hospital & doctors surgeries                                     | Essential   | Now     | Short term (2016 - 2021) | Unknown    | County funds                    | NHS                | CIL            |                            | 4 Desirable       | Not selected for IBP years 2016-2021 as little planned development in this cycle. | Oving       |
| Oving Parish Council | IBP/ 632 | Social Infrastructure | Community facilities   | Indoor and outdoor sports/recreation facilities.                 | Essential to meet demand from planned developments.             |         |                          |            |                                 |                    | S106           | O/11/0528 3/OUT - APPROVED |                   |   | Oving       |
| Oving Parish Council | IBP/ 101 | Social Infrastructure | Community facilities   | Community Facilities   | Essential   | Ongoing | Short term (2016 - 2021) | Unknown    | Parish & City Councils (CIL)    | Many               | CIL            |                            | 4 Desirable       | Not selected for IBP years 2016-2021 as little planned development in this cycle. | Oving       |
| Oving Parish Council | IBP/ 633 | Transport             | Public transport   | Public bus improvements and provision of minibus to access city. |   |         |                          |            |                                 |                    | S106           | O/11/0528 3/OUT - APPROVED |                   |   | Oving       |

| Org Name             | IBP Id  | Category             | Project Type  | Scheme  | Justification  | Phasing     | Term Time                | Cost Range  | Funding Sources | Delivery Lead                          | CIL S106 Other | Planning Ref | Priority Category | Project Status  | Parish Area |
|----------------------|---------|----------------------|---|---|--|-------------|--------------------------|-------------|-----------------|--|----------------|--------------|-------------------|---|-------------|
| Oving Parish Council | IBP/634 | Transport            | Pedestrian infrastructure   | Footpaths, bridle paths and local roads   | Maintenance no longer carried out by WSCC.   |             |                          |             |                 |  | CIL            |              |                   |   | Oving       |
| Oving Parish Council | IBP/97  | Utility Services     | Utility services  | Sewerage (pipes) waste water treatment (Tangmere WWTW)  | Essential to meet demand from planned developments   | ASAP        | Short term (2016 - 2021) | Unknown     | Southern Water  | Southern Water                         | Other          |              | 1 Critical        | Committed   | Oving       |
| Oving Parish Council | IBP/96  | Utility Services     | Transport - A27   | Chichester Bypass Improvements  | Critical to all CDC developments   | 2018 - 2019 | Short term (2016 - 2021) | £90 million | Government      | Highways Agency                        | S106           |              | 1 Critical        | Committed   | Oving       |
| Selsey Town Council  | IBP/121 | Education            | Primary, Secondary, sixth form and special educational needs            | Provision of post-16 education  | Lack of current facility and distance to nearest option.   |             |                          |             |                 | STC, WSCC, Chichester College, Academy |                |              | 4 Desirable       | Not selected for IBP years 2016-2021 as little planned development in this cycle. | Selsey      |
| Selsey Town Council  | IBP/132 | Green Infrastructure | Landscaping, planting and woodland creation and public rights of way    | Access improvements to and establishment of coastal path with way finding                         | National policy to create a coastal path. To enhance visitor attraction and tourism product and foster better links with the sea.  |             |                          |             |                 | Selsey Town Council, CDC, WSCC         | CIL            |              | 3 Policy High     | Not selected for IBP years 2016-2021 as little planned development in this cycle. | Selsey      |
| Selsey Town Council  | IBP/113 | Green Infrastructure | Playing fields, sports pitches, related build and children's play areas | Development of better facilities at East Beach (showers, changing, restaurant/café, water sports) | Dependent upon securing tenure of land from CDC, economic priority as would create a number of local jobs. Enhancements in alignment with the East Beach Masterplan by CDC. To enhance visitor attraction and tourism product and foster better links. |             |                          |             |                 | Selsey Town Council, CDC               | CIL            |              | 4 Desirable       | Not selected for IBP years 2016-2021 as little planned development in this cycle. | Selsey      |

| Org Name            | IBP Id  | Category              | Project Type  | Scheme   | Justification   | Phasing | Term Time                | Cost Range                       | Funding Sources  | Delivery Lead                                 | CIL S106 Other | Planning Ref | Priority Category | Project Status  | Parish Area |
|---------------------|---------|-----------------------|---|--|---|---------|--------------------------|----------------------------------|--|---|----------------|--------------|-------------------|---|-------------|
| Selsey Town Council | IBP/114 | Green Infrastructure  | Playing fields, sports pitches, related build and children's play areas | Football and Cricket clubhouse   | Local community requirements for better facilities  |         |                          | £400,000 match funding available |  | Sports Dream                                  | CIL            |              | 4 Desirable       | Not selected for IBP years 2016-2021 as little planned development in this cycle. | Selsey      |
| Selsey Town Council | IBP/110 | Green Infrastructure  | Playing fields, sports pitches, related build and children's play areas | Public space enhancements at East Beach green (in addition to skate park, better play facilities, all weather sports courts) | To enhance visitor attraction and tourism product and foster better links with the sea.         |         |                          |                                  |  | Selsey Town Council, CDC                      | CIL            |              | 4 Desirable       | Not selected for IBP years 2016-2021 as little planned development in this cycle. | Selsey      |
| Selsey Town Council | IBP/587 | Green Infrastructure  | Employment/Economic   | Selsey Haven   | Coastal defence; security, safety and sustainability of the fishing industry; tourism; economy. | 2017    | Short term (2016 - 2021) |                                  | DEFRA, European and Marine Fisheries Fund, LEADER, Coast to Capital, LEP | CDC   | CIL            |              | 3 Policy High     |   | Selsey      |
| Selsey Town Council | IBP/116 | Social Infrastructure | Community facilities  | Soft play area/indoor play area for children   | Local demand and nearest facility is 20 miles away and is not accessible by public transport    |         |                          |                                  |  | Selsey Town Council                           | CIL            |              | 4 Desirable       | Not selected for IBP years 2016-2021 as little planned development in this cycle. | Selsey      |
| Selsey Town Council | IBP/107 | Social Infrastructure | Community facilities  | Cinema/Theatre refurbishment   | Lack of current facility and distance to nearest option   |         |                          | £300,000 match funding available | Private Operator (Grants as and when available)                          | Sports Dream (Private Operator and Community) |                |              | 4 Desirable       | Not selected for IBP years 2016-2021 as little planned development in this cycle. | Selsey      |

| Org Name            | IBP Id  | Category              | Project Type                      | Scheme   | Justification   | Phasing | Term Time | Cost Range | Funding Sources                                | Delivery Lead             | CIL S106 Other | Planning Ref | Priority Category | Project Status  | Parish Area |
|---------------------|---------|-----------------------|-----------------------------------|--|---|---------|-----------|------------|--|---------------------------|----------------|--------------|-------------------|---|-------------|
| Selsey Town Council | IBP/109 | Social Infrastructure | Community facilities              | Development of Community Arts Centre   | Helps define Selsey as an art/craft location. To be linked to the potential development of an out of town supermarket or with the museum. |         |           |            |  | Arts Dream                | CIL            |              | 4 Desirable       | Not selected for IBP years 2016-2021 as little planned development in this cycle. | Selsey      |
| Selsey Town Council | IBP/115 | Social Infrastructure | Community facilities              | Extension to Selsey Centre   | Space required to support additional user groups.   |         |           |            | Cost unknown, grant funding, local fundraising | Selsey Town Council       | CIL            |              | 4 Desirable       | Not selected for IBP years 2016-2021 as little planned development in this cycle. | Selsey      |
| Selsey Town Council | IBP/117 | Social Infrastructure | Streetscene and built environment | Public Realm Enhancements – East Beach Shops   | In alignment with the East Beach Masterplan by CDC  |         |           | £100,000   |  |                           | CIL            |              | 4 Desirable       | Not selected for IBP years 2016-2021 as little planned development in this cycle. | Selsey      |
| Selsey Town Council | IBP/111 | Social Infrastructure | Streetscene and built environment | Public space enhancements by East Beach shops  | Identified in CDC's study of 2007 as a need of regeneration   |         |           |            |  | Selsey Town Council       | CIL            |              | 4 Desirable       | Not selected for IBP years 2016-2021 as little planned development in this cycle. | Selsey      |
| Selsey Town Council | IBP/105 | Social Infrastructure | Streetscene and built environment | Layout changes to Selsey High Street to provide on street parking and more pedestrian space (round town one-way scheme or pedestrianisation) | Enhance public realm to support High Street shops and encourage use of local amenities.   |         |           |            |  | Selsey Town Council, WSCC | CIL            |              | 4 Desirable       | Not selected for IBP years 2016-2021 as little planned development in this cycle. | Selsey      |



| Org Name            | IBP Id  | Category              | Project Type   | Scheme   | Justification   | Phasing | Term Time                | Cost Range                       | Funding Sources                | Delivery Lead               | CIL S106 Other | Planning Ref | Priority Category | Project Status  | Parish Area |
|---------------------|---------|-----------------------|--|--|---|---------|--------------------------|----------------------------------|--------------------------------|-----------------------------|----------------|--------------|-------------------|---|-------------|
| Selsey Town Council | IBP/108 | Social Infrastructure | Streetscene and built environment                          | Development of a Town Square   | Creation of a central community space as nothing currently in place. Enhance public realm to support High Street shops and to encourage use of local amenities. |         |                          |                                  |                                | Selsey Town Council, WSCC   | CIL            |              | 4 Desirable       | Not selected for IBP years 2016-2021 as little planned development in this cycle.   | Selsey      |
| Selsey Town Council | IBP/102 | Transport             | Local road network   | B2145 Improvements – Bus and Tractor Pull off points   | Only transport link to Town (to improve traffic flow)   | 2015    | Short term (2016 - 2021) |                                  |                                | Selsey Town Council, WSCC   | CIL            |              | 4 Desirable       | Not selected for IBP years 2016-2021 as little planned development in this cycle.   | Selsey      |
| Selsey Town Council | IBP/103 | Transport             | Local road network   | B2145 Improvements – Ferry Bend improvements   | Only transport link to Town (to improve traffic flow)   | 2015    | Short term (2016 - 2021) |                                  |                                | STC/WSCC (WSCC & Developer) | CIL            |              | 3 Policy High     | Not selected for IBP years 2016-2021 as little planned development in this cycle.   | Selsey      |
| Selsey Town Council | IBP/106 | Transport             | Smarter Choices and promote sustainable modes of transport | Community car club   | To assist with access to Chichester based services.   |         |                          | £100,000                         |                                | Selsey Town Council         | CIL            |              | 3 Policy High     | Not selected for IBP years 2016-2021 as little planned development in this cycle.   | Selsey      |
| Selsey Town Council | IBP/104 | Transport             | Cycle infrastructure                                       | B2145 Improvements – Commuting cycle path to Chichester/Pagham (Selsey to Chichester following route off B2145 but off road) | Only transport link to Town (to introduce a safer environment for cyclists)   | 2015    | Short term (2016 - 2021) | 300,000 (£200,000 per kilometre) | (Grants as and when available) | STC/WSCC (WSCC & Sustrans)  | CIL            |              | 3 Policy High     | Consider selecting if match funding is identified as this project supports the growth of the area provided it is for genuine community use. | Selsey      |

| Org Name                 | IBP Id  | Category              | Project Type   | Scheme   | Justification   | Phasing  | Term Time                | Cost Range  | Funding Sources  | Delivery Lead   | CIL S106 Other | Planning Ref | Priority Category | Project Status  | Parish Area |
|--------------------------|---------|-----------------------|--|--|---|--|--------------------------|---|--|---|----------------|--------------|-------------------|---|-------------|
| Sidlesham Parish Council | IBP/138 | Green Infrastructure  | Landscaping, planting and woodland creation and public rights of way | Structural Tree Planting to reduce water table and provide biomass from coppice  | Need to control ground water levels / need to provide renewable energy sources to combat Global Warming   | Depends on possible support if supported within next five year period and then ongoing | Short term (2016 - 2021) | £20 -30K for tree planting and fencing assuming no land cost  | LEADER and others  | Possible lead MWHG  |                |              | 4 Desirable       | Not selected for IBP years 2016-2021 as little planned development in this cycle.   | Sidlesham   |
| Sidlesham Parish Council | IBP/135 | Green Infrastructure  | Flood and coastal erosion risk management                            | Phase 3 of Sidlesham Flood and Land Drainage Group (SFLDG) emergent forward plan | Continued risk of flooding from ground water and sea and Rife   | Start late 2015 ongoing  | Short term (2016 - 2021) | Initial phase £20-30k   | Possible National funding via WSCC                                       | SFLDG and WSCC as Lead Flood and Land Drainage Auth. National Flood forum |                |              | 3 Policy High     | Consider selecting if match funding is identified as this project supports the growth of the area provided it is for genuine community use. | Sidlesham   |
| Sidlesham Parish Council | IBP/137 | Social Infrastructure | Community facilities   | Contingency plan for public building (hall)                                      | Possible loss of existing church hall at end of lease. Possible failure of proposals to refurbish fully community sports building .Need for contingency approach in order that parish is not left without a usable building | Contingency scoping and initial analysis study mid 2016                                | Short term (2016 - 2021) | Study In house minimal cost. Adapted structure cost range £200-300k New building assuming no land cost in range £500k-£800k | Big Lottery Community Buildings CDC /WSCC Numerous other funding sources | Sidlesham Parish Council and others                                       |                |              | 4 Desirable       | Not selected for IBP years 2016-2021 as little planned development in this cycle.   | Sidlesham   |

| Org Name                 | IBP Id  | Category              | Project Type                        | Scheme   | Justification  | Phasing                                     | Term Time                | Cost Range   | Funding Sources  | Delivery Lead                | CIL S106 Other | Planning Ref | Priority Category | Project Status  | Parish Area |
|--------------------------|---------|-----------------------|-------------------------------------|--|--|---|--------------------------|--|--|------------------------------|----------------|--------------|-------------------|---|-------------|
| Sidlesham Parish Council | IBP/133 | Social Infrastructure | Built sport and leisure facilities  | Refurbishment and possible future extension of community sports building                                 | Current building dilapidated state and risk of loss to community   | Late 2015 – through 2016/17                 | Short term (2016 - 2021) | Phase 1 £100k<br>Phase 2 £50k                              | Football Foundation, Football Association, Sport England, CDC& WSCC  | Sidlesham FC                 |                |              | 4 Desirable       | Not selected for IBP years 2016-2021 as little planned development in this cycle.   | Sidlesham   |
| Sidlesham Parish Council | IBP/136 | Transport             | Local road network                  | B2145 within Sidlesham-environmental improvement programme   | Deterioration of roadside environment and general disfigurement of landscape. Lack of ownership responsibility for public realm  | Possible start late 2015 ongoing            | Short term (2016 - 2021) | Est. £20k  | WSCC other grants and possible use of S106 and business contribution | Sidlesham Parish Council     |                |              | 4 Desirable       | Not selected for IBP years 2016-2021 as little planned development in this cycle.   | Sidlesham   |
| Sidlesham Parish Council | IBP/139 | Transport             | Cycle infrastructure                | Commuter cycle path Selsey to Chichester and as tourist / recreational asset                             | Need for safe / segregated route for commuters and other users   | Feasibility Mid 2015 and ongoing            | Short term (2016 - 2021) | £500k  | Possible Sport England /Big Lottery WSCC /CDC and others             | Joint project group          |                |              | 3 Policy High     | Consider selecting if match funding is identified as this project supports the growth of the area provided it is for genuine community use. | Sidlesham   |
| Sidlesham Parish Council | IBP/134 | Transport             | Cycle and pedestrian infrastructure | Provision of green corridor habitat and walking /cycling routes extending from Pagham Hb as part of GLAM | Need to spread visitor pressure away from over concentration on Pagham Hb and provide non car borne access routes into area. Provision of wildlife corridors to link habitat areas | Initial implementation mid 2015 and ongoing | Short term (2016 - 2021) | Linked to drainage and other infrastructure work Est. £30k | Through MPP and possible MWHG. Natural England                       | Possibly MWHG and MPP and PC |                |              | 3 Policy High     | Not selected for IBP years 2016-2021 as little planned development in this cycle.   | Sidlesham   |

| Org Name                  | IBP Id  | Category             | Project Type              | Scheme  | Justification   | Phasing | Term Time | Cost Range | Funding Sources                       | Delivery Lead                     | CIL S106 Other | Planning Ref  | Priority Category | Project Status                                     | Parish Area |
|---------------------------|---------|----------------------|---------------------------|---|---|---------|-----------|------------|---------------------------------------|-----------------------------------|----------------|---|-------------------|--|-------------|
| Southborne Parish Council | IBP/662 | Transport            | Local Road network        | New road link   | Need identified in Neighbourhood Plan to relieve pressure on Stein Road from increasing traffic and new developments  |         |           |            |                                       |                                   | S106           | SB/15/025 05/OUT in relation to land west of Garsons Road | 4 Desirable       | Committed  | Southborne  |
| Southborne Parish Council | IBP/663 | Transport            | Pedestrian Infrastructure | New footbridge over railway line  | Identified in neighbourhood Plan for Green Ring (this links to project IBP/307)                                       |         |           |            |                                       |                                   | CIL            |   | 4 Desirable       | Parish may wish to consider funding from their CIL | Southborne  |
| Tangmere Parish Council   | IBP/638 | Green Infrastructure | Pedestrian infrastructure | Link(s) between Marsh Lane PROW 292 and WSCC solar farm perimeter permissive path.                          | To improve connectivity between existing recreational paths along existing desire lines.                              |         |           |            |                                       | WSCC and Tangmere Parish Council. |                |   | 4 Desirable       |  | Tangmere    |
| Tangmere Parish Council   | IBP/637 | Green Infrastructure | Pedestrian infrastructure | Marsh Lane PROW 292 - upgrade surface to replace current water logged/mud sections                          | To enable year round foot/cycle access between Tangmere/Barnham areas and recreational use for expanding populations. |         |           |            | SDL, Hanger, Meadow Way, S106 and NHB | WSCC and Tangmere Parish Council. | S106           |   | 4 Desirable       |  | Tangmere    |
| Tangmere Parish Council   | IBP/635 | Green Infrastructure | Public open space         | Upgrade fencing along southern edge of Churchwood Drive open space to metal (similar to Spitfire Court open | Current wooden fencing in need of frequent repairs and degrades street scene. Link to IBP/244 (cycle access)          |         |           |            | S106 (H block open space)             | Parish Council                    | S106           | TG/11/040 58/FUL - APPROVED                               | 4 Desirable       |  | Tangmere    |

