

Chichester District Council
Infrastructure Business Plan
2016/2021



5th draft 12 August 2015

www.chichester.gov.uk/planningpolicy

Contents

	Foreword	3-4
1.	Executive Summary	5-19
2.	Purpose of the Infrastructure Business Plan	20-24
3.	Infrastructure Projects	25-35
4.	CIL Infrastructure Prioritisation	36-38
5.	CIL Implementation Plan	39-46
6.	Cashflow and Spending Plan	47-59
7.	Implementation, Monitoring & Governance	60-62
8.	Conclusions	63

Page No.

Appendices

A.	Full Infrastructure Project list	65-192
B.	CIL Applicable Housing Trajectory	193-194
C.	Project Categorisation	195-197
D.	Funding Source Review	198-214
E.	Project Proforma	215
F.	Regulation 123 list	216-218

Foreword

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

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

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

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

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

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

Definition of Infrastructure

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

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

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

How to use this document

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

1 Executive Summary

The Purpose of the Infrastructure Business Plan

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

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

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

Policy Context

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

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

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

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

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

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

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

Infrastructure Projects

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

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

CIL Infrastructure Prioritisation

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

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

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

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

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

Table 1: Infrastructure Prioritisation Categories

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

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

- Whether neighbouring parishes are prepared to act as a cluster and pool their CIL monies to fund infrastructure projects of mutual benefit to them
- Value for money
- Number of jobs created
- Number of homes provided
- Deliverability and sustainability (whether the project is "ready to go")
- Risk
- Other Identified funding sources to contribute towards CIL projects
- Existing infrastructure capacity.

- Direct links to the Local Plan Vision /policies
- Alignment with delivery partners plans/programmes
- Whether the project could be delivered another way/or through another source of funding
- Whether the project will lead to efficiencies.

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

CIL Implementation Plan

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

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

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

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

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

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

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

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

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

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

Cashflow and Spending Plan

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

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

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

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

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

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

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

Next Steps

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

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

CIL passed to Town, City and Parish Councils

End October 2016

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

October 2016

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

Late November (probably last Tuesday) 2016

2 Purpose of the Infrastructure Business Plan

Introduction

2.1 This Infrastructure Business Plan (IBP) sets out the current understanding of infrastructure required to support the delivery of the Chichester Local Plan to 2029, and sets out an approach to prioritising infrastructure requiring funding through the Chichester Community Infrastructure Levy (CIL), which came into force on **xxx September/October/November/December 2015**. It has been prepared in accordance with Regulation 123 of the Community Infrastructure Regulations 2010 (as amended) and builds upon the Regulation 123 List. This approach will remain common to future IBPs that will allow periodic review of the infrastructure project list and ensure all projects necessary to support the delivery of the Local Plan are considered with appropriate funding mechanisms identified.

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

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

2.4 There will inevitably be a funding gap as infrastructure requirements will exceed the funds available. CIL will go part way towards bridging the gap, but will be insufficient to completely fill it. There will therefore be a need for prioritisation along with exploration of external funding opportunities and innovative approaches to financing which will require strong partnership working arrangements with infrastructure providers.

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

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

Policy and legislative context

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

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

The National Context

The National Planning Policy Framework (2012)

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

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

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

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

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

CIL Regulations

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

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

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

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

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

Key elements of CIL

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

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

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

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

Neighbourhood Proportion

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

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

Local Context

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

2.22 The Local Plan vision states:

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

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

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

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

CIL Charging Schedule

Use of Development	Proposed Levy (£/m²)
*Residential – South of the District with 30% affordable housing	£120
*Residential – North of the District with 30% affordable housing	£200
Business (B1b, B1c, B2, B8)	£0
Retail (wholly or mainly convenience)	£125
Retail (wholly or mainly comparison)	£20
Purpose Built Student Housing	£30
Standard Charge (applies to all development not separately defined)	£0

*With the exception of residential institutions (C2)

3 Infrastructure Projects

Introduction

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

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

3.3 The IDP has subsequently been updated in preparation of this Business Plan to reflect as accurately as possible the latest understanding of anticipated project requirements and to present a correct and fair indication of the infrastructure needs for the plan area up to 2029. The project lists presented in this chapter represent a refined infrastructure project list having been reviewed in detail by the IBP officers group between February and April of 2015. The project list has been reviewed in light of the following key factors and, therefore, the project list included within this IBP reflects current understanding and must not be taken to represent an exhaustive list of requirements through to 2029:

- Infrastructure demand levels and adequacy of the infrastructure project list based on the latest understanding of housing and other development proposals
- The timing of project delivery based on the latest housing trajectory (June 2015)
- Best information currently available for existing or planned infrastructure capacity across the plan area

3.4 It should be noted that costs identified for a project are indicative as, in many cases, full design and implementation costs have not yet been determined but that the amount stated is an appropriate and fair estimated value within the currently known parameter. The indicative project cost is based on 2015 figures and will be reviewed where necessary as part of the annual update of the Infrastructure Delivery Plan.

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

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

Potential Projects and Spending Profile for IBP from all funding sources

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

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

IBP Id	Term Time	Parish Cluster	Category	Funding Source	Scheme	Funding Sources	Cost Range	Total Maximum Cost £
IBP/307	Short term (2016-2021)	East West Corridor	Green Infrastructure	CIL	Establishment and maintenance of an accessible Green Ring around the village of Southbourne, providing a variety of green infrastructure assets, including informal open space, allotments, a playing field, a footpath/cycleway network, children's play areas	Parish Council	£Unknown From Developer contributions, Sport England, Sustrans, WSCC	
IBP/304	Short term (2016-2021)	East West Corridor	Green Infrastructure	CIL	Provision of Youth facilities (Southbourne)	WSCC	£Unknown From WSCC, Developer contributions	
IBP/302	Short term (2016-2021)	East West Corridor	Green Infrastructure	CIL	Resite football club (Bosham)	Parish	£500k	
IBP/196	Short term (2016-2021)	East West Corridor	Green Infrastructure	CIL	Brandy Hole Copse – restoration and enhancement works at Brandy Hole local Nature Reserve	CIL	£10,000	£10,000.00
IBP/306	Short term (2016-2021)	East West Corridor	Green Infrastructure	CIL	Youth skate park (Southbourne)	Parish Council	£80k - £120k From WSCC, Developer contributions, Parish Council	£120,000.00
IBP/308	Short term (2016-2021)	East West Corridor	Green Infrastructure	S106	Amenity tree planting Harbour SPA Solent Disturbance & mitigation Project	Parish Council	£Unknown From Developer contributions, WSCC, CDC	

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

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

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

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

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

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

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

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

4 CIL Infrastructure Prioritisation

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

The Need to Prioritise Infrastructure

4.2 Chichester District Council recognises that the ability to fund required infrastructure to support projected growth across the plan period requires a robust understanding of the anticipated cashflow. It is very unlikely that CIL receipts will ever be sufficient to fund all infrastructure required within the plan area. It is therefore necessary to prioritise the infrastructure projects in most need of CIL funding, and to begin to identify and understand the requirements for additional funding towards particular projects.