| Org Name                | IBP Id  | Category             | Project Type  | Scheme  | Justification   | Phasing | Term Time | Cost Range | Funding Sources | Delivery Lead           | CIL S106 Other | Planning Ref | Priority Category | Project Status                                     | Parish Area |
|-------------------------|---------|----------------------|---|---|---|---------|-----------|------------|-----------------|-------------------------|----------------|--------------|-------------------|--|-------------|
|                         |         |                      |   | space).   |   |         |           |            |                 |                         |                |              |                   |  |             |
| Tangmere Parish Council | IBP/142 | Green Infrastructure | Public open space   | Land to be made available for community groups to develop for suitable purposes | To expand community orchard and/or community garden provision.  |         |           |            |                 |                         | S106           |              | 4 Desirable       | Details of project insufficient                    | Tangmere    |
| Tangmere Parish Council | IBP/592 | Green Infrastructure | Public open space   | Tangmere SDL specific green infrastructure (all types)                          | Local Plan policy 18, Tangmere Neighbourhood Plan, policies 2 and 8. Separates out projects specific to this SDL.   |         |           |            | SDL S106        | Developers              | S106           |              | 3 Policy High     |  | Tangmere    |
| Tangmere Parish Council | IBP/639 | Green Infrastructure | Public open space   | Hedge around Malcolm Road recreation ground.                                    | To improve biodiversity connectivity and bolster unauthorised vehicular access preventative measures.   |         |           | £2500      | NHB, CIL        | Tangmere Parish Council | CIL            |              | 4 Desirable       |  | Tangmere    |
| Tangmere Parish Council | IBP/159 | Green Infrastructure | Playing fields, sports pitches, related build and children's play areas | Outdoor recreation area   | Overall provision of equipped and unequipped play space within village well below Fields in Trust and CDC Infrastructure SPG standards. No provision East of Meadow Way and Play equipment in Cheshire Crescent (in SW corner site) removed by RP needs replacing |         |           |            |                 |                         | CIL            |              | 3 Policy High     | Parish may wish to consider funding from their CIL | Tangmere    |

| Org Name                | IBP Id  | Category             | Project Type  | Scheme  | Justification  | Phasing | Term Time | Cost Range   | Funding Sources                     | Delivery Lead           | CIL S106 Other | Planning Ref   | Priority Category | Project Status                                     | Parish Area |
|-------------------------|---------|----------------------|---|---|--|---------|-----------|--|-------------------------------------|-------------------------|----------------|--|-------------------|--|-------------|
| Tangmere Parish Council | IBP/152 | Green Infrastructure | Playing fields, sports pitches, related build and children's play areas | Current changing/Sports Pavilion  | Changing rooms need modernisation. to meet current day standards and multi-use availability. New showers and tiled areas required plus replacement of wash basins and installation of hot water supply   |         |           | £20,000.00   | Hanger/Meadow Way S106 and NHB      | Tangmere Parish Council | CIL            |  | 4 Desirable       |  | Tangmere    |
| Tangmere Parish Council | IBP/157 | Green Infrastructure | Playing fields, sports pitches, related build and children's play areas | Football and cricket sports pitch areas - Verti-drain/sand backfill and new drains. | Malcolm Rd Recreation Field - Current poor land drainage (no renewal of land drainage known of since RAF ceased maintenance in late 1960's) leads to greater frequency of match cancellations, due to ground conditions, than would normally be expected |         |           | £10,000 - Verti-drain sandfill. Land drains to be confirmed. | S106 (Hanger/Meadow Way sport S106) | Tangmere Parish Council | S106           | TG/12/01739/OUT - REFUSED - Appeal - APPROVED<br>TG/14/00797/FUL | 4 Desirable       |  | Tangmere    |
| Tangmere Parish Council | IBP/147 | Green Infrastructure | Allotments  | Improvements to existing allotments   | Additional equipment required to upgrade facilities - water troughs, composting bins, in need of some new sturdy fencing (this is a large scale project) access to toilets.  |         |           | £5,000.00  | New Homes Bonus                     | Tangmere Parish Council | S106           |  | 4 Desirable       | Parish may wish to consider funding from their CIL | Tangmere    |

| Org Name                | IBP Id  | Category              | Project Type         | Scheme   | Justification   | Phasing | Term Time | Cost Range  | Funding Sources                        | Delivery Lead                          | CIL S106 Other | Planning Ref  | Priority Category | Project Status                                     | Parish Area |
|-------------------------|---------|-----------------------|----------------------|--|---|---------|-----------|-------------|--|--|----------------|---|-------------------|--|-------------|
| Tangmere Parish Council | IBP/143 | Social Infrastructure | Community facilities | Improvements to existing Community Facilities        | Small scale improvements to facilities within Village Centre to improve utility of building for users.  |         |           |             | S106 and New Homes Bonus               | Tangmere Parish Council and Developers | S106           | TG/07/04577/FUL - APPROVED<br>TG/12/01739/OUT,<br>TG/14/00797/FUL,<br>TG/11/04058/FUL | 4 Desirable       | Parish may wish to consider funding from their CIL | Tangmere    |
| Tangmere Parish Council | IBP/144 | Social Infrastructure | Community facilities | Extension to St Andrew's Churchyard for burial space | Required to cater for long term need arising from expanded population.  |         |           |             | SDL S106                               | St Andrews Church                      | S106           |   | 4 Desirable       | Parish may wish to consider funding from their CIL | Tangmere    |
| Tangmere Parish Council | IBP/162 | Social Infrastructure | Community facilities | Scout Hut/Church Hall (St Andrews)                   | To provide a scout hut for the 2nd Tangmere Scout group that has grown in numbers since it was established seven years ago. The group currently uses the local school's hall to hold its Beavers, Cub and Scouts session. The scout hut requires land         |         |           |             | SDL S106, Scouts and St Andrews Church | St Andrews Church and Scouts           | S106           |   | 4 Desirable       | Parish may wish to consider funding from their CIL | Tangmere    |
| Tangmere Parish Council | IBP/153 | Social Infrastructure | Community facilities | Community Centre                                     | New large community centre is now required to cater for the various groups and clubs within the village, which the existing Village Centre cannot accommodate any more due to it being so well used. The Village Centre is limited in size for the population |         |           | £500,000.00 | SDL/Hanger/Meadow Way S106 and NHB.    | Tangmere Parish Council and Developer  | S106           | TG/12/01739/OUT - REFUSED - Appeal - APPROVED<br>TG/14/00797/FUL                      | 2 Essential       | Committed  | Tangmere    |

| Org Name                | IBP Id  | Category              | Project Type                       | Scheme                                   | Justification  | Phasing | Term Time | Cost Range  | Funding Sources                    | Delivery Lead                          | CIL S106 Other | Planning Ref  | Priority Category | Project Status  | Parish Area |
|-------------------------|---------|-----------------------|------------------------------------|--|--|---------|-----------|-------------|------------------------------------|--|----------------|---|-------------------|---|-------------|
| Tangmere Parish Council | IBP/149 | Social Infrastructure | Community facilities               | Tangmere Aviation Museum/Heritage Centre | Expand museum in line with Neighbourhood Plan policies which envisage extension into existing allotments which will relocate to SDL  |         |           |             | Tangmere Aviation Museum/G grants  | Tangmere Aviation Museum               |                |   | 4 Desirable       | Parish may wish to consider funding from their CIL  | Tangmere    |
| Tangmere Parish Council | IBP/161 | Social Infrastructure | Built sport and leisure facilities | Sports Hall(s)                           | Sports Centre - To provide a multiple sports facility for the enlarged village to be located in the centre of any new large development within the parish.   |         |           | £500,000.00 | SDL/Hanger/Meadow Way S106 and NHB | Tangmere Parish Council and Developers | CIL            | TG/12/01739/OUT - REFUSED - Appeal - APPROVED TG/14/00797/FUL | 3 Policy High     | Consider selecting if match funding is identified as this project supports the growth of the area provided it is for genuine community use. | Tangmere    |
| Tangmere Parish Council | IBP/141 | Social Infrastructure | Car parking                        | New Car parking for St. Andrew's Church  | Current parking congestion on Church Lane during services/events will be exacerbated as village expands.   |         |           |             | St Andrews Church                  | St Andrews Church                      | CIL            |   | 4 Desirable       | Parish may wish to consider funding from their CIL  | Tangmere    |
| Tangmere Parish Council | IBP/150 | Social Infrastructure | Car parking                        | Village Centre Car Park                  | Tarmac. Current surface is worn and floods in heavy rain. Area requires drainage and a tarmac surface installed with marked out parking spaces to make best use of area available and facilitate mobility impaired access. |         |           | £70,000.00  | S106/NHB                           | Tangmere Parish Council                | S106           |   | 2 Essential       | Committed   | Tangmere    |



| Org Name                | IBP Id  | Category  | Project Type              | Scheme  | Justification  | Phasing | Term Time | Cost Range | Funding Sources                             | Delivery Lead                                       | CIL S106 Other | Planning Ref                                    | Priority Category | Project Status                                     | Parish Area |
|-------------------------|---------|-----------|---------------------------|---|--|---------|-----------|------------|---|---|----------------|---|-------------------|--|-------------|
| Tangmere Parish Council | IBP/140 | Transport | Local road network        | Traffic Calming on Meadow Way and Malcolm Road                      |  |         |           |            |   | WSCC and Tangmere Parish Council                    | S106           |   | 2 Essential       | Committed  | Tangmere    |
| Tangmere Parish Council | IBP/160 | Transport | Local road network        | Traffic calming on Tangmere Road                                    | This road is subject to "rat running" and high vehicle speeds which require inhibiting measures. Would also make road more attractive for walking and cycling.     |         |           |            |   |   | S106           |   | 2 Essential       | Committed  | Tangmere    |
| Tangmere Parish Council | IBP/155 | Transport | Public transport          | Bus shelter(s)  | To serve City Fields business park and Blenheim park housing development. Site at Hawker Close bus stop. Cover and seating improvements required at other shelters |         |           | £4,500.00  | S106 TAD/NHB                                | Tangmere Parish Council                             | CIL            |   | 4 Desirable       | Parish may wish to consider funding from their CIL | Tangmere    |
| Tangmere Parish Council | IBP/154 | Transport | Pedestrian infrastructure | Pedestrian crossing(s)  | Parish Council hopes to install a crossing at the junction of Malcolm Road with Tangmere Road.   |         |           |            |   | WSCC and Tangmere PC                                | S106           | TG/14/007 97/FUL - APPROVED<br>TG/11/040 58/FUL | 3 Policy High     | Parish may wish to consider funding from their CIL | Tangmere    |
| Tangmere Parish Council | IBP/636 | Transport | Pedestrian infrastructure | Improvements to Chestnut Walk - St Andrews Church footway E73/FP282 | To enable limited mobility users access along route.   |         |           |            | Hanger site, TAD, S106 or SDL S106 and NHB. | WSCC, Tangmere Parish Council and St Andrews Church |                |   | 4 Desirable       |  | Tangmere    |

| Org Name                  | IBP Id  | Category             | Project Type  | Scheme  | Justification  | Phasing | Term Time | Cost Range | Funding Sources           | Delivery Lead                    | CIL S106 Other | Planning Ref                                    | Priority Category | Project Status  | Parish Area |
|---------------------------|---------|----------------------|---|---|--|---------|-----------|------------|---------------------------|----------------------------------|----------------|---|-------------------|---|-------------|
| Tangmere Parish Council   | IBP/148 | Transport            | Cycle infrastructure  | Cycle routes  | Cycle routes and pathways - improve cycle routes through village to encourage use of sustainable transport and physical activity. A PROW Cycle route around Tangmere Airfield Perimeter included in WSCC Infrastructure delivery plan (Jan 2012) |         |           |            | Existing S106 - TAD funds | WSCC and Tangmere Parish Council | S106           | TG/14/007 97/FUL - APPROVED<br>TG/11/040 58/FUL | 2 Essential       | Consider selecting if match funding is identified as this project supports the growth of the area provided it is for genuine community use. | Tangmere    |
| Tangmere Parish Council   | IBP/145 | Transport            | Car parking   | Improve safety and increase car parking around the One Stop Shop. | A detailed study needs to be commissioned and action taken. Proposal supported by a large number of residents. In addition, since the completion of the Perrymead development a further parking  |         |           |            |                           |                                  | CIL            |   | 4 Desirable       | Parish may wish to consider funding from their CIL  | Tangmere    |
| Tangmere Parish Council   | IBP/158 | Utility Services     | Utility services  | Broadband coverage  | Requires provision of infrastructure to support superfast standards.   |         |           |            |                           | Developers/ Telecom providers    |                |   |                   | Details of project insufficient   | Tangmere    |
| Westbourne Parish Council | IBP/565 | Green Infrastructure | Playing fields, sports pitches, related build and children's play areas | The play equipment at Monks Hill needs replacing.                 | The play equipment is approaching the end of its sell-by-date  |         |           |            |                           |                                  |                |   | 4 Desirable       | Not selected for IBP years 2016-2021 as little planned development in this cycle.   | Westbourne  |

| Org Name                  | IBP Id  | Category                      | Project Type         | Scheme  | Justification   | Phasing                        | Term Time                | Cost Range | Funding Sources | Delivery Lead | CIL S106 Other | Planning Ref | Priority Category | Project Status  | Parish Area |
|---------------------------|---------|-------------------------------|----------------------|---|---|--------------------------------|--------------------------|------------|-----------------|---------------|----------------|--------------|-------------------|---|-------------|
| Westbourne Parish Council | IBP/554 | Public and Community Services | Cemetery             | Development of the cemetery's new 2 acre field to make it suitable for burials. Includes plot structure and layout of pathways. | The existing cemetery will be full in 2-5 years. A new field has been purchased and needs to be made ready                            | Needs to be used in 2-5 years. | Short term (2016 - 2021) |            |                 |               | CIL            |              | 2 Essential       | Not selected for IBP years 2016-2021 as little planned development in this cycle. | Westbourne  |
| Westbourne Parish Council | IBP/556 | Social Infrastructure         | Community facilities | Two more picnic benches required at Monks Hill due to success of those already installed.                                       |   |                                |                          | £700       |                 |               |                |              | 4 Desirable       | Not selected for IBP years 2016-2021 as little planned development in this cycle. | Westbourne  |
| Westbourne Parish Council | IBP/555 | Social Infrastructure         | Community facilities | The Cub Scout Hall needs a good face-lift.  | It is a WW2 army building with agricultural asbestos in the roof. The hut is used by the scouts and by other community groups/events. |                                |                          |            |                 |               |                |              | 4 Desirable       | Not selected for IBP years 2016-2021 as little planned development in this cycle. | Westbourne  |
| Westbourne Parish Council | IBP/559 | Social Infrastructure         | Community facilities | The Meeting Place - The hall would benefit from refurbishment to make it a better more sophisticated community facility.        |   |                                |                          |            |                 |               |                |              | 4 Desirable       | Not selected for IBP years 2016-2021 as little planned development in this cycle. | Westbourne  |
| Westbourne Parish Council | IBP/563 | Social Infrastructure         | Community facilities | Development of a parish hall.   | Westbourne doesn't have a parish hall and is very reliant on the facilities provided by the Baptist Church and St Johns Church.       |                                |                          |            |                 |               | CIL            |              | 4 Desirable       | Not selected for IBP years 2016-2021 as little planned development in this cycle. | Westbourne  |

| Org Name                    | IBP Id  | Category              | Project Type  | Scheme  | Justification   | Phasing  | Term Time                | Cost Range | Funding Sources   | Delivery Lead | CIL S106 Other | Planning Ref | Priority Category | Project Status  | Parish Area  |
|-----------------------------|---------|-----------------------|---|---|---|--|--------------------------|------------|-------------------|---------------|----------------|--------------|-------------------|---|--------------|
| Westbourne Parish Council   | IBP/579 | Social Infrastructure | Community facilities  | The hall needs a good face-lift. The asbestos in the roof also needs removing   | It is a WW2 army building with agricultural asbestos in the roof. The hut is used by the scouts and by other community groups/events. |  |                          |            |                   |               |                |              | 4 Desirable       | Reserved for next phasing period  | Westbourne   |
| Westbourne Parish Council   | IBP/557 | Social Infrastructure | Community facilities  | Public seats around the parish could do with replacing. On the corner of East Street, the Parish Council is having to get rid of two. |   |  |                          |            |                   |               |                |              | 4 Desirable       | Not selected for IBP years 2016-2021 as little planned development in this cycle. | Westbourne   |
| Westbourne Parish Council   | IBP/558 | Transport             | Local road network  | Street lighting, some need replacing  |   |  |                          |            |                   |               |                |              | 4 Desirable       | Not selected for IBP years 2016-2021 as little planned development in this cycle. | Westbourne   |
| Westbourne Parish Council   | IBP/640 | Transport             | Car parking   | A car park that can be used by residents/visitors   | To ease congestion on the roads, help shoppers use the local facilities.  |  |                          |            |                   |               |                |              |                   |   | Westbourne   |
| Westhampnett Parish Council | IBP/163 | Education             | Preschool and Primary school  | New Primary School and Preschool  | Double existing population  | In readiness for proposed housing developments | Short term (2016 - 2021) |            | Education         |               | CIL            |              | 4 Desirable       | Parish may wish to consider funding from their CIL                                | Westhampnett |
| Westhampnett Parish Council | IBP/170 | Green Infrastructure  | Playing fields, sports pitches, related build and children's play areas | Outside sports facilities Football, Cricket, changing rooms   | Mitigation for Westhampnett SDL   | As soon as possible                            | Short term (2016 - 2021) |            | Sport England CDC |               | S106           |              | 2 Essential       | Committed   | Westhampnett |