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

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

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

The Approach towards Infrastructure Prioritisation

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

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

The Development Trajectory

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

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

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

Prioritisation of Infrastructure Projects

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

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

Desirable Infrastructure

Infrastructure that is required for sustainable growth but is unlikely to prevent development in the short to medium term. This is often aligned to placemaking objectives without being essential for development to come forward.

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

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

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

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

5 CIL Implementation Plan

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

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

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

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

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

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

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

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

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

6 Cashflow and Spending Plan

Introduction

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

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

Estimated CIL Receipt Income

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

- The trajectory of June 2015 has been used.
- An average residential unit has been applied at 90sqm internal floorspace
- An affordable housing rate of 30% has been applied to all developments.
- Calculations are based on a CIL rate of £120sqm for development in the south of the plan area and £200sqm in the north of the plan area. No index linking has been applied to account for inflation over time.
- It does not take into account the payment by instalment policy, so in practice there will be a time delay in the CIL money being collected, particularly for larger schemes.
- No account has been taken for CIL receipts collected from retail or student housing, this is because these projects are speculative in nature and as such do not have a timeframe attached to them.
- It also does not take account of the 5% allowed to be used for administration of the CIL.

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

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

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

Notes:

¹ 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.

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

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

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

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

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

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

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

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

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

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

Notes:

¹ Tangmere Parish annual CIL receipt would be capped at £116,300

² Westhampnett Parish annual CIL receipt would be capped at £32,900

³ Neighbourhood plan already in place so 25% CIL receipts already guaranteed

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

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

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

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

CIL contribution per dwelling

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

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

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

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

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

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

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

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

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

Notes:

¹ Tangmere Parish annual CIL receipt would be capped at £116,300

² Westhampnett Parish annual CIL receipt would be capped at £32,900

³ Neighbourhood plan already in place so 25% CIL receipts already guaranteed

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

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

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

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

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

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

7 Implementation, Monitoring & Governance

Introduction

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

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

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

CIL Governance

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

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

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

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

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

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

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

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

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

Monitoring

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

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

8 Conclusions

Introduction

8.1 This IBP has set out the current understanding of infrastructure required to support the anticipated levels of growth during the first five years of the Local Plan 2016- 2021. Projects have been summarised by spatial area and project type with a clearly defined approach to project classification and prioritisation.

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

The Current Situation

8.3 It has been the purpose of this IBP to capture the current understanding of all infrastructure projects considered necessary to support the delivery of the Chichester Local Plan, and set out an approach to prioritising projects from the full list as candidates for funding support through the Chichester Community Infrastructure Levy (CIL), which is expected to come into force autumn 2015. Despite a clear approach to infrastructure prioritisation being set out and an initial attempt to model infrastructure both by level of priority and timeframe for delivery there remains a significant funding gap in the short, medium and long term. This is detailed across chapter 6 which presents the current cashflow and spending plan. Whilst the deficit is not unexpected, future iterations of the IBP need to scrutinise the cost breakdown of infrastructure projects, their ability to meet the legal tests set out for CIL funding. This will be facilitated by a more refined appreciation of the development trajectory as time progresses with further details of project delivery known. This greater level of detail will benefit future decision-making as it will show greater detail on the candidate projects for funding support, the ways in which the project will be delivered and managed and any link between CIL funding support and leveraging in other private/public funding sources.

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

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

APPENDICES

A Full Project list

B CIL Applicable Housing trajectory

C Project categorisation

D Funding Source review

E project proforma

F Regulation 123 list

G IBP Glossary

Appendix A Full Project list

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
IBP/334	District Wide	District wide	WSCC	WSCC	Education	Primary, Secondary, sixth form and special educational needs	New 6Form Entry secondary school may be required within the Plan period or expansion of existing provision	To meet statutory duty to ensure sufficient supply of school places for pupils arising from new development (mitigation). Dependent upon occupancy of existing schools and timing of proposed future development; also dependent on development in Arun.	Subject to further assessment including existing school capacity and cross-boundary considerations			£26.7 - £28.5m	CIL & WSCC (including Basic Need Grant)	WSCC / academy provider	CIL	2 Essential	Reserved for next phasing period
IBP/194	District Wide	District wide	CDC	CDC	Green Infrastructure	Biodiversity measures	Biodiversity Opportunity Areas – creation, restoration and enhancements of BAP habitats and wildlife corridors within the Biodiversity Opportunity Areas (BOA) and buffers around BOAs, across the District	To comply with NPPF 109, 114 and 117 and Draft Local Plan Policy 49: Biodiversity	2015 – 2029	2015-2020	Short term (2016-2021)	The costs of the works will vary depending on the location and extent of the works to be undertaken	CIL, Grant funding, Local fundraising	CDC and Local Biodiversity Action Plan Partners (MWHG, WSCC, CHC, SWT, RSPB, NE)	CIL	3 Policy High	Not selected due to lack of details.

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
IBP/288	District Wide	District wide	CDC	CDC	Green Infrastructure	Flood and coastal erosion risk management	Local Drainage - Local watercourse network improvements identified on the West Sussex Local Flood Risk Management Priority List.	Local Flood Risk Management West Sussex Local Flood Risk Management Strategy 2015	2015-2025	2015-2020	Short term (2016-2021)	£250k	WSCC	PC, CDC & WSCC	Other	3 Policy High	Selected
IBP/373	District Wide	District wide	WSCC	WSCC	Transport	Public transport	Bus service enhancements – still investigating pump priming of bus services								CIL	3 Policy High	Details of project insufficient
IBP/372	District Wide	District wide	WSCC	WSCC	Transport	Local road network	Air Quality Action Plan measures – still investigating										Details of project insufficient
IBP/580	District Wide	District Wide	Infrastructure Commissioner	BT Openreach	Utility Services	Utility services	Broadband roll out to 13,452 premises (100% of premises) of these 9,429 (70%) connected to enable superfast fibre broadband connection . 2,372 (17.6%) connected to enable	Improve business and social communication.	2016	2016-2021	Short term (2016-2021)		Public and commercial funding	Openreach/WSCC	Other	3 Policy High	Committed

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP	
							basic (between 2 and 24Mbps) fibre broadband connection . 726 premises (5.4%) built by commercial roll out or other county (cross border)											
IBP/195	District Wide	District wide	CDC	CDC	Green Infrastructure	Biodiversity measures	Ecological connectivity – improve connectivity within the local ecological networks, in particular between important habitats/corridors and development sites to facilitate species migration	As NPPF policies above. Policy 52: Green Infrastructure Policy 49: Biodiversity (draft Local Plan)	2015 - 2029	2015-2020	Short term (2016-2021)	The costs of the works will vary depending on the location and extent of the works to be undertaken	CIL, Grant funding, Local fundraising	CDC and Local Biodiversity Action Plan Partners (MWHG, WSCC, CHC, SWT, RSPB, NE)	CIL	3 Policy High	Not selected due to lack of details.	
IBP/485	East West Corridor	Bosham	WSCC - Community Issues List	Bosham	Transport	Car parking	Parking and Access Improvements - Remove part of green in The Holdens to improve access and parking	Parking and Access Improvements								4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	

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

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
IBP/503	East West Corridor	Bosham	WSCC - Community Issues List	Bosham	Transport	Pedestrian infrastructure	Pedestrian Improvements - Taylors Lane - Footpath Improvements									4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/487	East West Corridor	Bosham	WSCC - Community Issues List	Bosham	Transport	Pedestrian infrastructure	Pedestrian Improvements - Station Road - Create shared space to prevent speeding	Create shared space to prevent speeding								4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/504	East West Corridor	Bosham	WSCC - Community Issues List	Bosham	Transport	Pedestrian infrastructure	Pedestrian Improvements - Delling Lane - Improved pedestrian access to the Co-Op Farm Shop - controlled crossing									4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/302	East West Corridor	Bosham	CDC	CDC	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Resite football club (Bosham)	Shared use of recreation ground public/school/FC unsatisfactory & prohibitive to promotion/advancement	2020	2016-2021	Short term (2016-2021)	£500k	Parish		CIL	4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
IBP/303	East West Corridor	Bosham	CDC	CDC	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	New Sports pitch (Bosham)	Improve public spaces and allow football to meet safety standards	2020	2020-2025	Medium to long term (2021-2029)	£100k From WSCC	Parish/WSCC		CIL	4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/481	East West Corridor	Bosham	WSCC - Community Issues List	Bosham	Transport	Cycle and pedestrian infrastructure	Footway and cycleway improvement - Walton Road - Provision of footways within village south of the A259 - Particularly Walton Road from A259 to the primary school									4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/16	East West Corridor	Bosham	Parish Council	Bosham	Transport	Local road network	20mph Village	Safety as expressed in T&P Strategy adopted in January 2015				£10,000	WSCC/CiL	WSCC, Bosham Parish Council	CIL	4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/8	East West Corridor	Bosham	Parish Council	Bosham	Education	Primary, Secondary, sixth form and special educational	Bosham County Primary School	Expand Primary School Land & building to meet Education Standards				£4.5m ??	WSCC/CDC, CiL/National Playing Fields	WSCC	CIL	4 Desirable	Not selected for IBP years 2016-2021 as little

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

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
																	cycle.
IBP/9	East West Corridor	Bosham	Parish Council	Bosham	Transport	Pedestrian infrastructure	Walton Lane Footpath	Safety/ Safe routes to school				£700,000	WSCC/CDC, CIL	WSCC	CIL	4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/10	East West Corridor	Bosham	Parish Council	Bosham	Transport	Pedestrian infrastructure	A259 Pelican Crossing	Safety/ Safe routes to school				£50,000	CDC/WSCC /SusTrans/CIL	WSCC	CIL	4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/12	East West Corridor	Bosham	Parish Council	Bosham	Social Infrastructure	Streetscene and built environment	High Street Improvement	Safety & Tourism – Shared surfaces				£100,000	WSCC/CDC /CIL/HLF & Townscape Heritage Initiative	Bosham Parish Council, WSCC	Other	4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/14	East West Corridor	Bosham	Parish Council	Bosham	Green Infrastructure	Flood and coastal erosion risk management	Wastewater & Harbour drains	Current system inadequate					Southern Water	Southern Water/EA	Other	3 Policy High	Not selected for IBP years 2016-2021 as little planned development in this cycle.

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
																	cycle.
IBP/15	East West Corridor	Bosham	Parish Council	Bosham	Transport	Local road network	Pinch Points in Delling Lane, Taylors Lane & Walton Lane	Safety as expressed in T&P Strategy adopted in January 2015				£100,000	WSCC/CiL	Bosham Parish Council, WSCC	CIL	4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/17	East West Corridor	Bosham	Parish Council	Bosham	Green Infrastructure	Public open space	Recreation space	Extend & improve green recreational spaces for sustainable living					Developers/ CDC CiL/PC CiL	Bosham Parish Council, CDC	CIL	3 Policy High	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/18	East West Corridor	Bosham	Parish Council	Bosham	Transport	Cycle and pedestrian infrastructure	Improve provision of cycle/footpaths to include Taylors Lane Extension of footpath	Sustainable modes of transport					SusTrans/W SCC/Big Society funds	WSCC, Adjacent Parishes	CIL	4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/20	East West Corridor	Bosham	Parish Council	Bosham	Social Infrastructure	Car parking	Broadbridge parking bays	Provide adequate parking facilities off verges				£40,000	WSCC/CDC, CiL/PC, CiL	Bosham Parish Council, WSCC	CIL	4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
IBP/2 1	East West Corridor	Bosham	Parish Council	Bosham	Social Infrastructure	Community facilities	Village Hall provision	Ongoing maintenance/improvements/refurbishment				£100,000	CDC/PC,CiL /New Homes	Bosham Parish Council	CIL	4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/3 31	East West Corridor	Bosham, Chidham and Hambrook, Southbourne and Westbourne	WSCC	WSCC	Education	Primary, Secondary, sixth form and special educational needs	Expansion of existing primary schools across the Bourne locality in excess of 1/2 Form Entry	To meet statutory duty to ensure sufficient supply of school places for pupils arising from new development (mitigation)	Based on combined parish allocations across locality – further info required	2016-2021	Short term (2016-2021)	£2 million for half form entry Subject to feasibility & site assessment	CIL & WSCC (including Basic Need Grant)	WSCC / academy provider	CIL	2 Essential	Select for CIL match funding as the WSCC has a statutory duty to provide school places, subject to match funding.
IBP/2 02	East West Corridor	Boxgrove	CDC	CDC	Social Infrastructure	Streetscene and built environment	Boxgrove - General Public Realm improvements to include adoption of a common palette of products and materials for a consistent design of street furniture including public seats, litter bins, street lights, and							District Council in collaboration with the relevant Parish Councils and West Sussex County Council.	CIL	4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
							street name plates										
IBP/200	East West Corridor	Boxgrove	CDC	CDC	Green Infrastructure	Landscaping, planting and woodland creation and public rights of way	Boxgrove - Implementation of a programme for tree care and maintenance for St Mary's Churchyard.							Parochial Church Council and CDC Tree Officer		4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/199	East West Corridor	Boxgrove	CDC	CDC	Transport	Local road network	Boxgrove - Improvements to pedestrian safety and reducing traffic speeds in Boxgrove, whilst protecting the special character of the conservation area							Boxgrove Parish Council, CDC & WSCC	CIL	4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/324	East West Corridor	Boxgrove	CDC	CDC	Green Infrastructure	Playing fields, sports pitches, related build and children'	Improvements to sports pavilion (Boxgrove)	Existing cricket pavilion in need of improvements to meet the requirements for the teams using Boxgrove cricket pitch.							CIL	4 Desirable	Not selected for IBP years 2016-2021 as little planned