| Org Name                    | IBP Id  | Category              | Project Type  | Scheme                        | Justification                              | Phasing             | Term Time                | Cost Range | Funding Sources                    | Delivery Lead | CIL S106 Other | Planning Ref | Priority Category | Project Status                                     | Parish Area  |
|-----------------------------|---------|-----------------------|---|-------------------------------|--|---------------------|--------------------------|------------|------------------------------------|---------------|----------------|--------------|-------------------|--|--------------|
| Westhampnett Parish Council | IBP/172 | Green Infrastructure  | Playing fields, sports pitches, related build and children's play areas | MUGA outside play area        | Mitigation for Westhampnett SDL            | ASAP                | Short term (2016 - 2021) |            | Sport England                      |               | S106           |              | 2 Essential       | Committed  | Westhampnett |
| Westhampnett Parish Council | IBP/178 | Green Infrastructure  | Flood and coastal erosion risk management                               | New sewage system             | Lack of current provision                  | As soon as possible | Short term (2016 - 2021) |            | Southern Water                     |               | Other          |              | 1 Critical        | Committed  | Westhampnett |
| Westhampnett Parish Council | IBP/164 | Green Infrastructure  | Flood and coastal erosion risk management                               | Ditch clearance               | No current provision Other than volunteers | As soon as possible | Short term (2016 - 2021) |            | CDC                                |               |                |              | 4 Desirable       | Parish may wish to consider funding from their CIL | Westhampnett |
| Westhampnett Parish Council | IBP/179 | Green Infrastructure  | Flood and coastal erosion risk management                               | New Surface water system      | Lack of current provision                  | As soon as possible | Short term (2016 - 2021) |            | Southern Water                     |               |                |              | 3 Policy High     | Parish may wish to consider funding from their CIL | Westhampnett |
| Westhampnett Parish Council | IBP/166 | Health                | Community healthcare, primary care facilities & improvements            | New GP surgery and dispensary | Doubling population                        | As soon as possible | Short term (2016 - 2021) |            | National Health                    |               | CIL            |              | 4 Desirable       | Parish may wish to consider funding from their CIL | Westhampnett |
| Westhampnett Parish Council | IBP/171 | Social Infrastructure | Community facilities  | Parish Hall                   | No current provision                       | ASAP                | Short term (2016 - 2021) | £1,500,000 | Developer, Sport England, Lottery. |               | S106           |              | 2 Essential       | Committed  | Westhampnett |
| Westhampnett Parish Council | IBP/175 | Transport             | Local road network  | Madgwick Lane Traffic calming | Excessive speeding between RaB and Barns   | As soon as possible | Short term (2016 - 2021) |            | Highways                           |               |                |              | 4 Desirable       | Parish may wish to consider funding from their CIL | Westhampnett |

| Org Name                      | IBP Id  | Category  | Project Type              | Scheme                           | Justification   | Phasing             | Term Time                | Cost Range | Funding Sources | Delivery Lead | CIL S106 Other | Planning Ref | Priority Category | Project Status  | Parish Area    |
|-------------------------------|---------|-----------|---------------------------|----------------------------------|---|---------------------|--------------------------|------------|-----------------|---------------|----------------|--------------|-------------------|---|----------------|
| Westhamptonnet Parish Council | IBP/168 | Transport | Local road network        | Speed cameras to Madgwick Lane   | Excessive speed between RaB and Barns                 | As soon as possible | Short term (2016 - 2021) |            | Highways        |               | CIL            |              | 4 Desirable       | Parish may wish to consider funding from their CIL  | Westhamptonnet |
| Westhamptonnet Parish Council | IBP/167 | Transport | Pedestrian infrastructure | Street lighting to Madgwick Lane | Lack of provision                                     | As soon as possible | Short term (2016 - 2021) |            | Highways        |               | CIL            |              | 4 Desirable       | Parish may wish to consider funding from their CIL  | Westhamptonnet |
| Westhamptonnet Parish Council | IBP/169 | Transport | Pedestrian infrastructure | Pavements to Madgwick Lane       | Pedestrian hazards road crossing                      | As soon as possible | Short term (2016 - 2021) |            | Highways        |               | CIL            |              | 4 Desirable       | Parish may wish to consider funding from their CIL  | Westhamptonnet |
| Westhamptonnet Parish Council | IBP/174 | Transport | Cycle infrastructure      | Cycle Paths into Chichester      | Lack of provision                                     | As soon as possible | Short term (2016 - 2021) |            | Highways        |               |                |              | 2 Essential       | Consider selecting if match funding is identified as this project supports the growth of the area provided it is for genuine community use. | Westhamptonnet |
| Westhamptonnet Parish Council | IBP/177 | Transport | Transport - A27           | Acoustic fencing to the A27      | Sound pollution from traffic                          | As soon as possible | Short term (2016 - 2021) |            | Highways        |               | CIL            |              | 4 Desirable       | Parish may wish to consider funding from their CIL  | Westhamptonnet |
| Westhamptonnet Parish Council | IBP/176 | Transport | Car parking               | Stane Street parking             | Parking restricts traffic flow and ped' road crossing | As soon as possible | Short term (2016 - 2021) |            | Highways        |               |                |              | 4 Desirable       | Parish may wish to consider funding from their CIL  | Westhamptonnet |

| Org Name                        | IBP Id  | Category              | Project Type  | Scheme                            | Justification   | Phasing             | Term Time                | Cost Range | Funding Sources | Delivery Lead | CIL S106 Other | Planning Ref | Priority Category | Project Status                                     | Parish Area      |
|---------------------------------|---------|-----------------------|---|-----------------------------------|---|---------------------|--------------------------|------------|-----------------|---------------|----------------|--------------|-------------------|--|------------------|
| Wisborough Green Parish Council | IBP/590 | Green Infrastructure  | Playing fields, sports pitches, related build and children's play areas | Village Green drainage            | To reduce water logging.  |                     |                          |            |                 |               | CIL            |              | 4 Desirable       | Parish may wish to consider funding from their CIL | Wisborough Green |
| Wisborough Green Parish Council | IBP/589 | Social Infrastructure | Community facilities  | Improvements to public toilets    | Modernisation and DDA compliance.   |                     |                          |            |                 |               | CIL            |              | 4 Desirable       | Parish may wish to consider funding from their CIL | Wisborough Green |
| Wisborough Green Parish Council | IBP/588 | Social Infrastructure | Community facilities  | Improvements to the Village Hall. | Current building needs modernisation, improved accessibility for all and storage. | within next 5 years | Short term (2016 - 2021) |            |                 |               | CIL            |              | 4 Desirable       | Parish may wish to consider funding from their CIL | Wisborough Green |

Page 172  
Chichester district council projects

| Org Name                    | IBP Id  | Category             | Project Type   | Scheme   | Justification                     | Phasing     | Term Time                | Cost Range | Funding Sources | Delivery Lead                                 | CIL S106 Other | Planning Ref | Priority Category | Project Status  | Parish Area |
|-----------------------------|---------|----------------------|--|--|-----------------------------------|-------------|--------------------------|------------|-----------------|---|----------------|--------------|-------------------|---|-------------|
| Chichester District Council | IBP/200 | Green Infrastructure | Landscaping, planting and woodland creation and public rights of way | Boxgrove - Implementation of a programme for tree care and maintenance for St Mary's Churchyard. |                                   |             |                          |            |                 | Parochial Church Council and CDC Tree Officer |                |              | 4 Desirable       | Not selected for IBP years 2016-2021 as little planned development in this cycle. | Boxgrove    |
| Chichester District Council | IBP/318 | Green Infrastructure | Landscaping, planting and woodland creation and public rights of way | New footpaths & Community Amenity Space (Kirdford)   | Development Site North of Village | 2015 - 2029 | Short term (2016 - 2021) |            |                 |   | CIL            |              | 4 Desirable       | Parish may wish to consider funding from their CIL                                | Kirdford    |

| Org Name                    | IBP Id  | Category             | Project Type  | Scheme  | Justification   | Phasing     | Term Time                         | Cost Range   | Funding Sources   | Delivery Lead | CIL S106 Other | Planning Ref | Priority Category | Project Status  | Parish Area |
|-----------------------------|---------|----------------------|---|---|---|-------------|-----------------------------------|--|---|---------------|----------------|--------------|-------------------|---|-------------|
| Chichester District Council | IBP/308 | Green Infrastructure | Landscaping, planting and woodland creation and public rights of way    | Amenity tree planting Harbour SPA Solent Disturbance & mitigation Project   | Improvement of street scene, increased biodiversity, contribution to improved air quality. SPNP Pre-Sub Plan Proposal 2   | 2014 - 2029 | Short term (2016 - 2021)          | £? From Developer contributions, WSCC, CDC                     | Parish Council  |               | S106           |              | 2 Essential       | Committed   | Southbourne |
| Chichester District Council | IBP/320 | Green Infrastructure | Public open space   | New Road, Parking area and SUDS pond and play area (Kirdford)   | Butts Common  | 2015 - 2020 | Short term (2016 - 2021)          |  |   |               | CIL            |              | 4 Desirable       | Parish may wish to consider funding from their CIL  | Kirdford    |
| Chichester District Council | IBP/307 | Green Infrastructure | Public open space   | Establishment and maintenance of an accessible Green Ring around the village of Southbourne, providing a variety of green infrastructure assets, including informal open space, allotments, a playing field, a footpath/cycleway network, children's play areas | National Planning policy Framework Section 8 Promoting Healthy Communities, CDC Open Space, Sport & Recreation Facilities Study 2013-2029. SPNP Pre-Sub Plan Policies 2,3,7,8 and 9 and proposal 2. Provision of alternative informal recreation/leisure facilities | 2014 - 2029 | Short term (2016 - 2021)          | £? From Developer contributions, Sport England, Sustrans, WSCC | Cost unknown, Sport England, Sustrans, WSCC, Parish Council |               | CIL            |              | 3 Policy High     | Consider selecting if match funding is identified as this project supports the growth of the area provided it is for genuine community use. | Southbourne |
| Chichester District Council | IBP/303 | Green Infrastructure | Playing fields, sports pitches, related build and children's play areas | New Sports pitch (Bosham)   | Improve public spaces and allow football to meet safety standards   | 2020        | Medium to long term (2021 - 2029) | £100k From WSCC  | Parish/WSCC   |               | CIL            |              | 4 Desirable       | Not selected for IBP years 2016-2021 as little planned development in this cycle.   | Bosham      |



| Org Name                    | IBP Id  | Category             | Project Type  | Scheme   | Justification   | Phasing | Term Time                | Cost Range | Funding Sources                | Delivery Lead | CIL S106 Other | Planning Ref | Priority Category | Project Status  | Parish Area     |
|-----------------------------|---------|----------------------|---|--|---|---------|--------------------------|------------|--------------------------------|---------------|----------------|--------------|-------------------|---|-----------------|
| Chichester District Council | IBP/302 | Green Infrastructure | Playing fields, sports pitches, related build and children's play areas | Resite football club (Bosham)  | Shared use of recreation ground public/school/FC unsatisfactory & prohibitive to promotion/advancement  | 2020    | Short term (2016 - 2021) | £500k      | Parish Council                 |               | CIL            |              | 4 Desirable       | Not selected for IBP years 2016-2021 as little planned development in this cycle.   | Bosham          |
| Chichester District Council | IBP/324 | Green Infrastructure | Playing fields, sports pitches, related build and children's play areas | Improvements to sports pavilion (Boxgrove)                                 | Existing cricket pavilion in need of improvements to meet the requirements for the teams using Boxgrove cricket pitch.  |         |                          |            |                                |               | CIL            |              | 4 Desirable       | Not selected for IBP years 2016-2021 as little planned development in this cycle.   | Boxgrove        |
| Chichester District Council | IBP/326 | Green Infrastructure | Playing fields, sports pitches, related build and children's play areas | Outdoor Gym (East Wittering and Bracklesham)                               | Provision of outdoor gym equipment and exercise circuit at Beech Avenue, Bracklesham Bay  |         |                          |            |                                |               | CIL            |              | 4 Desirable       | Not selected for IBP years 2016-2021 as little planned development in this cycle.   | Bracklesham Bay |
| Chichester District Council | IBP/325 | Green Infrastructure | Playing fields, sports pitches, related build and children's play areas | Watersports Centre at Bracklesham Bay (East Wittering and Bracklesham)     | Provision of storage, showers and teaching space for watersports at Bracklesham Bay   |         |                          |            |                                |               | CIL            |              | 4 Desirable       | Not selected for IBP years 2016-2021 as little planned development in this cycle.   | Bracklesham Bay |
| Chichester District Council | IBP/300 | Green Infrastructure | Playing fields, sports pitches, related build and children's play areas | Improved sports pitches and pavilion at the Southern end of Oaklands Park. | Currently the pitches at the southern end of Oaklands Park suffer during wet periods as the pitches become unusable. The gradient of the pitches also makes them undesirable. A cut and fill and drainage scheme could assist to provide additional pitches |         |                          | £200k?     | S106, Football Foundation, ECB |               | CIL            |              | 3 Policy High     | Consider selecting if match funding is identified as this project supports the growth of the area provided it is for genuine community use. | Chichester      |

| Org Name                    | IBP Id  | Category             | Project Type  | Scheme  | Justification  | Phasing | Term Time | Cost Range | Funding Sources  | Delivery Lead     | CIL S106 Other | Planning Ref | Priority Category | Project Status  | Parish Area |
|-----------------------------|---------|----------------------|---|---|--|---------|-----------|------------|--|-------------------|----------------|--------------|-------------------|---|-------------|
| Chichester District Council | IBP/294 | Green Infrastructure | Playing fields, sports pitches, related build and children's play areas | Development of a new cricket pavilion for Chichester Priory Park Cricket Club                           | Existing facility does not meet requirements of ECB  |         |           | £350k      | Sport England Grants, Club fundraising                     | CDC               | CIL            |              | 3 Policy High     | Consider selecting if match funding is identified as this project supports the growth of the area provided it is for genuine community use. | Chichester  |
| Chichester District Council | IBP/295 | Green Infrastructure | Playing fields, sports pitches, related build and children's play areas | Development of water based Artificial Grass Pitch for hockey and associated pavilion/clubhouse          | Chichester Priory Park Hockey Club has progressed well in league competition but they require improved facilities to meet league requirements. Current clubhouse facilities are shared with the Cricket Club in Priory Park and the pitches used are at Chichester |         |           | £1.3m      | CPPHC Club Fundraising, England Hockey, Sport England, CIL | CPPHC             | CIL            |              | 3 Policy High     | Consider selecting if match funding is identified as this project supports the growth of the area provided it is for genuine community use. | Chichester  |
| Chichester District Council | IBP/296 | Green Infrastructure | Playing fields, sports pitches, related build and children's play areas | Development of new clubhouse for Chichester Bowmen to incorporate an indoor shooting range (Chichester) | Existing facility is storage and clubhouse. Does not meet DDA requirement and club have a number of disabled participants. An indoor range would allow them to shoot indoors during the winter without the need to hire other facilities which cost the club.      |         |           | £150k      | Sport England Grants/Loans, Club reserves, CDC grant       | Chichester Bowmen | CIL            |              | 4 Desirable       | City Council may wish to consider funding from their CIL  | Chichester  |

| Org Name                    | IBP Id  | Category             | Project Type  | Scheme  | Justification  | Phasing | Term Time | Cost Range | Funding Sources                                | Delivery Lead                       | CIL S106 Other | Planning Ref | Priority Category | Project Status  | Parish Area |
|-----------------------------|---------|----------------------|---|---|--|---------|-----------|------------|--|-------------------------------------|----------------|--------------|-------------------|---|-------------|
| Chichester District Council | IBP/297 | Green Infrastructure | Playing fields, sports pitches, related build and children's play areas | 3G football pitches at Chichester City United FC (Chichester) | Clubs single pitch currently cannot accommodate all of the training and match requirements for the club. Club are looking to develop 3G full size and/or small sided pitches to enable club to cater for all teams including senior, youth and ladies. |         |           |            | Football Foundation, CDC grant, Club funds     | Chichester City United FC           | CIL            |              | 3 Policy High     | Consider selecting if match funding is identified as this project supports the growth of the area provided it is for genuine community use. | Chichester  |
| Chichester District Council | IBP/299 | Green Infrastructure | Playing fields, sports pitches, related build and children's play areas | Permanent indoor tennis courts (Chichester)                   | Currently the club have a temporary dome structure covering some of their outdoor courts during the winter months. This structure is coming to the end of its life and a permanent solution is sought.   |         |           |            | Lawn Tennis Association, Club funds, CDC grant | Chichester Racquet and Fitness Club | CIL            |              | 3 Policy High     | Consider selecting if match funding is identified as this project supports the growth of the area provided it is for genuine community use. | Chichester  |
| Chichester District Council | IBP/301 | Green Infrastructure | Playing fields, sports pitches, related build and children's play areas | Store and toilet facility at New Park Road (Chichester)       | Provision of a small built facility to serve the mini and junior pitch provision at New Park Road  |         |           | £100k?     | S106, CDC Capital                              |                                     | CIL            |              | 4 Desirable       | City Council may wish to consider funding from their CIL  | Chichester  |

| Org Name                    | IBP Id  | Category             | Project Type  | Scheme  | Justification   | Phasing | Term Time | Cost Range                       | Funding Sources  | Delivery Lead                  | CIL S106 Other | Planning Ref | Priority Category | Project Status  | Parish Area |
|-----------------------------|---------|----------------------|---|---|---|---------|-----------|----------------------------------|--|--------------------------------|----------------|--------------|-------------------|---|-------------|
| Chichester District Council | IBP/298 | Green Infrastructure | Playing fields, sports pitches, related build and children's play areas | Completion of 400m running track at University of Chichester.                                     | Currently a sprint strip exists at the University of Chichester but the aspirations of the University and the Chichester Runners and Athletics Club is to complete the track to provide a 400m running track with associated jump and throw facilities. |         |           | £1.365m                          | University of Chichester, CR&AC, CIL, NHB, Sport England | University of Chichester/CR&AC | CIL            |              | 3 Policy High     | Consider selecting if match funding is identified as this project supports the growth of the area provided it is for genuine community use. | Chichester  |
| Chichester District Council | IBP/114 | Green Infrastructure | Playing fields, sports pitches, related build and children's play areas | Football and Cricket clubhouse  | Local community requirements for better facilities  |         |           | £400,000 match funding available |  | Sports Dream                   | CIL            |              | 4 Desirable       | Not selected for IBP years 2016-2021 as little planned development in this cycle.   | Selsey      |
| Chichester District Council | IBP/113 | Green Infrastructure | Playing fields, sports pitches, related build and children's play areas | Development of better facilities at East Beach (showers, changing, restaurant/café, water sports) | Dependent upon securing tenure of land from CDC, economic priority as would create a number of local jobs. Enhancements in alignment with the East Beach Masterplan by CDC. To enhance visitor attraction and tourism product and foster better links.  |         |           |                                  |  | Selsey Town Council, CDC       | CIL            |              | 4 Desirable       | Not selected for IBP years 2016-2021 as little planned development in this cycle.   | Selsey      |

| Org Name                    | IBP Id  | Category             | Project Type  | Scheme   | Justification  | Phasing     | Term Time                | Cost Range  | Funding Sources  | Delivery Lead                      | CIL S106 Other | Planning Ref | Priority Category | Project Status  | Parish Area      |
|-----------------------------|---------|----------------------|---|--|--|-------------|--------------------------|---|--|------------------------------------|----------------|--------------|-------------------|---|------------------|
| Chichester District Council | IBP/305 | Green Infrastructure | Playing fields, sports pitches, related build and children's play areas | Provision of Artificial Grass Pitch/MUGA (Southbourne)                                     | CDC Open Space, Sport & Recreation Facilities Study 2013-2029. SPNP Pre-Sub Plan Policy 8 and Proposal 2 | 2014 - 2029 | Short term (2016 - 2021) | £700k - £1m From WSCC, Developer contributions, Sport England, Bourne Community College | Bourne Community College, WSCC, Developer contribution £114,477.85 from S106 and Sport England |                                    | CIL            |              | 4 Desirable       | Consider selecting if match funding is identified as this project supports the growth of the area provided it is for genuine community use. | Southbourne      |
| Chichester District Council | IBP/304 | Green Infrastructure | Playing fields, sports pitches, related build and children's play areas | Provision of Youth facilities (Southbourne)  | CDC Open Space, Sport & Recreation Facilities Study 2013-2029. SPNP Pre-Sub Plan Proposal 2              | 2014 - 2029 | Short term (2016 - 2021) | £? From WSCC, Developer contributions   | WSCC and developer contributions   |                                    | CIL            |              | 4 Desirable       | Consider selecting if match funding is identified as this project supports the growth of the area provided it is for genuine community use. | Southbourne      |
| Chichester District Council | IBP/306 | Green Infrastructure | Playing fields, sports pitches, related build and children's play areas | Youth skate park (Southbourne)   | SPNP Pre-Sub Plan Proposal 2   | 2014 - 2029 | Short term (2016 - 2021) | £80k - £120k From WSCC, Developer contributions, Parish Council                         | WSCC, Developer contributions and Parish Council   |                                    | CIL            |              | 4 Desirable       | Consider selecting if match funding is identified as this project supports the growth of the area provided it is for genuine community use. | Southbourne      |
| Chichester District Council | IBP/323 | Green Infrastructure | Playing fields, sports pitches, related build and children's play areas | Reserve Football Pitch   | Reduce pressure on the only current pitch – release the amenity of the Green for others                  |             |                          | £100k   |  | Sports Association/ Parish Council | CIL            |              | 4 Desirable       | Parish may wish to consider funding from their CIL  | Wisborough Green |
| Chichester District Council | IBP/322 | Green Infrastructure | Playing fields, sports pitches, related build and children's play areas | Improvements or rebuild of Sports Association Pavilion to create community sports facility | Community social and health improvements Current sports pavilion inadequate – needs updating             |             |                          |   |  | Sports Association/ Parish Council | CIL            |              | 4 Desirable       | Parish may wish to consider funding from their CIL  | Wisborough Green |

| Org Name                    | IBP Id  | Category             | Project Type                              | Scheme   | Justification   | Phasing     | Term Time                         | Cost Range | Funding Sources | Delivery Lead  | CIL S106 Other | Planning Ref | Priority Category | Project Status   | Parish Area   |
|-----------------------------|---------|----------------------|---|--|---|-------------|-----------------------------------|------------|-----------------|----------------|----------------|--------------|-------------------|--|---------------|
| Chichester District Council | IBP/289 | Green Infrastructure | Flood and coastal erosion risk management | Local Drainage - Crooked Lane, Birdham Surface Water Drainage Improvements   | West Sussex Local Flood Risk Management Strategy 2015                             | 2015 - 2020 | Short term (2016 - 2021)          | £100k      | FDGIA/WSCC      | WSCC           | CIL            |              | 3 Policy High     | Not selected for CIL funding because this project does not support the growth of the area. | Birdham       |
| Chichester District Council | IBP/198 | Green Infrastructure | Flood and coastal erosion risk management | Bosham - Pumping station, shore road: phased programme of repairs and improvements.  | Enhance the character and appearance of the conservation area                     |             |                                   |            |                 | Southern Water |                |              | 4 Desirable       | Not selected for IBP years 2016-2021 as little planned development in this cycle.          | Bosham        |
| Chichester District Council | IBP/288 | Green Infrastructure | Flood and coastal erosion risk management | Local Drainage - Local watercourse network improvements identified on the West Sussex Local Flood Risk Management Priority List. | Local Flood Risk Management West Sussex Local Flood Risk Management Strategy 2015 | 2015 - 2025 | Short term (2016 - 2021)          | £250k      | WSCC            | PC, CDC & WSCC | Other          |              | 3 Policy High     | Selected   | District wide |
| Chichester District Council | IBP/291 | Green Infrastructure | Flood and coastal erosion risk management | Local Drainage - The Avenue, Hambrook Watercourse reconstruction   | West Sussex Local Flood Risk Management Strategy 2015                             | 2015 - 2020 | Medium to long term (2021 - 2029) | £10k       | None            | CDC, WSCC      | CIL            |              | 3 Policy High     | Not selected for IBP years 2016-2021 as little planned development in this cycle.          | Hambrook      |

| Org Name                    | IBP Id  | Category             | Project Type                              | Scheme   | Justification   | Phasing     | Term Time                         | Cost Range | Funding Sources                      | Delivery Lead | CIL S106 Other | Planning Ref | Priority Category | Project Status  | Parish Area |
|-----------------------------|---------|----------------------|---|--|---|-------------|-----------------------------------|------------|--------------------------------------|---------------|----------------|--------------|-------------------|---|-------------|
| Chichester District Council | IBP/292 | Green Infrastructure | Flood and coastal erosion risk management | Hunston - Local Drainage - Pelleys Farm Culvert Construction                                   | West Sussex Local Flood Risk Management Strategy 2015   | 2015 - 2020 | Short term (2016 - 2021)          | £20k       | WSCC estimated £10k possible CDC £5k | WSCC          | CIL            |              | 3 Policy High     | Not selected for IBP years 2016-2021 as little planned development in this cycle.   | Hunston     |
| Chichester District Council | IBP/315 | Green Infrastructure | Flood and coastal erosion risk management | Access improvements to and establishment of coastal path with way finding (Manhood Peninsular) | Development of a good path round the whole peninsula with facilities at various locations around it.                            |             |                                   |            |                                      |               | CIL            |              | 3 Policy High     | Consider selecting if match funding is identified as this project supports the growth of the area provided it is for genuine community use. | Selsey      |
| Chichester District Council | IBP/570 | Green Infrastructure | Flood and coastal erosion risk management | Coast Protection - Selsey – Wittering Beach Management 2021-2026                               | Policy 10 of Draft Local Plan "Mitigating and adapting to climate change"   | 2020 - 2025 | Medium to long term (2021 - 2029) | £1,000,000 | FDGIA est. £750k CDC est. £250k      | CDC           | CIL            |              | 3 Policy High     | Reserved for next phasing period  | Selsey      |
| Chichester District Council | IBP/293 | Green Infrastructure | Flood and coastal erosion risk management | Local land Drainage - East Beach Sea Outfall   | Policy 10 of Draft Local Plan "Mitigating and adapting to climate change" West Sussex Local Flood Risk Management Strategy 2015 | 2015 - 2025 | Short term (2016 - 2021)          | £250k      | FDGIA / LA contributions             | CDC           | CIL            |              | 3 Policy High     | Select for CIL funding if the majority of money is match funded. This project can demonstrate it can assist the growth of the area.         | Selsey      |
| Chichester District Council | IBP/290 | Green Infrastructure | Flood and coastal erosion risk management | Coast Protection - Selsey – Wittering Beach Management 2016-2021                               | Policy 10 of Draft Local Plan "Mitigating and adapting to climate change"   | 2015 - 2020 | Short term (2016 - 2021)          | £1,000,000 | FDGIA est. £750k CDC est. £250k      | CDC           | CIL            |              | 3 Policy High     | Select for CIL funding if the majority of money is match funded. This project can demonstrate it can assist the growth of the area.         | Selsey      |

| Org Name                    | IBP Id  | Category             | Project Type                              | Scheme  | Justification  | Phasing     | Term Time                         | Cost Range | Funding Sources   | Delivery Lead  | CIL S106 Other | Planning Ref | Priority Category | Project Status  | Parish Area             |
|-----------------------------|---------|----------------------|---|---|--|-------------|-----------------------------------|------------|---|--|----------------|--------------|-------------------|---|-------------------------|
| Chichester District Council | IBP/287 | Green Infrastructure | Flood and coastal erosion risk management | Coast Protection - Selsey East Beach – Raising of the Sea Wall  | Policy 10 of Draft Local Plan "Mitigating and adapting to climate change"                              | 2020 – 2025 | Medium to long term (2021 - 2029) | £5m        | FDGIA, a contribution likely to be required (shortfall) | CDC  | CIL            |              | 3 Policy High     | Consider selecting if match funding is identified as this project supports the growth of the area provided it is for genuine community use. | Selsey                  |
| Chichester District Council | IBP/196 | Green Infrastructure | Biodiversity measures                     | Brandy Hole Copse – restoration and enhancement works at Brandy Hole local Nature Reserve   | NPPF policy 117. As above. Policy 15. West of Chichester Strategic Development Site (draft Local Plan) | 2016 - 2020 | Short term (2016 - 2021)          | £10,000    | CIL   | CDC, BHC Management Board  | CIL            |              | 3 Policy High     | Consider selecting if match funding is identified as this project supports the growth of the area provided it is for genuine community use. | Chichester              |
| Chichester District Council | IBP/194 | Green Infrastructure | Biodiversity measures                     | Enhancements to the Lavant Biodiversity Opportunity Area – enhancements to the stretch of the Lavant, north of the Westhampnett strategic development site, connecting to the SDNP. | To comply with NPPF 109, 114 and 117 and Draft Local Plan Policy 49: Biodiversity                      | 2016 - 2020 | Short term (2016 - 2021)          | £38,000    | Cost unknown, grant funding, local fundraising.         | EA, CDC, Goodwood Estates (Landowner), Sussex Wildlife Trust, Contractor, SDNPA, Southern Water. | CIL            |              | 3 Policy High     |   | Lavant and Westhampnett |



| Org Name                    | IBP Id  | Category              | Project Type          | Scheme   | Justification  | Phasing                | Term Time                | Cost Range | Funding Sources  | Delivery Lead  | CIL S106 Other | Planning Ref | Priority Category | Project Status  | Parish Area       |
|-----------------------------|---------|-----------------------|-----------------------|--|--|------------------------|--------------------------|------------|--|--|----------------|--------------|-------------------|---|-------------------|
| Chichester District Council | IBP/197 | Green Infrastructure  | Biodiversity measures | FLOW Project (Fixing and Linking Our Wetlands) – improving and enhancing the wetlands habitat on the Manhood Peninsula | Lawton Report and Natural Environment White Paper (2011)<br>We must:<br>• improve the quality of current wildlife sites by better habitat management;<br>• increase the size of existing wildlife sites;<br>• enhance connections between sites.           | 2016 – 2021            | Short term (2016 - 2021) | £465,500   | Heritage Lottery Funding (tbc - deadline October 2016) | MWHG and FLOW Project Board (including CDC)  | Other          |              | 3 Policy High     | Consider selecting if match funding is identified as this project supports the growth of the area provided it is for genuine community use. | Manhood Peninsula |
| Chichester District Council | IBP/190 | Social Infrastructure | Community facilities  | West of Chichester – Temporary community facilities  | Experience of large developments with protracted build out demonstrates the need for early delivery of community space, temporary provision of same, or “meanwhile” use of other designated space, to facilitate early development of community facilities | Before first 100 units | Short term (2016 - 2021) | Unknown    | Provided by Developer under S106                       | Developer, will require a community lead either Chichester City Council, or other nominated or new group | S106           |              | 2 Essential       | Committed   | Chichester        |

| Org Name                    | IBP Id  | Category              | Project Type         | Scheme  | Justification   | Phasing  | Term Time                | Cost Range | Funding Sources   | Delivery Lead  | CIL S106 Other | Planning Ref   | Priority Category | Project Status  | Parish Area |
|-----------------------------|---------|-----------------------|----------------------|---|---|--|--------------------------|------------|---|--|----------------|--|-------------------|---|-------------|
| Chichester District Council | IBP/193 | Social Infrastructure | Community facilities | Donnington Church Hall – extension                    | Existing building can no longer cope with the level of demand given local population growth. Devised a side extension that would provide additional meeting space, dedicated youth area   | Subject to planning permission project likely to commence 2016 | Short term (2016 - 2021) | £250-300k  | Local fundraising and private donations, S106, NHB or grants? | Donnington PCC through Management Committee (although are identifying some capacity issues or lack of relevant experience to project manage) | S106           | D/12/04410/FUL - APPROVED<br>D/07/04732/FUL,<br>D/11/01198/FUL | 4 Desirable       | Committed   | Donnington  |
| Chichester District Council | IBP/321 | Social Infrastructure | Community facilities | Village Social & Recreational Hub (Kirdford)          | On land south east of Townfield   | 2015 - 2025  | Short term (2016 - 2021) |            |   |  | CIL            |  | 4 Desirable       | Parish may wish to consider funding from their CIL                                | Kirdford    |
| Chichester District Council | IBP/189 | Social Infrastructure | Community facilities | Shopwhyke – Temporary community Facilities            | Experience of large developments with protracted build out demonstrates the need for early delivery of community space, temporary provision of same, or “meanwhile” use of other designated space, to facilitate early development of community | Before first 100 units   | Short term (2016 - 2021) | Unknown    | Provide by Developer under S106                               | Developer, will require a community lead either Oving PC, or other nominated or new group  | S106           | O/11/05283/OUT - APPROVED                                      | 2 Essential       | Committed   | Oving       |
| Chichester District Council | IBP/314 | Social Infrastructure | Community facilities | Soft play area/indoor play area for children (Selsey) | Nearest facility is 20 miles away and is not accessible by public transport   |  |                          |            |   |  | CIL            |  | 4 Desirable       | Not selected for IBP years 2016-2021 as little planned development in this cycle. | Selsey      |

| Org Name                    | IBP Id  | Category              | Project Type         | Scheme   | Justification   | Phasing  | Term Time                         | Cost Range  | Funding Sources   | Delivery Lead   | CIL S106 Other | Planning Ref                                  | Priority Category | Project Status  | Parish Area |
|-----------------------------|---------|-----------------------|----------------------|--|---|--|-----------------------------------|---|---|---|----------------|---|-------------------|---|-------------|
| Chichester District Council | IBP/313 | Social Infrastructure | Community facilities | Extension to Selsey Centre   | Required for storage and additional, regularly requested facilities   |  |                                   |   |   |   | S106           | SY/14/02186/OUTEIA - APPROVED SY/15/00490/FUL | 4 Desirable       | Committed   | Selsey      |
| Chichester District Council | IBP/192 | Social Infrastructure | Community facilities | Southbourne – replacement of Age Concern Building (multi-use community building) | Existing building is beyond its useful life and needs redevelopment to meet the needs of the growing community (identified within NP) | Linked to the phasing of permitted sites around Southbourne, but the next five years will require the resolution of land tenure, development of a formal scheme for redevelopment etc. | Medium to long term (2021 - 2029) | £500k broad estimate (assuming tenure of land secured without purchase) | Contributions to be sought from a number of Southbourne permissions £262,354.85 from S106 | Age Concern Southbourne, hopefully with the support of the PC and NP group. | CIL            | SB/14/02800/OUT APPROVED                      | 4 Desirable       | Consider selecting if other funding is identified as this project supports the growth of the area provided it is for genuine community use. | Southbourne |

| Org Name                    | IBP Id  | Category              | Project Type                      | Scheme  | Justification  | Phasing   | Term Time                | Cost Range  | Funding Sources  | Delivery Lead   | CIL S106 Other | Planning Ref                | Priority Category | Project Status  | Parish Area |
|-----------------------------|---------|-----------------------|-----------------------------------|---|--|---|--------------------------|---|--|---|----------------|-----------------------------|-------------------|---|-------------|
| Chichester District Council | IBP/191 | Social Infrastructure | Community facilities              | Westhamnett – new Community Building  | Westhamnett currently has no community buildings and has long aspired to develop one at a number of locations. | Timeline is dependent on the phasing of two different development sites – Madgwick Lane strategic site, and Maudlin Nurseries | Short term (2016 - 2021) | Scale of building still to be determined based on complexity of bringing together two sites | S106 (historic receipt). S106 to be secured. New Homes Bonus | To be delivered by developer in partnership with Westhamnett PC                                     | S106           | WH/04/03 947/OUT - APPROVED | 2 Essential       | Committed   | Westhamnett |
| Chichester District Council | IBP/202 | Social Infrastructure | Streetscene and built environment | Boxgrove - General Public Realm improvements to include adoption of a common palette of products and materials for a consistent design of street furniture including public seats, litter bins, street lights, and street name plates |  |   |                          |   |  | District Council in collaboration with the relevant Parish Councils and West Sussex County Council. | CIL            |                             | 4 Desirable       | Not selected for IBP years 2016-2021 as little planned development in this cycle. | Boxgrove    |

| Org Name                    | IBP Id  | Category              | Project Type                      | Scheme  | Justification   | Phasing | Term Time | Cost Range | Funding Sources | Delivery Lead | CIL S106 Other | Planning Ref | Priority Category | Project Status   | Parish Area |
|-----------------------------|---------|-----------------------|-----------------------------------|---|---|---------|-----------|------------|-----------------|---------------|----------------|--------------|-------------------|--|-------------|
| Chichester District Council | IBP/203 | Social Infrastructure | Streetscene and built environment | Northgate, Chichester - A comprehensive scheme to improve this area is required. Traffic movement is too far fast and pedestrians feel isolated from the town centre despite the provision of a pedestrian underpass. Crossing Oaklands Way is dangerous and at t | Reduce traffic speeds and improve the environment and enhance conservation area character – including settings of listed buildings. Improve access to City Centre. Would help the city accommodate impact of growth around the periphery. |         |           |            |                 | WSCC          | CIL            |              | 2 Essential       | City Council may wish to consider funding from their CIL | Chichester  |
| Chichester District Council | IBP/205 | Social Infrastructure | Streetscene and built environment | Chichester - The Westgate roundabout and its surrounding area would benefit from better quality paving, more trees, and improvements to the car park off Orchard Street. An area of modern garages is another potential area for enhance                          | Reduce traffic speeds and improve the environment and enhance conservation area character – including settings of listed buildings. Improve access to City Centre. Would help the city accommodate impact of growth around the periphery. |         |           |            |                 | WSCC, CDC     | CIL            |              | 4 Desirable       | City Council may wish to consider funding from their CIL | Chichester  |