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

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
IBP/30	East West Corridor	Boxgrove, Chichester, Donnington, Fishbourne, Hunston and North Mundham	WSCC	WSCC	Education	Primary, Secondary, sixth form and special educational needs	Expansion of existing primary school(s) across the Chichester locality by up to 1/2 Form Entry	To meet statutory duty to ensure sufficient supply of school places for pupils arising from new development (mitigation)	2020+ (expansion of parklands and establishment of Graylingwell primary should free up space across the locality for this)	2016-2021	Short term (2016-2021)	£2 million for half form entry Subject to feasibility & site assessment	CIL & WSCC (including Basic Need Grant)	WSCC / academy provider	CIL	2 Essential	Select for CIL match funding as the WSCC has a statutory duty to provide school places, subject to match funding.
IBP/378	East West Corridor	Chichester	Infrastructure Commissioner	University of Chichester	Education	Further education and higher education	Music Teaching Building	To support enhancement of the academic accommodation and student expansion	2016-2017	2015-2020	Short term (2016-2021)	ca £3.5m	University funded	University	Other		University to fund
IBP/379	East West Corridor	Chichester	Infrastructure Commissioner	University of Chichester	Housing	Student accommodation	Student Residential - Redevelopment of Havenstoke (252 new units) and redevelopment of Hammond (77 new units)	Meeting current and forecast need for on-campus accommodation	2017/2018	2015-2020	Short term (2016-2021)	ca £15m	University/private funded	University	Other		University to fund
IBP/377	East West Corridor	Chichester	Infrastructure Commissioner	University of Chichester	Education	Further education and higher education	Academic Teaching Building	To support academic accommodation and student expansion	2017-2018	2015-2020	Short term (2016-2021)	ca £5.9m	University funded	University	Other		University to fund
IBP/371	East West Corridor	Chichester	WSCC	WSCC	Transport	Local road network	Cathedral Way / Via Ravenna junction improvem	Mitigation for West of Chichester SDL	2020+	2020-2025	Medium to long term (2021-	£170,000	S106	Developer	S106	2 Essential	Committed

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

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
IBP/370	East West Corridor	Chichester	WSCC	WSCC	Transport	Local road network	Sherborne Road / St Paul's Road junction improvement	Mitigation for West of Chichester SDL	2020+	2020-2025	Medium to long term (2021-2029)	£540,000	S106	Developer	S106	2 Essential	Committed
IBP/391	East West Corridor	Chichester	Infrastructure Commissioner	University of Chichester	Utility Services	Utility services	Water, drainage and power to support the above developments	A range of utility service improvements are likely to be required as a part of the above covering water, drainage and power.	2017-2018 and beyond	2015-2020	Short term (2016-2021)	Not known as yet The cost and allocation of costs to the University, private partners and utility companies is still to be determined	University, utility companies and private	University	Other		University to fund
IBP/418	East West Corridor	Chichester	WSCC - Community Issues List	Chichester	Transport	Local road network	Quarry Road jw Whyke Road - realign kerbs	Safety improvements								4 Desirable	City Council may wish to consider funding from their CIL
IBP/417	East West Corridor	Chichester	WSCC - Community Issues List	Chichester	Transport	Car parking	Traffic Regulation Order - Stockbridge gardens and surrounding area - junction protection to mitigate overflow parking from city centre									4 Desirable	Select if match funding is identified as this project supports the growth of the area.

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

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
IBP/4 14	East West Corridor	Chichester	WSCC - Community Issues List	Chichester	Transport	Local road network	Speed limit - Change to lower speed limit or explore cycle lanes either side of the main road - B2145 through Hunston									4 Desirable	City Council and neighbouring parishes may wish to consider funding from their CIL
IBP/4 13	East West Corridor	Chichester	WSCC - Community Issues List	Chichester	Transport	Pedestrian infrastructure	Kingsham Primary School Safer Routes to School - Hay Rd and surround streets	Safety improvements	No action planned in 2014/16							4 Desirable	City Council may wish to consider funding from their CIL
IBP/4 12	East West Corridor	Chichester	WSCC - Community Issues List	Chichester	Transport	Pedestrian infrastructure	St Richard's Catholic Primary School Safer Routes to School - Market Rd	Safety improvements	No action planned in 2014/15							4 Desirable	City Council may wish to consider funding from their CIL
IBP/4 11	East West Corridor	Chichester	WSCC - Community Issues List	Chichester	Transport	Cycle infrastructure	Cycle Improvement Scheme – Terminus Road to Canal Wharf	Allowing a safe route to be developed that links to the City centre and other cycle routes – Cycle Forum								3 Policy High	City Council may wish to consider funding from their CIL
IBP/3 88	East West Corridor	Chichester	Infrastructure Commissioner	University of Chichester	Transport	Car parking	Multi level Car Park	Replacement of surface level car parking in the north of the campus with a multi-level car park – the number of car spaces not increasing				tbc	University to fund	University	Other		University to fund

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
IBP/392	East West Corridor	Chichester	Infrastructure Commissioner	University of Chichester	Utility Services	Utility services	Carbon/Renewables Combined Heat and Power project	A scoping pre-feasibility study is currently being completed with a view to developing a CHP project on campus. It may be developed and benefit other major users such as the NHS St Richard's and the Councils	tbc			Not yet established	University, local authorities, NHS St Richard's, utility companies and private sector	Partnership and University	Other		University to fund
IBP/380	East West Corridor	Chichester	Infrastructure Commissioner	University of Chichester	Social Infrastructure	Community facilities	Concert Hall - On Campus high quality Concert Hall for a Music Conservatoire and for Community Use	This is a project of local and regional significance strengthening the University's Conservatoire Music offer and enabling the community to have a bespoke concert hall to host an orchestra and have an audience capacity of ca 800 It also offers opportunity	Dependent on funding			ca £5m. plus University land and maintenance contribution at nil cost	No commitments as yet but very clear there will be a major funding gap.	University with local authority, lottery, Arts Council for England and private donor partners	CIL	4 Desirable	Select if match funding is identified as this project supports the growth of the area provided it is for genuine community use.
IBP/390	East West Corridor	Chichester	Infrastructure Commissioner	University of Chichester	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Training/Changing Facilities	To provide enhanced sports facilities to maintain the competitiveness of sport/PE as one of the University's core academic subject areas and to provide a unique community facility for the City and possibly for schools	subject to funding package being secured			ca £1.5m University land and maintenance contribution at nil cost	University and gap funding with local authority/Lottery/other	University	CIL	4 Desirable	Select if match funding is identified as this project supports the growth of the area provided it is for genuine community use.

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
IBP/389	East West Corridor	Chichester	Infrastructure Commissioner	University of Chichester	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Completion of running track/with internal all weather football pitch	To provide enhanced sports facilities to maintain the competitiveness of sport/PE as one of the University's core academic subject areas and to provide a unique community facility for the City and possibly for schools. The all weather pitch could be used	subject to funding package being secured			ca £1m University land and maintenance contribution at nil cost	University and gap funding with local authority/Lottery/other	University	CIL	4 Desirable	Select if match funding is identified as this project supports the growth of the area provided it is for genuine community use.
IBP/387	East West Corridor	Chichester	Infrastructure Commissioner	University of Chichester	Transport	Local road network	College Lane Traffic Calming/Change - One Way access and Public Realm works to College Lane and Spitalfield Lane					ca £300k	No funding by University defined	WSCC	S106	2 Essential	Committed
IBP/386	East West Corridor	Chichester	Infrastructure Commissioner	University of Chichester	Transport	Cycle and pedestrian infrastructure	Cycle route/Footway with lighting extension from the University central area to Graylingwell North					ca £0.1m	University to fund part with Local Authority CIL	University	CIL	3 Policy High	Select if match funding is identified as this project supports the growth of the area.

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
IBP/3 85	East West Corridor	Chichester	Infrastructure Commissioner	University of Chichester	Transport	Local road network	Eastern Access Road					provided by HCA/Linden LLP	Assumed to be funded by HCA and Linden LLP as a part of planning consent and S106	HCA and Linden LLP	S106	2 Essential	Committed
IBP/3 84	East West Corridor	Chichester	Infrastructure Commissioner	University of Chichester	Transport		New Internal Campus Road and Link to Eastern Access Road					ca £0.5m	University to fund but there is a significant funding gap	University	Other		University to fund
IBP/3 83	East West Corridor	Chichester	Infrastructure Commissioner	University of Chichester	Transport	Cycle and pedestrian infrastructure	Cycle route/Footway with lighting to the centre of the Campus					ca £0.1m	University to fund part with Local Authority CIL	University	CIL	3 Policy High	University to fund
IBP/3 82	East West Corridor	Chichester	Infrastructure Commissioner	University of Chichester	Education	Further education and higher education	Other Academic and Support facilities - Learning Resource Extension, Sports Building, Gymnasium, Students Union building extension	To support enhancement of the academic accommodation and student expansion				Not known at present	No detail as yet	University			University to fund
IBP/3 81	East West Corridor	Chichester	Infrastructure Commissioner	University of Chichester	Education	Further education and higher education	On campus expansion of Fine Art building including possible artists' studios	Student growth/studio space. Could link with, substitute other existing or planned arts provision	Dependent on funding			Not known as yet	No detail as yet	University and possible local authority, private contribution			University to fund

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
												at nil cost					
IBP/4 10	East West Corridor	Chichester	WSCC - Community Issues List	Chichester	Transport	Cycle and pedestrian infrastructure	Quarry Lane (LINPAC site) - double yellow lines, re-surfacing and cycle/footpath improvements	Local business units have difficulty with customers and deliveries in and out the site. Safety to pedestrians and cyclists is also compromised (to footbridge)	Develop solutions that will improve parking and access along with improve foot and cycle access. Meeting to update local businesses in April.							4 Desirable	City Council may wish to consider funding from their CIL
IBP/2 08	East West Corridor	Chichester	CDC	CDC	Social Infrastructure	Streetscene and built environment	Chichester - Re-introduction of natural stone paving within the City centre, particularly for The Pallants, Westgate, Northgate, Southgate and Eastgate Square, as funds permit.	Conservation and enhancement of historic environment							CIL	4 Desirable	City Council may wish to consider funding from their CIL

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
IBP/346	East West Corridor	Chichester	WSCC	WSCC	Transport	Cycle and pedestrian infrastructure	Foot / cycle bridge across the A27 to Coach Road	Shopwyke mitigation	2015 - 2020	2015-2020	Short term (2016-2021)	Directly providing	S106	Developer	S106	1 Critical	Committed
IBP/298	East West Corridor	Chichester	CDC	CDC	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Completion of 400m running track at University of Chichester	Currently a sprint strip exists at the University of Chichester but the aspirations of the University and the Chichester Runners and Athletics Club is to complete the track to provide a 400m running track with associated jump and throw facilities.				£1.365m	University of Chichester, CR&AC, CIL, NHB, Sport England	University of Chichester /CR&AC	CIL	3 Policy High	Select if match funding is identified as this project supports the growth of the area.
IBP/297	East West Corridor	Chichester	CDC	CDC	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	3G football pitches at Chichester City United FC (Chichester)	Clubs single pitch currently cannot accommodate all of the training and match requirements for the club. Club are looking to develop 3G full size and/or small sided pitches to enable club to cater for all teams including senior, youth and ladies.					Football Foundation, CDC grant, Club funds	Chichester City United FC	CIL	3 Policy High	Select if match funding is identified as this project supports the growth of the area.

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
IBP/2 95	East West Corridor	Chichester	CDC	CDC	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Development of water based Artificial Grass Pitch for hockey and associated pavilion/clubhouse	Chichester Priory Park Hockey Club have progressed well in league competition but they require improved facilities to meet league requirements. Current clubhouse facilities are shared with the Cricket Club in Priory Park and the pitches used are at Chichester				£1.3m	CPPHC Club Fundraising, England Hockey, Sport England, CIL	CPPHC	CIL	3 Policy High	Select if match funding is identified as this project supports the growth of the area.
IBP/2 58	East West Corridor	Chichester	WSCC - Community Issues List	Chichester	Transport	Local road network	Zig Zags lines outside of school - Whyke Road		New Controlled Parking Zone works now completed. Review to be carried out in 4-6 month							4 Desirable	City Council may wish to consider funding from their CIL
IBP/2 57	East West Corridor	Chichester	WSCC - Community Issues List	Chichester	Transport	Local road network	Harden surface - Whyke Road Scout Hut-Harden verge	Cars park on verge due to lack of facility at the Scout Hut								4 Desirable	City Council may wish to consider funding from their CIL
IBP/2 55	East West Corridor	Chichester	WSCC - Community Issues List	Chichester	Transport	Car parking	Parking - Juxon Close - Remove/re-site parking bays. Cycle signage	Issues with access to school/ alleyway connection								4 Desirable	City Council may wish to consider funding from their CIL

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
IBP/242	East West Corridor	Chichester	WSCC - Community Issues List	Chichester	Transport	Pedestrian infrastructure	A259 Bognor Road o/s Co-op store - Improvements signing and/or pedestrian crossing points	Traffic/Pedestrian Safety								4 Desirable	City Council may wish to consider funding from their CIL
IBP/300	East West Corridor	Chichester	CDC	CDC	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Improved sports pitches and pavilion at the Southern end of Oaklands Park.	Currently the pitches at the southern end of Oaklands Park suffer during wet periods as the pitches become unusable. The gradient of the pitches also makes them undesirable. A cut and fill and drainage scheme could assist to provide additional pitches f				£200k ?	S106, Football Foundation, ECB		CIL	3 Policy High	Select if match funding is identified as this project supports the growth of the area.
IBP/239	East West Corridor	Chichester	WSCC - Community Issues List	Chichester	Transport	Local road network	Pound Farm Road - Resurfacing/ improvement to access to Florence Road Park	improvement to access				£9,000			CIL	4 Desirable	City Council may wish to consider funding from their CIL
IBP/301	East West Corridor	Chichester	CDC	CDC	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Store and toilet facility at New Park Road (Chichester)	Provision of a small built facility to serve the mini and junior pitch provision at New Park Road				£100k ?	S106, CDC Capital		CIL	4 Desirable	City Council may wish to consider funding from their CIL