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

| Org Name                    | IBP Id  | Category              | Project Type                      | Scheme   | Justification  | Phasing | Term Time | Cost Range | Funding Sources | Delivery Lead                 | CIL S106 Other | Planning Ref | Priority Category | Project Status  | Parish Area |
|-----------------------------|---------|-----------------------|-----------------------------------|--|--|---------|-----------|------------|-----------------|-------------------------------|----------------|--------------|-------------------|---|-------------|
| Chichester District Council | IBP/204 | Social Infrastructure | Streetscene and built environment | St Martin's Street/ Crooked S Twitten, Chichester<br>This is a popular pedestrian route currently poorly maintained and detailed. Area should be redesigned to include the provision of new paving and new street furniture, as well as a new retail unit. | Improve the environment and enhance conservation area character – including settings of listed buildings. May also improve capacity to meet growth. Improved visitor experience and economic benefits for City Centre. |         |           |            |                 | CDC, WSCC                     | CIL            |              | 4 Desirable       | City Council may wish to consider funding from their CIL                          | Chichester  |
| Chichester District Council | IBP/214 | Social Infrastructure | Streetscene and built environment | Halnaker - Improvements to area of green space to the south west of Rose Cottage   | Conservation and enhancement of historic environment   |         |           |            |                 | Boxgrove Parish Council, WSCC | CIL            |              | 4 Desirable       | Not selected for IBP years 2016-2021 as little planned development in this cycle. | Halnaker    |

| Org Name                    | IBP Id  | Category              | Project Type                      | Scheme  | Justification  | Phasing | Term Time | Cost Range | Funding Sources | Delivery Lead   | CIL S106 Other | Planning Ref | Priority Category | Project Status  | Parish Area |
|-----------------------------|---------|-----------------------|-----------------------------------|---|--|---------|-----------|------------|-----------------|---|----------------|--------------|-------------------|---|-------------|
| Chichester District Council | IBP/259 | Social Infrastructure | Streetscene and built environment | Halnaker - General Public Realm improvements to include adoption of a common palette of products and materials for a consistent design of street furniture including public seats, litter bins, street lights, and street name plates | Conservation and enhancement of historic environment |         |           |            |                 | District Council in collaboration with the relevant Parish Councils and West Sussex County Council. | CIL            |              | 4 Desirable       | Not selected for IBP years 2016-2021 as little planned development in this cycle. | Halnaker    |
| Chichester District Council | IBP/309 | Social Infrastructure | Streetscene and built environment | Public space enhancements by East Beach green (in addition to skate park, better play facilities, all weather sports courts) (Selsey)   | In alignment with the East Beach Masterplan by CDC   |         |           |            |                 |   | CIL            |              | 4 Desirable       | Not selected for IBP years 2016-2021 as little planned development in this cycle. | Selsey      |
| Chichester District Council | IBP/199 | Transport             | Local road network                | Boxgrove - Improvements to pedestrian safety and reducing traffic speeds in Boxgrove, whilst protecting the special character of the  |  |         |           |            |                 | Boxgrove Parish Council, CDC & WSCC   | CIL            |              | 4 Desirable       | Not selected for IBP years 2016-2021 as little planned development in this cycle. | Boxgrove    |



| Org Name                    | IBP Id  | Category  | Project Type       | Scheme   | Justification   | Phasing | Term Time | Cost Range | Funding Sources | Delivery Lead                        | CIL S106 Other | Planning Ref | Priority Category | Project Status  | Parish Area |
|-----------------------------|---------|-----------|--------------------|--|---|---------|-----------|------------|-----------------|--------------------------------------|----------------|--------------|-------------------|---|-------------|
|                             |         |           |                    | conservation area  |   |         |           |            |                 |                                      |                |              |                   |   |             |
| Chichester District Council | IBP/211 | Transport | Local road network | Fishbourne -Traffic Calming Measures   | Reduce traffic speeds and improve the environment and enhance conservation area character – including settings of listed buildings  |         |           |            |                 | Fishbourne Parish Council, CDC, WSCC | CIL            |              | 4 Desirable       | Parish may wish to consider funding from their CIL                                | Fishbourne  |
| Chichester District Council | IBP/213 | Transport | Local road network | Halnaker - Improvements to pedestrian safety and reducing traffic speeds in Halnaker, particularly along the A286, whilst protecting the special character of the conservation area                              | Conservation and enhancement of historic environment  |         |           |            |                 | Boxgrove Parish Council, CDC, WSCC   | CIL            |              | 4 Desirable       | Not selected for IBP years 2016-2021 as little planned development in this cycle. | Halnaker    |
| Chichester District Council | IBP/206 | Transport | Public transport   | Chichester - Southern Gateway Area should be properly masterplanned to include the provision of a bus/rail interchange and proposed improvements to traffic and pedestrian circulation (Cross reference IBP/351) | Improve the environment and enhance conservation area character – including settings of listed buildings. Improve access to City Centre. Would help the city accommodate impact of growth around the periphery. |         |           |            |                 |                                      | CIL            |              | 4 Desirable       | Reserved for next phasing period  | Chichester  |

| Org Name                    | IBP Id  | Category         | Project Type                        | Scheme   | Justification  | Phasing     | Term Time                | Cost Range | Funding Sources | Delivery Lead                   | CIL S106 Other | Planning Ref | Priority Category | Project Status                                     | Parish Area |
|-----------------------------|---------|------------------|-------------------------------------|--|--|-------------|--------------------------|------------|-----------------|---------------------------------|----------------|--------------|-------------------|--|-------------|
| Chichester District Council | IBP/210 | Transport        | Pedestrian infrastructure           | Fishbourne - Improve pavements                                     | Improve pedestrian safety and also enhance the historic environment. Boost local economy. Will also improve capacity to accommodate growth         |             |                          |            |                 | WSCC, Fishbourne Parish Council | CIL            |              | 4 Desirable       | Parish may wish to consider funding from their CIL | Fishbourne  |
| Chichester District Council | IBP/319 | Transport        | Cycle and pedestrian infrastructure | Improve local footpaths, cycle tracks & equestrian ways (Kirdford) | Parish-wide  | 2015 - 2029 | Short term (2016 - 2021) |            |                 |                                 | CIL            |              | 4 Desirable       | Parish may wish to consider funding from their CIL | Kirdford    |
| Chichester District Council | IBP/212 | Utility Services | Utility services                    | Fishbourne - Relocating overhead services underground              | Improve the environment and enhance conservation area character – including settings of listed buildings. May also improve capacity to meet growth |             |                          |            |                 | Utility Companies               |                |              | 4 Desirable       | Parish may wish to consider funding from their CIL | Fishbourne  |

## West Sussex County Council Projects

| Org Name                   | IBP Id  | Category  | Project Type   | Scheme  | Justification  | Phasing  | Term Time              | Cost Range  | Funding Sources  | Delivery Lead           | CIL S106 Other | Planning Ref | Priority Category | Project Status  | Parish Area   |
|----------------------------|---------|-----------|--|---|--|--|------------------------|---|--|-------------------------|----------------|--------------|-------------------|---|---|
| West Sussex County Council | IBP/332 | Education | Primary, Secondary, sixth form and special educational needs | Expansion of existing primary schools across the Manhood locality in excess of 1/2 Form Entry | To meet statutory duty to ensure sufficient supply of school places for pupils arising from new development (mitigation) | Based on combined parish allocations across localities – further info required | Short term (2016-2021) | £2 million for half form entry Subject to feasibility & site assessment | Basic Needs Grant will need to be secured to reduce the funding required from CIL. | WSCC / academy provider | CIL            |              | 2 Essential       | Select for CIL match funding as the WSCC has a statutory duty to provide school places, subject to match funding. | Birdham, Earnley, East Wittering and Bracklesham, Selsey and West Wittering |
| West Sussex County Council | IBP/331 | Education | Primary, Secondary, sixth form and special educational needs | Expansion of existing primary schools across the Bourne locality in excess of 1/2 Form Entry  | To meet statutory duty to ensure sufficient supply of school places for pupils arising from new development (mitigation) | Based on combined parish allocations across localities – further info required | Short term (2016-2021) | £2 million for half form entry Subject to feasibility & site assessment | Basic Needs Grant will need to be secured to reduce the funding required from CIL. | WSCC / academy provider | CIL            |              | 2 Essential       | Select for CIL match funding as the WSCC has a statutory duty to provide school places, subject to match funding. | Bosham, Chidham and Hambrook, Southbourne and Westbourne                    |

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

| Org Name                   | IBP Id  | Category  | Project Type   | Scheme  | Justification  | Phasing   | Term Time                       | Cost Range   | Funding Sources                         | Delivery Lead           | CIL S106 Other | Planning Ref | Priority Category | Project Status                   | Parish Area   |
|----------------------------|---------|-----------|--|---|--|---|---------------------------------|--|---|-------------------------|----------------|--------------|-------------------|----------------------------------|---------------|
| West Sussex County Council | IBP/327 | Education | Primary, Secondary, sixth form and special educational needs | School site and provision of a new primary school for the West of Chichester SDL; 1 Form Entry initially but the site should be expandable to 2Form Entry to accommodate the latter phases of development | To meet statutory duty to ensure sufficient supply of school places for pupils arising from new development (mitigation)   | Temporary accommodation to be provided for 2021. Access to clear & unencumbered site for 2024/25 opening. | Short term (2016-2021)          | £4.8 - £5.4m (1Form Entry)<br>£8.3 - £9.5m (2Form Entry) | S106 &WSCC (including Basic Need Grant) | WSCC / academy provider | S106           |              | 2 Essential       | Committed                        | Chichester    |
| West Sussex County Council | IBP/334 | Education | Primary, Secondary, sixth form and special educational needs | New 6Form Entry secondary school may be required within the Plan period or expansion of existing provision  | To meet statutory duty to ensure sufficient supply of school places for pupils arising from new development (mitigation). Dependent upon occupancy of existing schools and timing of proposed future development; also dependent on development in Arun. | Subject to further assessment including existing school capacity and cross-boundary considerations        | Medium to long term (2021-2029) | £26.7 - £28.5m   | CIL &WSCC (including Basic Need Grant)  | WSCC / academy provider | CIL            |              | 2 Essential       | Reserved for next phasing period | District wide |

| Org Name                   | IBP Id  | Category  | Project Type   | Scheme   | Justification  | Phasing   | Term Time                       | Cost Range  | Funding Sources  | Delivery Lead           | CIL S106 Other | Planning Ref | Priority Category | Project Status  | Parish Area  |
|----------------------------|---------|-----------|--|--|--|---|---------------------------------|---|--|-------------------------|----------------|--------------|-------------------|---|--|
| West Sussex County Council | IBP/536 | Education | Primary, Secondary, sixth form and special educational needs | Expansion of existing primary school provision by 5 places per year of age in the North of the District locality falling within Chichester District. | To meet statutory duty to ensure sufficient supply of school places for pupils arising from new development (mitigation) | Expansion of primary education provision by 32 places in the North of the District locality | Short term (2016-2021)          | £200,000  | Basic Needs Grant will need to be secured to reduce the funding required from CIL. | WSCC / academy provider | CIL            |              | 2 Essential       | Select for CIL match funding as the WSCC has a statutory duty to provide school places, subject to match funding. | Kirdford, Lynchmere, Loxwood, Plaistow, Ifold and Wisborough Green |
| West Sussex County Council | IBP/333 | Education | Primary, Secondary, sixth form and special educational needs | Expansion of existing primary schools across the North of the District locality by up to 1/2 Form Entry  | To meet statutory duty to ensure sufficient supply of school places for pupils arising from new development (mitigation) | Remainder of half form entry expansion.   | Medium to long term (2021-2029) | £2 million for half form entry Subject to feasibility & site assessment | CIL & WSCC (including Basic Need Grant)  | WSCC / academy provider | CIL            |              | 2 Essential       | Reserved for next phasing period  | Kirdford, Lynchmere, Loxwood, Plaistow, Ifold and Wisborough Green |
| West Sussex County Council | IBP/328 | Education | Primary, Secondary, sixth form and special educational needs | School site and provision of a new 1Form Entry primary school for the Tangmere SDL; the site should be expandable to 2Form Entry                     | To meet statutory duty to ensure sufficient supply of school places for pupils arising from new development (mitigation) | Temporary accommodation to be provided for 2023. Access to clear & unencumbered site for    | Short term (2016-2021)          | £4.8 - £5.4m (1Form Entry)<br>£8.3 - £9.5m (2Form Entry)                | S106 & WSCC (including Basic Need Grant)   | WSCC / academy provider | S106           |              | 2 Essential       | Committed   | Tangmere   |

| Org Name                   | IBP Id  | Category              | Project Type                 | Scheme   | Justification   | Phasing  | Term Time                       | Cost Range         | Funding Sources | Delivery Lead    | CIL S106 Other | Planning Ref | Priority Category | Project Status                   | Parish Area               |
|----------------------------|---------|-----------------------|------------------------------|--|---|--|---------------------------------|--------------------|-----------------|------------------|----------------|--------------|-------------------|----------------------------------|---------------------------|
|                            |         |                       |                              |  |   | 2026/27 opening.                                   |                                 |                    |                 |                  |                |              |                   |                                  |                           |
| West Sussex County Council | IBP/593 | Education             | Preschool and Primary school | For the west of Chichester SDL 40 new nursery places to be provided as part of new primary school.   | Require new nursery classroom as the number of nursery places is dependent upon national requirements introduced through the Child Care Bill. |  |                                 |                    |                 | WSCC             | CIL            |              | 2 Essential       |                                  | Chichester                |
| West Sussex County Council | IBP/337 | Social Infrastructure | Libraries                    | Library provision as part of a new community facility for development to the East of the city; to include shelving and a self-service terminal | Development is likely to create additional demand on the service (50% of population of West Sussex are members of library service)            | Dependent on phasing of community centre or school | Medium to long term (2021-2029) | £75,000 - £100,000 | CIL             | WSCC & developer | CIL            |              | 3 Policy High     | Reserved for next phasing period | East West Corridor (east) |
| West Sussex County Council | IBP/335 | Social Infrastructure | Libraries                    | Library provision as part of a new community centre or school for the West of Chichester SDL; to include shelving and a self-service terminal  | Development is likely to create additional demand on the service (50% of population of West Sussex are members of library service)            | Dependent on phasing of community centre or school | Medium to long term (2021-2029) | £75,000 - £100,000 | CIL             | WSCC & developer | CIL            |              | 3 Policy High     | Reserved for next phasing period | East West Corridor (west) |
| West Sussex County Council | IBP/338 | Social Infrastructure | Libraries                    | Expansion of the services provided by Southbourne Library  | Development is likely to create additional demand on the service (50% of population of  | 2017   | Short term (2016-2021)          | TBC                | CIL             | WSCC             | CIL            |              | 3 Policy High     | Reserved for next phasing period | Southbourne               |

| Org Name                   | IBP Id  | Category              | Project Type       | Scheme  | Justification  | Phasing                                  | Term Time                       | Cost Range         | Funding Sources | Delivery Lead    | CIL S106 Other | Planning Ref | Priority Category | Project Status                   | Parish Area   |
|----------------------------|---------|-----------------------|--------------------|---|--|--|---------------------------------|--------------------|-----------------|------------------|----------------|--------------|-------------------|----------------------------------|---|
|                            |         |                       |                    |   | West Sussex are members of library service)  |  |                                 |                    |                 |                  |                |              |                   |                                  |   |
| West Sussex County Council | IBP/336 | Social Infrastructure | Libraries          | Library provision as part of a new community centre for the Tangmere SDL; to include shelving and a self-service terminal | Development is likely to create additional demand on the service (50% of population of West Sussex are members of library service) | Dependent on phasing of community centre | Medium to long term (2021-2029) | £75,000 - £100,000 | CIL             | WSCC & developer | CIL            |              | 3 Policy High     | Reserved for next phasing period | Tangmere  |
| West Sussex County Council | IBP/659 | Transport             | Local road network | School access improvements - Manhood. Drop off/pick up arrangements at expanded schools.                                  | To increase sustainable travel choice and modal shift for the journey to and from school.  | 2020                                     | Short term (2016-2021)          | £50,000            |                 | WSCC             | CIL            |              | 2 Essential       |                                  | Birdham, Earnley, East Wittering and Bracklesham, Selsey and West Wittering |
| West Sussex County Council | IBP/660 | Transport             | Local road network | School access improvements - Bourne. Drop off/pick up arrangements at expanded schools.                                   | To increase sustainable travel choice and modal shift for the journey to and from school.  | 2019                                     | Short term (2016-2021)          | £50,000            |                 | WSCC             | CIL            |              | 2 Essential       |                                  | Bosham, Chidham and Hambrook, Southbourne and Westbourne                    |
| West Sussex County Council | IBP/657 | Transport             | Local road network | School access improvements - Chichester. Drop off/pick up   | To increase sustainable travel choice and modal shift for the journey to and from school.  | 2018                                     | Short term (2016-2021)          | £50,000            |                 | WSCC             | CIL            |              | 2 Essential       |                                  | Chichester  |



| Org Name                   | IBP Id  | Category  | Project Type       | Scheme   | Justification                         | Phasing     | Term Time                       | Cost Range         | Funding Sources | Delivery Lead | CIL S106 Other | Planning Ref               | Priority Category | Project Status | Parish Area |
|----------------------------|---------|-----------|--------------------|--|---------------------------------------|-------------|---------------------------------|--------------------|-----------------|---------------|----------------|----------------------------|-------------------|----------------|-------------|
|                            |         |           |                    | arrangements at expanded schools.  |                                       |             |                                 |                    |                 |               |                |                            |                   |                |             |
| West Sussex County Council | IBP/344 | Transport | Local road network | Kingsmead Avenue / Palmers Field Avenue traffic management   | Graylingwell mitigation               | 2015 - 2020 | Short term (2016-2021)          | Directly providing | S106            | Developer     | S106           | CC/08/03533/OUT - APPROVED | 2 Essential       | Committed      | Chichester  |
| West Sussex County Council | IBP/343 | Transport | Local road network | Westhampnett Road / Portfield Way (nr Sainsbury's) junction improvement  | Graylingwell mitigation               | 2015 - 2020 | Short term (2016-2021)          | Directly providing | S106            | Developer     | S106           | CC/08/03533/OUT - APPROVED | 2 Essential       | Committed      | Chichester  |
| West Sussex County Council | IBP/370 | Transport | Local road network | Sherborne Road / St Paul's Road junction improvement   | Mitigation for West of Chichester SDL | 2020 +      | Medium to long term (2021-2029) | £540,000           | S106            | Developer     | S106           |                            | 2 Essential       | Committed      | Chichester  |
| West Sussex County Council | IBP/371 | Transport | Local road network | Cathedral Way / Via Ravenna junction improvement   | Mitigation for West of Chichester SDL | 2020 +      | Medium to long term (2021-2029) | £170,000           | S106            | Developer     | S106           |                            | 2 Essential       | Committed      | Chichester  |
| West Sussex County Council | IBP/369 | Transport | Local road network | Sherborne Road traffic calming   | Mitigation for West of Chichester SDL | 2020 +      | Medium to long term (2021-2029) | TBC                | S106            | Developer     | S106           |                            | 2 Essential       | Committed      | Chichester  |
| West Sussex County Council | IBP/366 | Transport | Local road network | North / south link road and improvements to nearby roads connecting with southern access to West of Chichester | Mitigation for West of Chichester SDL | 2020 +      | Medium to long term (2021-2029) | TBC                | S106            | Developer     | S106           |                            | 2 Essential       | Committed      | Chichester  |