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP	
IBP/207	East West Corridor	Chichester	CDC	CDC	Social Infrastructure	Streetscene and built environment	Chichester - Preservation and maintenance of traditional stone flagged streets, which must be protected. To ensure that all of these surfaces are protected and repaired as necessary, using traditional techniques and materials.	Conservation and enhancement of historic environment								CIL	4 Desirable	City Council may wish to consider funding from their CIL
IBP/206	East West Corridor	Chichester	CDC	CDC	Transport	Public transport	Chichester -Southern Gateway Area should be properly masterplanned to include the provision of a bus/rail interchange and proposed improvements to traffic and pedestrian circulation	Improve the environment and enhance conservation area character – including settings of listed buildings. Improve access to City Centre. Would help the city accommodate impact of growth around the periphery.								CIL	4 Desirable	Reserved for next phasing period

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
IBP/205	East West Corridor	Chichester	CDC	CDC	Social Infrastructure	Streetscene and built environment	Chichester - The Westgate roundabout and its surrounding area would benefit from better quality paving, more trees, and improvements to the car park off Orchard Street. An area of modern garages is another potential area for enhancement.	Reduce traffic speeds and improve the environment and enhance conservation area character – including settings of listed buildings. Improve access to City Centre. Would help the city accommodate impact of growth around the periphery.						WSCC, CDC	CIL	4 Desirable	City Council may wish to consider funding from their CIL
IBP/204	East West Corridor	Chichester	CDC	CDC	Social Infrastructure	Streetscene and built environment	St Martin's Street/ Crooked S Twitten, Chichester This is a popular pedestrian route currently poorly maintained and detailed. Area should be redesigned to include the provision of new paving and new street	Improve the environment and enhance conservation area character – including settings of listed buildings. May also improve capacity to meet growth. Improved visitor experience and economic benefits for City Centre.						CDC, WSCC?	CIL	4 Desirable	City Council may wish to consider funding from their CIL

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP	
							furniture, as well as a new retail unit.											
IBP/203	East West Corridor	Chichester	CDC	CDC	Social Infrastructure	Streetscene and built environment	Northgate, Chichester - A comprehensive scheme to improve this area is required. Traffic movement is too far fast and pedestrians feel isolated from the town centre despite the provision of a pedestrian underpass. Crossing Oaklands Way is dangerous and at t	Reduce traffic speeds and improve the environment and enhance conservation area character – including settings of listed buildings. Improve access to City Centre. Would help the city accommodate impact of growth around the periphery.						WSCC	CIL	2 Essential	City Council may wish to consider funding from their CIL	
IBP/41	East West Corridor	Chichester	WSCC - Community Issues List	Chichester	Transport	Pedestrian infrastructure	Broyle Road pedestrian refuge north of The Broadway									4 Desirable	City Council may wish to consider funding from their CIL	

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
IBP/196	East West Corridor	Chichester	CDC	CDC	Green Infrastructure	Biodiversity measures	Brandy Hole Copse – restoration and enhancement works at Brandy Hole local Nature Reserve	NPPF policy 117. As above. Policy 15. West of Chichester Strategic Development Site (draft Local Plan)	2015 - 2020	2015-2020	Short term (2016-2021)	£10,000	CIL	CDC, BHC Management Board	CIL	3 Policy High	Select if match funding is identified as this project supports the growth of the area.
IBP/190	East West Corridor	Chichester	CDC	CDC	Social Infrastructure	Community facilities	West of Chichester – Temporary community facilities	Experience of large developments with protracted build out demonstrates the need for early delivery of community space, temporary provision of same, or “meanwhile” use of other designated space, to facilitate early development of community	Before first 100 units	2015-2020	Short term (2016-2021)	Unknown	Provided by Developer under S106	Developer, will require a community lead either Chichester City Council, or other nominated or new group	S106	2 Essential	Committed
IBP/189	East West Corridor	Chichester	CDC	CDC	Social Infrastructure	Community facilities	Shopwhyke – Temporary community Facilities	Experience of large developments with protracted build out demonstrates the need for early delivery of community space, temporary provision of same, or “meanwhile” use of other designated space, to facilitate early development of community	Before first 100 units	2015-2020	Short term (2016-2021)	Unknown	Provide by Developer under S106	Developer, will require a community lead either Oving PC, or other nominated or new group	S106	2 Essential	Committed

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

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

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
IBP/299	East West Corridor	Chichester	CDC	CDC	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Permanent indoor tennis courts (Chichester)	Currently the club have a temporary dome structure covering some of their outdoor courts during the winter months. This structure is coming to the end of its life and a permanent solution is sought.					Lawn Tennis Association, Club funds, CDC grant	Chichester Racquet and Fitness Club	CIL	3 Policy High	Select if match funding is identified as this project supports the growth of the area.
IBP/348	East West Corridor	Chichester	WSCC	WSCC	Transport	Local road network	Shopwyke Road diversion	Shopwyke mitigation	2015 - 2020	2015-2020	Short term (2016-2021)	Directly providing	S106	Developer	S106	2 Essential	Committed
IBP/359	East West Corridor	Chichester	WSCC	WSCC	Transport	Cycle infrastructure	Portfield cycle route	Chichester City Transport Strategy – to reduce short car trips to and from the city centre	2020+	2020-2025	Medium to long term (2021-2029)	£120,000	CIL	WSCC	CIL	2 Essential	Select if match funding is identified as this project supports the growth of the area.
IBP/345	East West Corridor	Chichester	WSCC	WSCC	Transport	Cycle and pedestrian infrastructure	Foot / cycle bridge across the A27 south of Portfield Roundabout	Shopwyke mitigation	2015 - 2020	2015-2020	Short term (2016-2021)	Directly providing	S106	Developer	S106	1 Critical	Committed
IBP/296	East West Corridor	Chichester	CDC	CDC	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Development of new clubhouse for Chichester Bowmen to incorporate an indoor shooting range (Chichester)	Existing facility is storage and clubhouse. Does not meet DDA requirement and club have a number of disabled participants. An indoor range would allow them to shoot				£150k	Sport England Grants/Loans, Club reserves, CDC grant	Chichester Bowmen	CIL	4 Desirable	City Council may wish to consider funding from their CIL

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

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
IBP/340	East West Corridor	Chichester	WSCC	WSCC	Transport	Cycle infrastructure	Graylingwell cycle route 1 Wellington Road – Oaklands Way	Graylingwell mitigation	2015 - 2020	2015-2020	Short term (2016-2021)	Directly providing	S106	Developer	S106	2 Essential	Committed
IBP/329	East West Corridor	Chichester	WSCC	WSCC	Education	Primary, Secondary, sixth form and special educational needs	Site for a 1 Form Entry primary school expandable to 2Form Entry with contributions towards a new 1Form Entry primary school from Graylingwell site	To meet statutory duty to ensure sufficient supply of school places for pupils arising from new development (mitigation)	2018	2018-2023	Short term (2016-2021)	£4.8 - £5.4m (1Form Entry)	S106 & Basic Need Grant	WSCC / academy provider	S106	2 Essential	Committed
IBP/327	East West Corridor	Chichester	WSCC	WSCC	Education	Primary, Secondary, sixth form and special educational needs	School site and provision of a new primary school for the West of Chichester SDL; 1 Form Entry initially but the site should be expandable to 2Form Entry to accommodate the latter phases of development	To meet statutory duty to ensure sufficient supply of school places for pupils arising from new development (mitigation)	Temporary accommodation to be provided for 2021. Access to clear & unencumbered site for 2024/25 opening.	2016-2021	Short term (2016-2021)	£4.8 - £5.4m (1Form Entry) £8.3 - £9.5m (2Form Entry)	S106 &WSCC (including Basic Need Grant)	WSCC / academy provider	S106	2 Essential	Committed