| Org Name                   | IBP Id  | Category  | Project Type       | Scheme  | Justification   | Phasing | Term Time                       | Cost Range       | Funding Sources | Delivery Lead | CIL S106 Other | Planning Ref            | Priority Category | Project Status                   | Parish Area |
|----------------------------|---------|-----------|--------------------|---|---|---------|---------------------------------|------------------|-----------------|---------------|----------------|-------------------------|-------------------|----------------------------------|-------------|
|                            |         |           |                    | SDL   |   |         |                                 |                  |                 |               |                |                         |                   |                                  |             |
| West Sussex County Council | IBP/538 | Transport | Local road network | Oving Road crossroads closure   | Shopwyke mitigation   |         |                                 |                  | S106            | Developer     | S106           | O/11/05283/OUT-APPROVED | 2 Essential       | Committed                        | Chichester  |
| West Sussex County Council | IBP/357 | Transport | Local road network | Southgate Gyratory junction improvement   | Chichester City Transport Strategy – to reduce traffic congestion and improve safety at key junctions | 2020+   | Medium to long term (2021-2029) | £200,000         | CIL             | WSCC          | CIL            |                         | 2 Essential       | Reserved for next phasing period | Chichester  |
| West Sussex County Council | IBP/356 | Transport | Local road network | Variable Message Signing (VMS)  | Chichester City Transport Strategy – to reduce traffic congestion                                     | 2020+   | Medium to long term (2021-2029) | £8,000           | CIL             | WSCC          | CIL            |                         | 3 Policy High     | Reserved for next phasing period | Chichester  |
| West Sussex County Council | IBP/353 | Transport | Local road network | Westhampnett Road/ St Pancras/ Spitalfield Lane/ St James Road double mini roundabouts junction improvement. To include improvements to sustainable transport facilities along Westhampnett Road. | Chichester City Transport Strategy – to reduce traffic congestion and improve safety at key junctions | 2020+   | Medium to long term (2021-2029) | £1.8m - £2.1m    | CIL             | WSCC / CDC    | CIL            |                         | 2 Essential       | Reserved for next phasing period | Chichester  |
| West Sussex County Council | IBP/352 | Transport | Local road network | Northgate Gyratory junction improvement   | Chichester City Transport Strategy – to reduce traffic congestion and improve safety at key junctions | 2020+   | Medium to long term (2021-2029) | £986,000 - £1.6m | CIL             | WSCC / CDC    | CIL            |                         | 2 Essential       | Reserved for next phasing period | Chichester  |

| Org Name                   | IBP Id  | Category  | Project Type       | Scheme   | Justification   | Phasing     | Term Time                       | Cost Range | Funding Sources | Delivery Lead    | CIL S106 Other | Planning Ref | Priority Category | Project Status  | Parish Area  |
|----------------------------|---------|-----------|--------------------|--|---|-------------|---------------------------------|------------|-----------------|------------------|----------------|--------------|-------------------|---|--|
| West Sussex County Council | IBP/656 | Transport | Local road network | Sustainable Transport Corridor - City Centre to Portfield and improvements to sustainable transport facilities on Oving Road corridor. | To increase sustainable transport mode share. Considering improvements to road space allocation.      | 2019        | Short term (2016-2021)          | £500,000   |                 | WSCC             | CIL            |              | 2 Essential       |   | Chichester   |
| West Sussex County Council | IBP/372 | Transport | Local road network | Air Quality Action Plan measures – still investigating   |   |             |                                 |            |                 |                  |                |              |                   | Details of project insufficient   | District wide  |
| West Sussex County Council | IBP/349 | Transport | Local road network | A286 Birdham Road / B2201 (Selsey Tram Roundabout) junction improvement  | Chichester City Transport Strategy – to reduce traffic congestion and improve safety at key junctions | 2015 - 2020 | Short term (2016-2021)          | £150,000   | S106            | WSCC / Developer | S106           |              | 2 Essential       | Committed   | Donnington   |
| West Sussex County Council | IBP/363 | Transport | Local road network | B2145 / B2166 junction improvement   | Chichester City Transport Strategy – to reduce traffic congestion and improve safety at key junctions | 2020 +      | Medium to long term (2021-2029) | £100,000   | CIL             | WSCC / Developer | CIL            |              | 2 Essential       | Not selected for IBP years 2016-2021 as little planned development in this cycle. | Hunston  |
| West Sussex County Council | IBP/661 | Transport | Local road network | School access improvements - North of the District. Drop off/pick up arrangements at expanded schools.                                 | To increase sustainable travel choice and modal shift for the journey to and from school.             | 2019        | Short term (2016-2021)          | £50,000    |                 | WSCC             | CIL            |              | 2 Essential       |   | Kirdford, Lynchmere, Loxwood, Plaistow, Ifold and Wisborough |

| Org Name                   | IBP Id  | Category  | Project Type   | Scheme  | Justification   | Phasing     | Term Time                       | Cost Range         | Funding Sources                                       | Delivery Lead           | CIL S106 Other | Planning Ref              | Priority Category | Project Status | Parish Area   |
|----------------------------|---------|-----------|--|---|---|-------------|---------------------------------|--------------------|---|-------------------------|----------------|---------------------------|-------------------|----------------|---|
|                            |         |           |  |   |   |             |                                 |                    |   |                         |                |                           |                   |                | Green   |
| West Sussex County Council | IBP/348 | Transport | Local road network   | Shopwyke Road diversion   | Shopwyke mitigation   | 2015 - 2020 | Short term (2016-2021)          | Directly providing | S106  | Developer               | S106           | O/11/05283/OUT - APPROVED | 2 Essential       | Committed      | Oving   |
| West Sussex County Council | IBP/365 | Transport | Local road network   | Road link between A27 / A285 junction and Tangmere Road   | Mitigation for Tangmere SDL   | 2020 +      | Medium to long term (2021-2029) |                    | S106  | Developer               | S106           |                           | 2 Essential       | Committed      | Tangmere  |
| West Sussex County Council | IBP/462 | Transport | Local road network   | Speed limit - B2179, Piggery Hall Lane  | Speed reduction. The road is not wide enough for the large lorries and buses which break down verges and dolly posts. There are blind bends and the hedging needs cutting back on the eastern side. |             |                                 |                    | Engineering solutions dealing S106 delivery condition |                         | S106           |                           | 2 Essential       | Committed      | West Wittering  |
| West Sussex County Council | IBP/653 | Transport | Smarter Choices and promote sustainable modes of transport | Smarter choices package - Package of behaviour change initiatives comprised of Bikelt, Walk To and Road Safety Education Training and | To increase sustainable travel choice and modal shift for the journey to school and linked to primary school programme and priorities identified through school travel planning                     | 2021        | Short term (2016-2021)          | £125,000           | CIL   | Developers / WSCC / CDC | CIL            |                           | 2 Essential       |                | Birdham, Earnley, East Wittering and Bracklesham, Selsey and West Wittering |

| Org Name                   | IBP Id  | Category  | Project Type   | Scheme   | Justification  | Phasing | Term Time              | Cost Range            | Funding Sources | Delivery Lead           | CIL S106 Other | Planning Ref | Priority Category | Project Status  | Parish Area  |
|----------------------------|---------|-----------|--|--|--|---------|------------------------|-----------------------|-----------------|-------------------------|----------------|--------------|-------------------|---|--|
|                            |         |           |  | Publicity (ETP) at expanded schools or those near improved infrastructure such as Safer Routes to School. Chichester.  | (link to Safer Routes to School)   |         |                        |                       |                 |                         |                |              |                   |   | ng   |
| West Sussex County Council | IBP/651 | Transport | Smarter Choices and promote sustainable modes of transport | Smarter choices package - Package of behaviour change initiatives comprised of Bikelt, Walk To and Road Safety Education Training and Publicity (ETP) at expanded schools or those near improved infrastructure such as Safer Routes to School. Bournes. | To increase sustainable travel choice and modal shift for the journey to school and linked to primary school programme and priorities identified through school travel planning (link to Safer Routes to School) | 2020    | Short term (2016-2021) | £125,000              | CIL             | Developers / WSCC / CDC | CIL            |              | 2 Essential       |   | Bosham, Chidham and Hambrook, Southbourne and Westbourne |
| West Sussex County Council | IBP/355 | Transport | Smarter Choices and promote sustainable modes of transport | RTPI screens at key locations  | Chichester City Transport Strategy – to reduce short car trips to and from the city centre   | 2020 +  | Short term (2016-2021) | £150,000 (20 screens) |                 | WSCC                    | CIL            |              | 3 Policy High     | Consider selecting if match funding is identified as this project supports the growth of the area provided it is for genuine community use. | Chichester   |

| Org Name                   | IBP Id  | Category  | Project Type   | Scheme  | Justification  | Phasing | Term Time              | Cost Range | Funding Sources | Delivery Lead           | CIL S106 Other | Planning Ref | Priority Category | Project Status  | Parish Area  |
|----------------------------|---------|-----------|--|---|--|---------|------------------------|------------|-----------------|-------------------------|----------------|--------------|-------------------|---|--|
| West Sussex County Council | IBP/350 | Transport | Smarter Choices and promote sustainable modes of transport | Smarter choices package - Package of behaviour change initiatives comprised of Bikelt, Walk To and Road Safety Education Training and Publicity (ETP) at expanded schools or those near improved infrastructure such as Safer Routes to School. Chichester. | To increase sustainable travel choice and modal shift for the journey to school and linked to primary school programme and priorities identified through school travel planning (link to Safer Routes to School) | 2019    | Short term (2016-2021) | £125,000   | CIL             | Developers / WSCC / CDC | CIL            |              | 2 Essential       | Select for CIL funding if the majority of money is match funded. This project can demonstrate it can assist the growth of the area. | Chichester   |
| West Sussex County Council | IBP/652 | Transport | Smarter Choices and promote sustainable modes of transport | Smarter choices package - Package of behaviour change initiatives comprised of Bikelt, Walk To and Road Safety Education Training and Publicity (ETP) at expanded schools or those near improved infrastructure such as Safer Routes to School. Chichester. | To increase sustainable travel choice and modal shift for the journey to school and linked to primary school programme and priorities identified through school travel planning (link to Safer Routes to School) | 2020    | Short term (2016-2021) | £125,000   | CIL             | Developers / WSCC / CDC | CIL            |              | 2 Essential       |   | Kirdford, Lynchmere, Loxwood, Plaistow, Ifold and Wisborough Green |

| Org Name                   | IBP Id  | Category  | Project Type     | Scheme   | Justification  | Phasing   | Term Time                       | Cost Range | Funding Sources | Delivery Lead                         | CIL S106 Other | Planning Ref              | Priority Category | Project Status                   | Parish Area  |
|----------------------------|---------|-----------|------------------|--|--|---|---------------------------------|------------|-----------------|---------------------------------------|----------------|---------------------------|-------------------|----------------------------------|--------------|
| West Sussex County Council | IBP/354 | Transport | Public transport | Bus lane along A259 approaching Bognor Road Roundabout                   | Chichester City Transport Strategy – to reduce short car trips to and from the city centre | 2020 +  | Medium to long term (2021-2029) | £1.2m      | CIL             | WSCC / CDC/ bus operators             | CIL            |                           | 3 Policy High     | Reserved for next phasing period | Chichester   |
| West Sussex County Council | IBP/542 | Transport | Public transport | Regular bus services between west of Chichester SDL and the City centre. | Mitigation for West of Chichester SDL  |   |                                 |            | S106            | Developer                             | S106           |                           | 2 Essential       | Committed                        | Chichester   |
| West Sussex County Council | IBP/351 | Transport | Public transport | Chichester bus / rail interchange improvements (Cross reference IBP/206) | Chichester City Transport Strategy – to improve sustainable transport mode share           | 2020 + Dependent on nearby redevelop ment opportunities | Medium to long term (2021-2029) | TBC        | CIL             | WSCC / CDC/ Stagecoach / Network Rail | CIL            |                           | 2 Essential       | Reserved for next phasing period | Chichester   |
| West Sussex County Council | IBP/539 | Transport | Public transport | Extension/diversion of number 55 bus route                               | Shopwyke mitigation  | 2015 - 2020   | Short term (2016-2021)          |            | S106            | Developer                             | S106           | O/11/05283/OUT - APPROVED | 2 Essential       | Committed                        | Chichester   |
| West Sussex County Council | IBP/541 | Transport | Public transport | Direct and frequent bus services between Tangmere and Chichester City.   | Mitigation for Tangmere SDL  |   |                                 |            | S106            | Developer                             | S106           |                           | 2 Essential       | Committed                        | Tangmere     |
| West Sussex County Council | IBP/543 | Transport | Public transport | Regular bus services between Westhampnett SDL and the City centre.       | Mitigation for Westhampnett SDL  |   |                                 |            | S106            | Developer                             | S106           |                           | 2 Essential       | Committed                        | Westhampnett |

| Org Name                   | IBP Id  | Category  | Project Type              | Scheme   | Justification  | Phasing     | Term Time                       | Cost Range         | Funding Sources | Delivery Lead | CIL S106 Other | Planning Ref               | Priority Category | Project Status  | Parish Area          |
|----------------------------|---------|-----------|---------------------------|--|--|-------------|---------------------------------|--------------------|-----------------|---------------|----------------|----------------------------|-------------------|---|----------------------|
| West Sussex County Council | IBP/342 | Transport | Pedestrian infrastructure | Toucan crossing on Oaklands Way  | Graylingwell mitigation  | 2015 - 2020 | Short term (2016-2021)          | Directly providing | S106            | Developer     | S106           | CC/08/03533/OUT - APPROVED | 2 Essential       | Committed   | Chichester           |
| West Sussex County Council | IBP/508 | Transport | Pedestrian infrastructure | School Safety Zone and Safer Routes to School Scheme - Chidham Parochial Primary School, Chidham Lane                                      | Pedestrian Safety  |             |                                 |                    |                 |               |                |                            | 4 Desirable       | Parish may wish to consider funding from their CIL  | Chidham and Hambrook |
| West Sussex County Council | IBP/340 | Transport | Cycle infrastructure      | Graylingwell cycle route 1 Wellington Road – Oaklands Way  | Graylingwell mitigation  | 2015 - 2020 | Short term (2016-2021)          | Directly providing | S106            | Developer     | S106           | CC/08/03533/OUT - APPROVED | 2 Essential       | Committed   | Chichester           |
| West Sussex County Council | IBP/341 | Transport | Cycle infrastructure      | Graylingwell cycle route 2 along north side of Westhampnett Road (opp St James' Road to connect with existing footpath rear of Story Road) | Graylingwell mitigation  | 2015 - 2020 | Short term (2016-2021)          | Directly providing | S106            | Developer     | S106           | CC/08/03533/OUT - APPROVED | 2 Essential       | Committed   | Chichester           |
| West Sussex County Council | IBP/358 | Transport | Cycle infrastructure      | Gap-filling to complete the Chichester Cycle Network: Whyke, Stockbridge, East of the City Centre.   | Chichester City Transport Strategy – to reduce short car trips to and from the city centre | 2020 +      | Medium to long term (2021-2029) | £500,000           | CIL             | WSCC          | CIL            |                            | 3 Policy High     | Consider selecting if match funding is identified as this project supports the growth of the area provided it is for genuine community use. | Chichester           |



| Org Name                   | IBP Id  | Category  | Project Type         | Scheme                     | Justification  | Phasing | Term Time                       | Cost Range | Funding Sources | Delivery Lead | CIL S106 Other | Planning Ref              | Priority Category | Project Status  | Parish Area |
|----------------------------|---------|-----------|----------------------|----------------------------|--|---------|---------------------------------|------------|-----------------|---------------|----------------|---------------------------|-------------------|---|-------------|
| West Sussex County Council | IBP/359 | Transport | Cycle infrastructure | Portfield cycle route      | Chichester City Transport Strategy – to reduce short car trips to and from the city centre | 2020 +  | Medium to long term (2021-2029) | £120,000   | CIL             | WSCC          | CIL            |                           | 2 Essential       | Consider selecting if match funding is identified as this project supports the growth of the area provided it is for genuine community use. | Chichester  |
| West Sussex County Council | IBP/360 | Transport | Cycle infrastructure | Summersdale cycle route    | Chichester City Transport Strategy – to reduce short car trips to and from the city centre | 2020 +  | Medium to long term (2021-2029) | £230,000   | CIL             | WSCC          | CIL            |                           | 3 Policy High     | Consider selecting if match funding is identified as this project supports the growth of the area provided it is for genuine community use. | Chichester  |
| West Sussex County Council | IBP/368 | Transport | Cycle infrastructure | Parklands cycle route      | Mitigation - to reduce car trips from SDLs to city centre                                  | 2020 +  | Medium to long term (2021-2029) | £440,000   | S106            | Developer     | S106           |                           | 2 Essential       | Committed   | Chichester  |
| West Sussex County Council | IBP/540 | Transport | Cycle infrastructure | Oving cycle route          | Shopwyke mitigation  |         |                                 |            | S106            | Developer     | S106           | O/11/05283/OUT - APPROVED | 2 Essential       | Committed   | Chichester  |
| West Sussex County Council | IBP/658 | Transport | Cycle infrastructure | City Centre cycle parking. | To increase cycling for the short trips to the City Centre.                                | 2021    | Short term (2016-2021)          | £250,000   |                 | WSCC          | CIL            |                           | 2 Essential       |   | Chichester  |
| West Sussex County Council | IBP/367 | Transport | Cycle infrastructure | St Paul's cycle route      | Mitigation - to reduce car trips from SDLs to city centre                                  | 2020 +  | Medium to long term (2021-2029) | £140,000   | S106            | Developer     | S106           |                           | 2 Essential       | Committed   | Chichester  |

| Org Name                   | IBP Id  | Category  | Project Type                        | Scheme   | Justification  | Phasing     | Term Time                       | Cost Range         | Funding Sources | Delivery Lead | CIL S106 Other | Planning Ref   | Priority Category | Project Status  | Parish Area           |
|----------------------------|---------|-----------|-------------------------------------|--|--|-------------|---------------------------------|--------------------|-----------------|---------------|----------------|--|-------------------|---|-----------------------|
| West Sussex County Council | IBP/364 | Transport | Cycle infrastructure                | Chichester - Tangmere cycle route                                | Mitigation - to reduce car trips from SDLs to city centre                                  | 2020 +      | Medium to long term (2021-2029) | £630,000           | S106            | Developer     | S106           | TG/07/04577/FUL - APPROVED<br>TG/11/04058/FUL,<br>TG/12/011739/OUT,<br>TG/14/00797/FUL | 2 Essential       | Committed   | Chichester - Tangmere |
| West Sussex County Council | IBP/374 | Transport | Cycle infrastructure                | Hunston Road cycle scheme – still investigating                  |  |             |                                 |                    |                 |               | CIL            |  | 4 Desirable       | Not selected for IBP years 2016-2021 as little planned development in this cycle. | Manhood               |
| West Sussex County Council | IBP/362 | Transport | Cycle infrastructure                | Selsey – Witterings cycle route                                  | To reduce short car trips on Manhood   | 2020 +      | Medium to long term (2021-2029) | £200,000           | CIL             | WSCC          | CIL            |  | 3 Policy High     | Not selected for IBP years 2016-2021 as little planned development in this cycle. | Manhood Peninsula     |
| West Sussex County Council | IBP/361 | Transport | Cycle infrastructure                | Chichester – Selsey cycle route                                  | Chichester City Transport Strategy – to reduce short car trips to and from the city centre | 2020 +      | Medium to long term (2021-2029) | TBC                | CIL             | WSCC          | CIL            |  | 2 Essential       | Selected  | Manhood Peninsula     |
| West Sussex County Council | IBP/540 | Transport | Cycle infrastructure                | Oving cycle route  | Shopwyke mitigation  |             |                                 |                    | S106            | Developer     | S106           | O/11/05283/OUT - APPROVED  | 2 Essential       | Committed   | Oving                 |
| West Sussex County Council | IBP/345 | Transport | Cycle and pedestrian infrastructure | Foot / cycle bridge across the A27 south of Portfield Roundabout | Shopwyke mitigation  | 2015 - 2020 | Short term (2016-2021)          | Directly providing | S106            | Developer     | S106           | O/11/05283/OUT - APPROVED  | 1 Critical        | Committed   | Chichester            |

| Org Name                   | IBP Id  | Category  | Project Type                        | Scheme  | Justification  | Phasing             | Term Time                       | Cost Range         | Funding Sources | Delivery Lead | CIL S106 Other | Planning Ref              | Priority Category | Project Status  | Parish Area               |
|----------------------------|---------|-----------|-------------------------------------|---|--|---------------------|---------------------------------|--------------------|-----------------|---------------|----------------|---------------------------|-------------------|---|---------------------------|
| West Sussex County Council | IBP/544 | Transport | Cycle and pedestrian infrastructure | Hunston Road cycle scheme - shared use pedestrian/cycle path to link the proposed Highways England footbridge at Whyke roundabout with the south of the A27   | Improvement  |                     |                                 |                    |                 | WSCC          |                |                           | 3 Policy High     | Not selected for IBP years 2016-2021 as little planned development in this cycle. | Hunston and North Mundham |
| West Sussex County Council | IBP/376 | Transport | Cycle and pedestrian infrastructure | Green links across the Manhood. (GLaM project). Pagham to Medmerry Trail - provision of public footpath and permissive cycle route to B2145 to access track that circles the new Environmental Agency tidal bund. | The creation of such a route will enhance the visitor attraction of the local area by making the area more accessible, contributing to tourism and visitor numbers, enhancing the local economy. | Phase 1 - 2021-2029 | Medium to long term (2021-2029) | £200,000           | CIL             | WSCC and RSPB | CIL            |                           | 3 Policy High     | Not selected for IBP years 2016-2021 as little planned development in this cycle. | Manhood                   |
| West Sussex County Council | IBP/346 | Transport | Cycle and pedestrian infrastructure | Foot / cycle bridge across the A27 to Coach Road  | Shopwyke mitigation  | 2015 - 2020         | Short term (2016-2021)          | Directly providing | S106            | Developer     | S106           | O/11/05283/OUT - APPROVED | 1 Critical        | Committed   | Oving                     |
| West Sussex County Council | IBP/347 | Transport | Cycle and pedestrian infrastructure | Shared footway / cycleway along south side of A27 to new access to Shopwyke site  | Shopwyke mitigation  | 2015 - 2020         | Short term (2016-2021)          | Directly providing | S106            | Developer     | S106           | O/11/05283/OUT - APPROVED | 2 Essential       | Committed   | Oving                     |

| Org Name                   | IBP Id  | Category  | Project Type                        | Scheme  | Justification  | Phasing   | Term Time              | Cost Range         | Funding Sources                             | Delivery Lead    | CIL S106 Other | Planning Ref              | Priority Category | Project Status | Parish Area        |
|----------------------------|---------|-----------|-------------------------------------|---|--|---|------------------------|--------------------|---|------------------|----------------|---------------------------|-------------------|----------------|--------------------|
| West Sussex County Council | IBP/346 | Transport | Cycle and pedestrian infrastructure | Foot / cycle bridge across the A27 to Coach Road  | Shopwyke mitigation  | 2015 - 2020   | Short term (2016-2021) | Directly providing | S106  | Developer        | S106           | O/11/05283/OUT - APPROVED | 1 Critical        | Committed      | Westhampnett       |
| West Sussex County Council | IBP/339 | Transport | Transport - A27                     | A27 improvements to six junctions: Fishbourne (£2.5m), Stockbridge (£3.8m), Whyke (£3.2m), Bognor Road (£1.8m), Portfield (£891,360) and Oving Road (£660,960). | To mitigate the area-wide impacts of Local Plan housing and employment growth.   | 2015 - 2020<br>Dependent on preparation of major scheme, which may replace these improvements; currently undertaking work to establish contributions methodology. | Short term (2016-2021) | £12.8m             | S278 developers, WSCC and Highways England. | Highways England | S278           |                           | 1 Critical        | Committed      | East West Corridor |
| West Sussex County Council | IBP/654 | Transport | Car parking                         | Following recent Road Space Audit, area-wide parking management North East Chichester.  | To better manage demand for parking and network management aspirations (ie sustainable mode priority) for key routes in the area). |   | Short term (2016-2021) | 250,000            |   | WSCC             | CIL            |                           | 2 Essential       |                | Chichester         |

| Org Name                   | IBP Id  | Category  | Project Type | Scheme   | Justification  | Phasing | Term Time              | Cost Range | Funding Sources | Delivery Lead | CIL S106 Other | Planning Ref | Priority Category | Project Status | Parish Area |
|----------------------------|---------|-----------|--------------|--|--|---------|------------------------|------------|-----------------|---------------|----------------|--------------|-------------------|----------------|-------------|
| West Sussex County Council | IBP/655 | Transport | Car parking  | Following recent Road Space Audit, area-wide parking management West Chichester. | To better manage demand for parking and network management aspirations (ie sustainable mode priority) for key routes in the area). |         | Short term (2016-2021) | 250,000    |                 | WSCC          | CIL            |              | 2 Essential       |                | Chichester  |

### Infrastructure Commissioners Projects

| Org Name     | IBP Id  | Category         | Project Type     | Scheme  | Justification                              | Phasing | Term Time              | Cost Range | Funding Sources               | Delivery Lead  | CIL S106 Other | Planning Ref | Priority Category | Project Status | Parish Area   |
|--------------|---------|------------------|------------------|---|--|---------|------------------------|------------|-------------------------------|----------------|----------------|--------------|-------------------|----------------|---------------|
| BT Openreach | IBP/580 | Utility Services | Utility services | Broadband roll out to 13,452 premises (100% of premises) of these 9,429 (70%) connected to enable superfast fibre broadband connection. 2,372 (17.6%) connected to enable basic (between 2 and 24Mbps) fibre broadband connection. 726 premises (5.4%) built by commercial roll out or other county | Improve business and social communication. | 2016    | Short term (2016-2021) |            | Public and commercial funding | Openreach/WSCC | Other          |              | 3 Policy High     | Committed      | District Wide |

| Org Name   | IBP Id  | Category             | Project Type   | Scheme   | Justification  | Phasing  | Term Time                       | Cost Range | Funding Sources  | Delivery Lead                                    | CIL S106 Other | Planning Ref | Priority Category | Project Status  | Parish Area        |
|--|---------|----------------------|--|--|--|--|---------------------------------|------------|--|--|----------------|--------------|-------------------|---|--------------------|
|  |         |                      |  | (cross border)   |  |  |                                 |            |  |  |                |              |                   |   |                    |
| Chichester City Centre Partnership               | IBP/582 | Transport            | Local road network   | Railway crossing improvements at Basin Road and Southgate/Stockbridge Road | To improve accessibility in to and out of Chichester City.   |  | Short term (2016-2021)          |            | CIL, Network Rail and WSCC   | WSCC   | CIL            |              | 3 Policy High     | Details of project insufficient   | Chichester City    |
| Chichester City Centre Partnership               | IBP/583 | Utility Services     | Utility services   | Free Wi-Fi in Chichester City Centre                                       | Improved accessibility for visitors and businesses   |  | Short term (2016-2021)          | £100,000   | LEP, BID   | Business Improvement District (BID)              | CIL            |              | 4 Desirable       | Details of project insufficient   | Chichester City    |
| Coastal West Sussex Clinical Commissioning Group | IBP/398 | Health               | Community healthcare, primary care facilities & improvements | NHS Medical Centre West of Chichester SDL                                  | To amalgamate Chichester practices to cover 20 years ahead and to accommodate new residents/patients from planned developments   | In line with phase 1 of site development   | Short term (2016-2021)          | 3,300,000  | £3,300,000 total NHS sources/LIFT/ third party development (£2m expected to be funded by LIFT) | Coastal West Sussex Clinical Commissioning Group | CIL            |              | 2 Essential       | Select for CIL funding if the majority of money is match funded. This project can demonstrate it can assist the growth of the area. | East West Corridor |
| Environment Agency                               | IBP/396 | Green Infrastructure | Flood and coastal erosion risk management                    | Bosham Harbour new inland defences.  | 73 households moved out of any one of the four flood probability categories to a lower one and moved out of the very significant or significant flood probability categories | Indicative funding - 2023-2024 £50,000 and 2024-2025 £150,000 2025-2026 £260,000 | Medium to long term (2021-2029) | 460,000    | FCRM GiA/Contributions   | Environment Agency                               |                |              | 3 Policy High     | Selected  | Bosham             |

| Org Name  | IBP Id  | Category                      | Project Type                  | Scheme   | Justification  | Phasing   | Term Time                       | Cost Range | Funding Sources              | Delivery Lead  | CIL S106 Other | Planning Ref | Priority Category | Project Status  | Parish Area |
|---|---------|-------------------------------|-------------------------------|--|--|-----------|---------------------------------|------------|------------------------------|--|----------------|--------------|-------------------|---|-------------|
| Network Rail  | IBP/629 | Transport                     | Public transport              | Construction of chord to enable trains to run directly between Bognor Regis and Chichester, rather than via an interchange at Barnham. | To reduce congestion on the roads between Bognor and Chichester, although an additional train would lead to the barriers being down for longer.  | 2029      | Medium to long term (2021-2029) |            |                              | Network Rail   |                |              |                   |   | Chichester  |
| RSPB  | IBP/586 | Green Infrastructure          | Biodiversity measures         | New visitor centre at Pagham Harbour Local Nature Reserve  | This project will contribute to achieving the first objective of Policy 22 and objective 3.27 of the Local Plan.   | 2021-2029 | Medium to long term (2021-2029) |            | to be confirmed              | RSPB   | Other          |              | 3 Policy High     |   | Sidlesham   |
| South East Coast Ambulance Service NHS Foundation Trust | IBP/533 | Public and Community Services | Police and emergency services | South East Coast Ambulance Service NHS Foundation Trust  | Changes to the Service infrastructure to meet demand. (Ambulance Community Response Posts) in Chichester City. These operating units will be supported by/from the Chichester Make Ready Centre (MRC), located in Tangmere | Now       | Short term (2016-2021)          | £45,000    |                              | Russell Kempton, South east Coast Ambulance Service NHS Foundation Trust | CIL            |              | 2 Essential       | Consider selecting if match funding is identified as this project supports the growth of the area provided it is for genuine community use. | Chichester  |
| Southern Water  | IBP/397 | Utility Services              | Utility services              | Upgrade to Tangmere Wastewater treatment Works (WWTW)  | Essential for enabling level of growth in new Local Plan   | 2017      | Short term (2016-2021)          |            | Investment by Southern Water | Southern Water   | Other          |              | 1 Critical        | Committed   | Tangmere    |

| Org Name                 | IBP Id  | Category                      | Project Type                           | Scheme   | Justification  | Phasing                  | Term Time              | Cost Range           | Funding Sources                                   | Delivery Lead   | CIL S106 Other | Planning Ref | Priority Category | Project Status   | Parish Area |
|--------------------------|---------|-------------------------------|--|--|--|--------------------------|------------------------|----------------------|---|---|----------------|--------------|-------------------|--|-------------|
| Sussex Police            | IBP/534 | Public and Community Services | Police and emergency services          | Part refurbishment of Chichester Police Station  | The existing building is poorly designed for modern working practices and has low levels of space utilisation. Better use of space will allow more staff to be located at the site in order to meet the needs of the community | April 2016 to March 2017 | Short term (2016-2021) | £1m                  | £700k self-fund via Sussex Police capital budget. | Existing Estates and Future Workplace team based at Lewes HQ using existing capital programme consultants, contractors, staff and processes | CIL            |              | 4 Desirable       | Not selected as Police are directly funded from Council Tax. The refurbishment should fit the Police funded budget identified. | Chichester  |
| University of Chichester | IBP/381 | Education                     | Further education and higher education | On campus expansion of Fine Art building including possible artists' studios   | Student growth/studio space. Could link with, substitute other existing or planned arts provision  | Dependent on funding     |                        | Not known as yet     | No detail as yet                                  | University and possible local authority, private contribution   |                |              |                   | University to fund   | Chichester  |
| University of Chichester | IBP/382 | Education                     | Further education and higher education | Other Academic and Support facilities - Learning Resource Extension, Sports Building, Gymnasium, Students Union building extension | To support enhancement of the academic accommodation and student expansion   |                          |                        | Not known at present | No detail as yet                                  | University  |                |              |                   | University to fund   | Chichester  |
| University of Chichester | IBP/377 | Education                     | Further education and higher education | Academic Teaching Building   | To support academic accommodation and student expansion  | 2017-2018                | Short term (2016-2021) | ca £5.9m             | University funded                                 | University  | Other          |              |                   | University to fund   | Chichester  |



| Org Name                 | IBP Id  | Category             | Project Type  | Scheme  | Justification  | Phasing                                  | Term Time              | Cost Range  | Funding Sources   | Delivery Lead | CIL S106 Other | Planning Ref | Priority Category | Project Status  | Parish Area |
|--------------------------|---------|----------------------|---|---|--|--|------------------------|---|---|---------------|----------------|--------------|-------------------|---|-------------|
| University of Chichester | IBP/378 | Education            | Further education and higher education                                  | Music Teaching Building   | To support enhancement of the academic accommodation and student expansion   | 2016-2017                                | Short term (2016-2021) | ca £3.5m  | University funded   | University    | Other          |              |                   | University to fund  | Chichester  |
| University of Chichester | IBP/390 | Green Infrastructure | Playing fields, sports pitches, related build and children's play areas | Training/Changing Facilities  | To provide enhanced sports facilities to maintain the competitiveness of sport/PE as one of the University's core academic subject areas and to provide a unique community facility for the City and possibly for schools                                      | subject to funding package being secured |                        | ca £1.5m University land and maintenance contribution at nil cost | University and gap funding with local authority/Lottery/other | University    | CIL            |              | 4 Desirable       | Consider selecting if match funding is identified as this project supports the growth of the area provided it is for genuine community use. | Chichester  |
| University of Chichester | IBP/389 | Green Infrastructure | Playing fields, sports pitches, related build and children's play areas | Completion of running track/with internal all weather football pitch  | To provide enhanced sports facilities to maintain the competitiveness of sport/PE as one of the University's core academic subject areas and to provide a unique community facility for the City and possibly for schools. The all-weather pitch could be used | subject to funding package being secured |                        | ca £1m University land and maintenance contribution at nil cost   | University and gap funding with local authority/Lottery/other | University    | CIL            |              | 4 Desirable       | Consider selecting if match funding is identified as this project supports the growth of the area provided it is for genuine community use. | Chichester  |
| University of Chichester | IBP/379 | Housing              | Student accommodation   | Student Residential - Redevelopment of Havenstoke (252 new units) and | Meeting current and forecast need for on-campus accommodation  | 2017/2018                                | Short term (2016-2021) | ca £15m   | University/private funded                                     | University    | Other          |              |                   | University to fund  | Chichester  |

| Org Name                 | IBP Id  | Category              | Project Type         | Scheme  | Justification   | Phasing              | Term Time | Cost Range  | Funding Sources   | Delivery Lead   | CIL S106 Other | Planning Ref | Priority Category | Project Status  | Parish Area |
|--------------------------|---------|-----------------------|----------------------|---|---|----------------------|-----------|---|---|---|----------------|--------------|-------------------|---|-------------|
|                          |         |                       |                      | redevelopment of Hammond (77 new units)   |   |                      |           |   |   |   |                |              |                   |   |             |
| University of Chichester | IBP/380 | Social Infrastructure | Community facilities | Concert Hall - On Campus high quality Concert Hall for a Music Conservatoire and for Community Use          | This is a project of local and regional significance strengthening the University's Conservatoire Music offer and enabling the community to have a bespoke concert hall to host an orchestra and have an audience capacity of ca 800 It also offers opportunity | Dependent on funding |           | ca £5m. plus University land and maintenance contribution at nil cost | No commitments as yet but very clear there will be a major funding gap.           | University with local authority, lottery, Arts Council for England and private donor partners | CIL            |              | 4 Desirable       | Consider selecting if match funding is identified as this project supports the growth of the area provided it is for genuine community use. | Chichester  |
| University of Chichester | IBP/384 | Transport             |                      | New Internal Campus Road and Link to Eastern Access Road  |   |                      |           | ca £0.5m  | University to fund but there is a significant funding gap                         | University  | Other          |              |                   | University to fund  | Chichester  |
| University of Chichester | IBP/385 | Transport             | Local road network   | Eastern Access Road   |   |                      |           | provided by HCA/Linden LLP  | Assumed to be funded by HCA and Linden LLP as a part of planning consent and S106 | HCA and Linden LLP  | S106           |              | 2 Essential       | Committed   | Chichester  |
| University of Chichester | IBP/387 | Transport             | Local road network   | College Lane Traffic Calming/Change - One Way access and Public Realm works to College Lane and Spitalfield |   |                      |           | ca £300k  | No funding by University defined  | WSCC  | S106           |              | 2 Essential       | Committed   | Chichester  |