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

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

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

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

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

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

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

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
IBP/27	East West Corridor	Chichester City	Parish Council	Chichester City	Social Infrastructure	Car parking	Improvements to Little London/St Martin's area at the rear of the Buttermarket. Potential for redevelopment of car park for mixed uses including street market.	Improved community space to meet increased visitor numbers. Remove traffic congestion in Little London.	2019	2015-2020	Short term (2016-2021)		CIL	CCC, CDC & WSCC.	CIL	4 Desirable	City Council may wish to consider funding from their CIL
IBP/25	East West Corridor	Chichester City	Parish Council	Chichester City	Transport	Cycle infrastructure	Improved Cycle Ways around City	To improve safe access for cyclists.	2019	2015-2020	Short term (2016-2021)		CIL/S106	WSCC & CDC	CIL	3 Policy High	City Council may wish to consider funding from their CIL
IBP/506	East West Corridor	Chidham and Hambrook	WSCC - Community Issues List	Chidham and Hambrook	Transport	Car parking	Parking - A259 - Improvements to on street parking									4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/505	East West Corridor	Chidham and Hambrook	WSCC - Community Issues List	Chidham and Hambrook	Transport	Cycle infrastructure	Cycle Improvements - A259 - Main Road - Improve cycling provision between Emsworth and Chichester									3 Policy High	Select if match funding is identified as this project supports the growth of the area.

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
IBP/5 11	East West Corridor	Chidham and Hambrook	WSCC - Community Issues List	Chidham and Hambrook	Transport	Local road network	Carriageway Improvements - Cot Lane - Road widening and drainage improvements near Greenfields									4 Desirable	Parish may wish to consider funding from their CIL
IBP/5 08	East West Corridor	Chidham and Hambrook	WSCC - Community Issues List	Chidham and Hambrook	Transport	Pedestrian infrastructure	School Safety Zone and Safer Routes to School Scheme - Chidham Parochial Primary School, Chidham Lane	Pedestrian Safety								4 Desirable	Parish may wish to consider funding from their CIL
IBP/5 09	East West Corridor	Chidham and Hambrook	WSCC - Community Issues List	Chidham and Hambrook	Transport	Cycle and pedestrian infrastructure	Footway and Cycleway Improvements - Steel Lane - Review and improvements to carriageway									4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/5 10	East West Corridor	Chidham and Hambrook	WSCC - Community Issues List	Chidham and Hambrook	Transport	Local road network	Speed Reduction - Drift Lane - Reduction of speed limit to 30mph									4 Desirable	Parish may wish to consider funding from their CIL

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

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
IBP/339	East West Corridor	East West Corridor	WSCC	WSCC	Transport	Transport - A27	A27 improvements to six junctions: Fishbourne (£2.5m), Stockbridge (£3.8m), Whyke (£3.2m), Bognor Road (£1.8m), Portfield (£891,360) and Oving Road (£660,960)	To mitigate the area-wide impacts of Local Plan housing and employment growth	2015 – 2020 Dependent on preparation of major scheme, which may replace these improvements; currently undertaking work to establish contributions methodology.	2015-2020	Short term (2016-2021)	£12.8m	S106	Highways Agency	S106	1 Critical	Committed
IBP/337	East West Corridor	East West Corridor (east)	WSCC	WSCC	Social Infrastructure	Libraries	Library provision as part of a new community facility for development to the East of the city; to include shelving and a self-service terminal	Development is likely to create additional demand on the service (50% of population of West Sussex are members of library service)	Dependent on phasing of community centre or school		Medium to long term (2021-2029)	£75,000 - £100,000	CIL	WSCC & developer	CIL	3 Policy High	Reserved for next phasing period
IBP/335	East West Corridor	East West Corridor (west)	WSCC	WSCC	Social Infrastructure	Libraries	Library provision as part of a new community centre or school for the West of Chichester SDL; to include shelving and a self-	Development is likely to create additional demand on the service (50% of population of West Sussex are members of library service)	Dependent on phasing of community centre or school		Medium to long term (2021-2029)	£75,000 - £100,000	CIL	WSCC & developer	CIL	3 Policy High	Reserved for next phasing period

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

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

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

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

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
IBP/57	East West Corridor	Fishbourne	Parish Council	Fishbourne	Transport	Public transport	Bus shelter in Salthill Road	Fishbourne Neighbourhood Plan Priority	By end 2015	2015-2020	Short term (2016-2021)	£5,000	Possible % grant from WSCC + sec.106?	Fishbourne Parish Council		4 Desirable	Parish may wish to consider funding from their CIL
IBP/60	East West Corridor	Fishbourne	Parish Council	Fishbourne	Health	Community healthcare, primary care facilities & improvements	Provision of medical facilities even if just nurse-led clinic	Priority in previous village plans and in FNP but no interest from local doctors' surgeries	Unlikely				?		CIL	4 Desirable	Parish may wish to consider funding from their CIL
IBP/210	East West Corridor	Fishbourne	CDC	CDC	Transport	Pedestrian infrastructure	Fishbourne - Improve pavements	Improve pedestrian safety and also enhance the historic environment. Boost local economy. Will also improve capacity to accommodate growth						WSCC, Fishbourne Parish Council	CIL	4 Desirable	Parish may wish to consider funding from their CIL
IBP/66	East West Corridor	Fishbourne	Parish Council	Fishbourne	Social Infrastructure	Community facilities	Seating around village and for parents at the Children's Play area	Fishbourne Neighbourhood Plan Priority. Important for adults to be able to observe while giving children increasing independence	By December 2015	2015-2020	Short term (2016-2021)	£1,000 for purchase, land clearance & installation	Group application to LAC	FPFA	CIL	4 Desirable	Parish may wish to consider funding from their CIL
IBP/211	East West Corridor	Fishbourne	CDC	CDC	Transport	Local road network	Fishbourne -Traffic Calming Measures	Reduce traffic speeds and improve the environment and enhance conservation area character – including settings of listed buildings						Fishbourne Parish Council, CDC, WSCC	CIL	4 Desirable	Parish may wish to consider funding from their CIL
IBP/67	East West Corridor	Fishbourne	Parish Council	Fishbourne	Social Infrastructure	Community facilities	Sound-proofing of Small Hall at	To enable halls to be used independently	By December 2015	2015-2020	Short term (2016-2021)	£1,000	Sec 106 /CIL(?)	FPFA	CIL	4 Desirable	Parish may wish to consider

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

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
IBP/65	East West Corridor	Fishbourne	Parish Council	Fishbourne	Green Infrastructure	Allotments	Allotments	Very low ranking. No suitable site available	No action at least in short term. Possibility of some land for Community use owned by WSCC but with no access as yet)			Certainly nil in the short term	-		CIL	4 Desirable	Parish may wish to consider funding from their CIL
IBP/214	East West Corridor	Halnaker	CDC	CDC	Social Infrastructure	Streetscene and built environment	Halnaker - Improvements to area of green space to the south west of Rose Cottage	Conservation and enhancement of historic environment						Boxgrove Parish Council, WSCC	CIL	4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/213	East West Corridor	Halnaker	CDC	CDC	Transport	Local road network	Halnaker - Improvements to pedestrian safety and reducing traffic speeds in Halnaker, particularly along the A286, whilst protecting the special character of the conservation area	Conservation and enhancement of historic environment						Boxgrove Parish Council, CDC, WSCC	CIL	4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.