| Org Name                 | IBP Id  | Category         | Project Type                        | Scheme   | Justification   | Phasing              | Term Time              | Cost Range   | Funding Sources                                  | Delivery Lead | CIL S106 Other | Planning Ref | Priority Category | Project Status  | Parish Area |
|--------------------------|---------|------------------|-------------------------------------|--|---|----------------------|------------------------|--|--|---------------|----------------|--------------|-------------------|---|-------------|
|                          |         |                  |                                     | Lane   |   |                      |                        |  |  |               |                |              |                   |   |             |
| University of Chichester | IBP/383 | Transport        | Cycle and pedestrian infrastructure | Cycle route/Footway with lighting to the centre of the Campus                                      |   |                      |                        | ca £0.1m   | University to fund part with Local Authority CIL | University    | CIL            |              | 3 Policy High     | University to fund  | Chichester  |
| University of Chichester | IBP/386 | Transport        | Cycle and pedestrian infrastructure | Cycle route/Footway with lighting extension from the University central area to Graylingwell North |   |                      |                        | ca £0.1m   | University to fund part with Local Authority CIL | University    | CIL            |              | 3 Policy High     | Consider selecting if match funding is identified as this project supports the growth of the area provided it is for genuine community use. | Chichester  |
| University of Chichester | IBP/388 | Transport        | Car parking                         | Multi-level Car Park   | Replacement of surface level car parking in the north of the campus with a multi-level car park – the number of car spaces not increasing |                      |                        | tbc  | University to fund                               | University    | Other          |              |                   | University to fund  | Chichester  |
| University of Chichester | IBP/391 | Utility Services | Utility services                    | Water, drainage and power to support the above developments  | A range of utility service improvements are likely to be required as a part of the above covering water, drainage and power.              | 2017-2018 and beyond | Short term (2016-2021) | Not known as yet<br>The cost and allocation of costs to the University, private partners and utility companies is still to be determined | University, utility companies and private        | University    | Other          |              |                   | University to fund  | Chichester  |

| Org Name                 | IBP Id  | Category         | Project Type     | Scheme  | Justification   | Phasing | Term Time | Cost Range          | Funding Sources   | Delivery Lead              | CIL S106 Other | Planning Ref | Priority Category | Project Status     | Parish Area |
|--------------------------|---------|------------------|------------------|---|---|---------|-----------|---------------------|---|----------------------------|----------------|--------------|-------------------|--------------------|-------------|
|                          |         |                  |                  |   |   |         |           | ed                  |   |                            |                |              |                   |                    |             |
| University of Chichester | IBP/392 | Utility Services | Utility services | Carbon/Renewables Combined Heat and Power project | A scoping pre-feasibility study is currently being completed with a view to developing a CHP project on campus. It may be developed and benefit other major users such as the NHS St Richard's and the Councils | tbc     |           | Not yet established | University, local authorities, NHS St Richard's, utility companies and private sector | Partnership and University | Other          |              |                   | University to fund | Chichester  |

# Appendix B CIL Applicable Housing trajectory

Projected phasing of planned housing (excluding existing planning permissions)

|   | Projected housing development (dwellings per year) |         |         |         |         |         |                 |                 |                 |
|---|--|---------|---------|---------|---------|---------|-----------------|-----------------|-----------------|
|   | 2016-17  | 2017-18 | 2018-19 | 2019-20 | 2020-21 | 2021-22 | Total 2017-2022 | Total 2022-2029 | Total 2017-2029 |
| <b>East-West Corridor</b>               |  |         |         |         |         |         |                 |                 |                 |
| Bosham                                  | 0  | 0       | 0       | 0       | 0       | 0       | 0               | 50              | 50              |
| Boxgrove                                | 0  | 0       | 0       | 0       | 0       | 0       | 0               | 25              | 25              |
| Chichester city                         |  |         |         |         |         |         |                 |                 |                 |
| - <i>West of Chichester</i>             | 0  | 0       | 75      | 75      | 75      | 130     | 355             | 895             | 1,250           |
| - <i>Westhampnett/NEC (part)</i>        | 0  | 0       | 0       | 0       | 0       | 0       | 0               | 200             | 200             |
| - <i>Chichester City North</i>          | 0  | 0       | 0       | 0       | 0       | 0       | 0               | 0               | 0               |
| - <i>Other identified sites</i>         | 0  | 0       | 0       | 0       | 21      | 0       | 21              | 0               | 21              |
| - <i>Chichester parish housing</i>      | 0  | 0       | 0       | 0       | 0       | 0       | 0               | 201             | 201             |
| Chichester city total                   | 0  | 0       | 75      | 75      | 96      | 130     | 376             | 1,296           | 1,672           |
| Chidham & Hambrook                      | 0  | 0       | 0       | 0       | 0       | 0       | 0               | 0               | 0               |
| Fishbourne                              | 0  | 0       | 0       | 0       | 0       | 0       | 0               | 15              | 15              |
| Funtington (part)                       | 0  | 0       | 0       | 0       | 0       | 0       | 0               | 0               | 0               |
| Lavant (part)                           | 0  | 0       | 0       | 0       | 0       | 0       | 0               | 0               | 0               |
| Oving (inc Shopwyke SDL)                | 0  | 0       | 0       | 0       | 0       | 0       | 0               | 0               | 0               |
| Southbourne                             |  |         |         |         |         |         |                 |                 |                 |
| - <i>Southbourne village</i>            | 0  | 0       | 0       | 0       | 40      | 15      | 55              | 0               | 55              |
| - <i>Elsewhere in parish</i>            | 0  | 0       | 25      | 25      | 0       | 0       | 50              | 0               | 50              |
| Southbourne total                       | 0  | 0       | 25      | 25      | 40      | 15      | 105             | 0               | 105             |
| Tangmere (including SDL)                |  |         |         |         |         |         |                 |                 |                 |
| - <i>Tangmere SDL</i>                   | 0  | 0       | 0       | 75      | 75      | 110     | 260             | 740             | 1,000           |
| - <i>Non-strategic NP sites</i>         | 0  | 0       | 0       | 0       | 12      | 0       | 12              | 30              | 42              |
| Tangmere total                          | 0  | 0       | 0       | 75      | 87      | 110     | 272             | 770             | 1,042           |
| West Thorney                            | 0  | 0       | 0       | 0       | 0       | 0       | 0               | 0               | 0               |
| Westbourne                              | 0  | 0       | 0       | 0       | 0       | 0       | 0               | 9               | 9               |
| Westhampnett (part of SDL) <sup>4</sup> | 0  | 0       | 65      | 65      | 65      | 65      | 260             | 40              | 300             |

Lower Graylingwell granted permission for 160 dwellings before 1 Feb

Romans Mead site granted permission for 24 dwellings before 1 Feb

Long Copse Lane granted permission for 16 dwellings before 1 Feb

Page 218

|                              |          |           |            |            |            |            |              |              |              |
|------------------------------|----------|-----------|------------|------------|------------|------------|--------------|--------------|--------------|
| <b>Sub-total</b>             | <b>0</b> | <b>0</b>  | <b>165</b> | <b>240</b> | <b>288</b> | <b>320</b> | <b>1,013</b> | <b>2,205</b> | <b>3,218</b> |
| <b>Manhood Peninsula</b>     |          |           |            |            |            |            |              |              |              |
| Appledram                    | 0        | 0         | 0          | 0          | 0          | 0          | 0            | 0            | 0            |
| Birdham                      | 0        | 0         | 0          | 0          | 0          | 0          | 0            | 0            | 0            |
| Donnington                   | 0        | 21        | 16         | 0          | 0          | 0          | 37           | 0            | 37           |
| Earnley                      | 0        | 0         | 0          | 0          | 0          | 0          | 0            | 0            | 0            |
| East Wittering & Bracklesham | 0        | 0         | 0          | 0          | 0          | 0          | 0            | 20           | 20           |
| Hunston                      | 0        | 0         | 0          | 0          | 0          | 0          | 0            | 7            | 7            |
| North Mundham                | 0        | 0         | 0          | 0          | 0          | 0          | 0            | 0            | 0            |
| Selsey                       | 0        | 0         | 0          | 0          | 0          | 0          | 0            | 0            | 0            |
| Sidlesham                    | 0        | 0         | 0          | 0          | 0          | 0          | 0            | 0            | 0            |
| West Itchenor                | 0        | 0         | 0          | 0          | 0          | 0          | 0            | 0            | 0            |
| West Wittering               | 0        | 0         | 0          | 0          | 0          | 0          | 0            | 0            | 0            |
| <b>Sub-total</b>             | <b>0</b> | <b>21</b> | <b>16</b>  | <b>0</b>   | <b>0</b>   | <b>0</b>   | <b>37</b>    | <b>27</b>    | <b>64</b>    |
| <b>Plan Area (North)</b>     |          |           |            |            |            |            |              |              |              |
| Lynchmere                    | 0        | 0         | 0          | 0          | 0          | 0          | 0            | 10           | 10           |
| Kirdford                     | 0        | 15        | 15         | 10         | 5          | 0          | 45           | 15           | 60           |
| Loxwood                      | 0        | 0         | 20         | 23         | 0          | 0          | 43           | 0            | 43           |
| Plaistow & Ifold             | 0        | 0         | 0          | 0          | 0          | 0          | 0            | 10           | 10           |
| Wisborough Green             | 0        | 0         | 11         | 0          | 0          | 0          | 11           | 22           | 33           |
| <b>Sub-total</b>             | <b>0</b> | <b>15</b> | <b>46</b>  | <b>33</b>  | <b>5</b>   | <b>0</b>   | <b>99</b>    | <b>57</b>    | <b>156</b>   |
| <b>TOTAL</b>                 | <b>0</b> | <b>36</b> | <b>227</b> | <b>273</b> | <b>293</b> | <b>320</b> | <b>1,149</b> | <b>2,289</b> | <b>3,438</b> |

St Wilfred's Hospice site - Cttee resolution to permit 21 dwellings

Clappers Lane site granted permission for 110 dwellings before 1 Feb

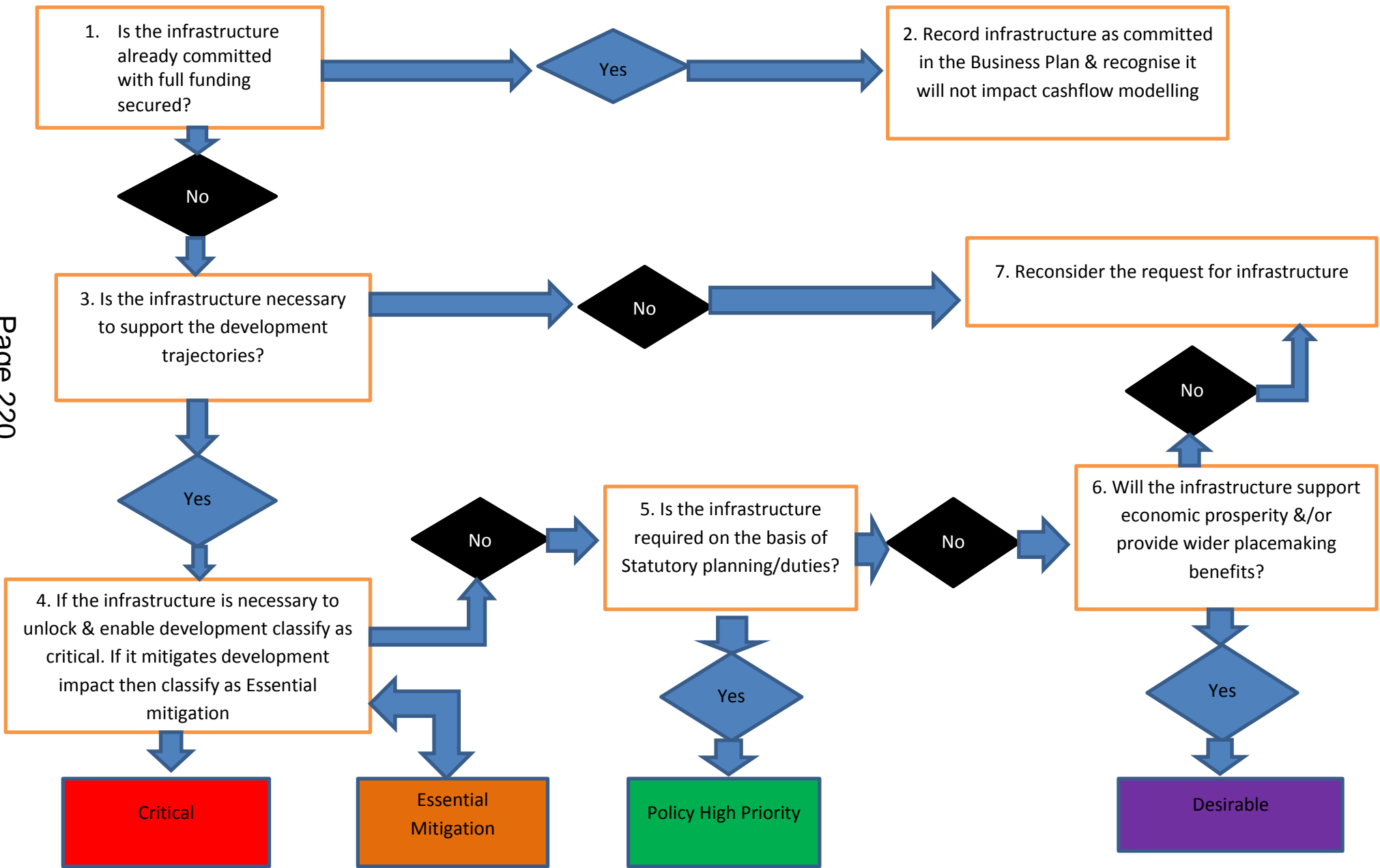
Remove parish allocation following DPD?

# APPENDIX C

## Infrastructure Prioritisation Process

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

Page 220



## Appendix D Funding Source Review

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

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

### **Main organisations with access to funding**

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

The main services provided by the District Council include:

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

Page 221

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

The themes are as follows:

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



## ***West Sussex County Council***

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

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

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

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

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

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

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

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

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

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

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

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

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

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

## Criteria

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

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

The project must be:

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

Page 224  
**Other sources of funding**  
*Transport*

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

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

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

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

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

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

The package of improvements aims to:

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

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

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

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

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

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

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

Page 226

Highways England has created a series of ring-fenced funds, worth £900 m up to 2020/21 to address a range of specific issues over and above the traditional focus of road investment. These five funds allow for actions beyond business as usual and will help the Company invest in retrofitting measures to improve the existing road network as well as maximising the opportunities offered by new road schemes to deliver additional improvements at the same time. The funds are:

- Environment (£300m to mitigate noise, low carbon road transport, improve water quality & resilience to flooding, landscaping & work to halt the loss of biodiversity)
- Cycling, safety and Integration (£250m segregated cycleways alongside trunk roads & safer junctions & crossings).
- Innovation (£150m for the development of new technologies)
- Air Quality (£100m to target improvements in air quality)
- Growth and Housing (£100m to provide leverage and flexibility for the Company to engage in progressing schemes on the SRN required to unlock strategic growth. It is a supplement – not substitute for developer contributions and other existing sources of funding. The fund will normally only be applicable to investment on the SRN that: Unlocks major housing development (for example, in the order of 5,000 new homes or more); or key economic growth; and Involves multiple developers; and Is funded – at least in part by developer contributions.

## Utilities

The funding for utilities at a strategic level is usually paid for by the respective utilities company through their asset management plans (AMPs). All incumbent utility undertakers are obliged to submit draft AMPs to their Regulator, identifying the capital investment that the undertaker wants to commit to over the next 5 or 10 years. The investment for these works is sourced from the company's revenue (customer charges) and covers expansion or enhancement of the strategic utility network against projected growth in demand. The draft AMPs are reviewed and approved by the regulating authorities that protect the interests of the customers. The review of these business plans is called the Periodic Review.

The growth projections used and demand for the utility service must be 'non-speculative', so the companies make their own assessments for justification of proposal purposes. Essential works have priority over works that it is possible to defer and frequently not all proposed works are agreed by the respective regulator. Upon agreement with the respective regulator the utility companies produce final AMPs, which typically include the following strategic elements:

- Electricity: Grid sub-stations
- Gas: Reinforcement to the high/intermediate mains
- Water Resource: New abstraction points and water treatment works
- Waste Water: New or upgrade works to waste water treatment works

Page 27  
Connection of developments to the non-strategic mains is not included in AMP's and these are funded in full or in part by the Developer, depending upon the business case of the utility provider. In some cases utilities may also refuse to cover all the costs associated with some strategic infrastructure if they are deemed to be excessive. Strategic utility upgrade projects can take several years, or even more than a decade, to plan, design and implement, whereas the planning process for development can be much quicker.

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

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

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

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

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

### **Education**

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

Page 228 Funding for new school places comes through Basic Need grant to LAs to use at any maintained school, including academies and free schools. There is a separate funding stream from EFA for newly approved free schools.

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

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

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

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

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

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

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

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

Key data required in an ACMF submission includes:

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

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



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

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

### **Targeted Basic Need Programme**

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

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

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

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

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

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

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

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

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

## **Potential future funding sources**

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

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

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

Our analysis has focused on three categories:

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

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

## **Cash and Funds**

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

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

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

If this was to be used for infrastructure.

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

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

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

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

## **Assets**

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

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

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

## **Fiscal**

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

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

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

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

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

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

Key elements of the scheme include:

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

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

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

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

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

#### *Option 1*

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

growth, subject to the normal operation of the prudential borrowing system. Local authorities would have certainty about how the levy is applied to recoup a share of disproportionate benefit and would be able to plan borrowing and Tax Increment Financing projects on this basis.

### *Option 2*

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

### **PF2**

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

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

### **Summary**

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

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

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

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

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

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

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

#### Potential Sources of revenue for repayment of capital

| Type | Mechanism | Debtor |
|------|-----------|--------|
|------|-----------|--------|

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



# Appendix E Project Pro-forma

## Infrastructure categories

Below are the categories to be used in the IDP:

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

Page 238

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

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

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

## Appendix F Regulation 123 list

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

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

## Appendix G - IBP Glossary

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

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

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

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

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

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