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

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

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

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
IBP/97	East West Corridor	Oving	Parish Council	Oving	Utility Services	Utility services	Sewerage Treatment	Essential to cope with planned developments	ASAP	2015-2020	Short term (2016-2021)	Unknown	Southern Water	Southern Water	Other	1 Critical	Committed
IBP/101	East West Corridor	Oving	Parish Council	Oving	Social Infrastructure	Community facilities	Community Facilities	Essential	Ongoing	2015-2020	Short term (2016-2021)	Unknown	Parish & City Councils (CIL)	Many	CIL	4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/235	East West Corridor	Oving	WSSC - Community Issues List	Oving	Transport	Cycle and pedestrian infrastructure	Chichester to Tangmere - New cycle path and pedestrian access	CDC Local Plan S106 linked to Tangmere Strategic Housing/Employment and Green Infrastructure Policies					S106 linked to Tangmere Strategic Development location		S106	3 Policy High	Committed
IBP/307	East West Corridor	Southbourne	CDC	CDC	Green Infrastructure	Public open space	Establishment and maintenance of an accessible Green Ring around the village of Southbourne, providing a variety of green infrastructure assets, including informal open space, allotments, a playing field, a footpath/cycleway network, children's	National Planning policy Framework Section 8 Promoting Healthy Communities, CDC Open Space, Sport & Recreation Facilities Study 2013-2029. SPNP Pre-Sub Plan Policies 2,3,7,8 and 9 and proposal 2. Provision of alternative informal recreation/leisure facilities	2014 - 2029	2015-2020	Short term (2016-2021)	£? From Developer contributions, Sport England, Sustrans, WSSC	Parish Council		CIL	3 Policy High	Select if match funding is identified as this project supports the growth of the area.

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

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

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
IBP/308	East West Corridor	Southbourne	CDC	CDC	Green Infrastructure	Landscape, planting and woodland creation and public rights of way	Amenity tree planting Harbour SPA Solent Disturbance & mitigation Project	Improvement of street scene, increased biodiversity, contribution to improved air quality. SPNP Pre-Sub Plan Proposal 2	2014 - 2029	2015-2020	Short term (2016-2021)	£? From Developer contributions, WSCC, CDC	Parish Council		S106	2 Essential	Committed
IBP/192	East West Corridor	Southbourne	CDC	CDC	Social Infrastructure	Community facilities	Southbourne – replacement of Age Concern Building (multi-use community building)	Existing building is beyond its useful life and needs redevelopment to meet the needs of the growing community (identified within NP)	Linked to the phasing of permitted sites around Southbourne, but the next five years will require the resolution of land tenure, development of a formal scheme for redevelopment etc.		Medium to long term (2021-2029)	£500k broad estimate (assuming tenure of land secured without purchase)	Contributions to be sought from a number of Southbourne permissions	Age Concern Southbourne, hopefully with the support of the PC and NP group.	CIL	4 Desirable	Select if match funding is identified as this project supports the growth of the area.
IBP/516	East West Corridor	Southbourne	WSCC - Community Issues List	Southbourne	Transport	Cycle infrastructure	Cycle Improvements - A259 - Main Road - Improve cycling provision between Emsworth and Chichester									3 Policy High	Select if match funding is identified as this project supports the growth of the area.

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

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

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

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
					e		Churchyard for burial space										consider funding from their CIL
IBP/143	East West Corridor	Tangmere	Parish Council	Tangmere	Social Infrastructure	Community facilities	Improvements to existing and new Community Facilities									4 Desirable	Parish may wish to consider funding from their CIL
IBP/236	East West Corridor	Tangmere	WSCC - Community Issues List	Tangmere	Transport	Cycle and pedestrian infrastructure	Tangmere orbital village cycle/bridleway/pedestrian route and links to Chichester and Barnham. Perimeter of old Airfield - Utilise/upgrade existing PROW and desire lines plus WSCC owned old airfield perimeter track.	Parish Council/CDC Community Facilities Audit/CDC Local Plan CIL/S106 linked to Tangmere Strategic Housing/Employment and Green Infrastructure Policies								4 Desirable	Parish may wish to consider funding from their CIL
IBP/237	East West Corridor	Tangmere	WSCC - Community Issues List	Tangmere	Transport	Pedestrian infrastructure	Safer Routes to School Scheme Tangmere Primary School, Middleton gardens and Malcolm Road	Safety	Nothing in current programme No action in 2015/16	2015-2020	Short term (2016-2021)					4 Desirable	Parish may wish to consider funding from their CIL

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

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

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
IBP/162	East West Corridor	Tangmere	Parish Council	Tangmere	Social Infrastructure	Community facilities	Scout Hut/Church Hall	To provide a scout hut for the 2nd Tangmere Scout group that has grown in numbers since it was established seven years ago. The group currently uses the local school's hall to hold its Beavers, Cub and Scouts session. The scout hut requires land to enable							CIL	4 Desirable	Parish may wish to consider funding from their CIL
IBP/161	East West Corridor	Tangmere	Parish Council	Tangmere	Social Infrastructure	Built sport and leisure facilities	Sports Hall(s)	Sports Centre - To provide a multiple sports facility for the enlarged village to be located in the centre of any new large development within the parish.				£500,000.00			CIL	3 Policy High	Select if match funding is identified as this project supports the growth of the area.
IBP/160	East West Corridor	Tangmere	Parish Council	Tangmere	Transport	Local road network	Traffic calming on Tangmere Road	This road is subject to "rat running" and high vehicle speeds which require inhibiting measures. Would also make road more attractive for walking and cycling.							S106	2 Essential	Committed

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
IBP/150	East West Corridor	Tangmere	Parish Council	Tangmere	Social Infrastructure	Car parking	Car park(s)	Tarmac. Current surface is worn and floods when heavy rain appears. The area requires drainage and a tarmac surface installed with marked out parking spaces to make best use of area available and facilitate mobility impaired access.				£70,000.00			CIL	4 Desirable	Parish may wish to consider funding from their CIL
IBP/158	East West Corridor	Tangmere	Parish Council	Tangmere	Utility Services	Utility services	Broadband coverage	Requires provision of infrastructure to support superfast standards.									Details of project insufficient
IBP/151	East West Corridor	Tangmere	Parish Council	Tangmere	Green Infrastructure	Landscaping, planting and woodland creation and public rights of way	Outdoor recreation area	Improvement to land behind Museum and alongside allotments, works completed but requires ongoing maintenance and a review of current plaques.							CIL	4 Desirable	Parish may wish to consider funding from their CIL
IBP/156	East West Corridor	Tangmere	Parish Council	Tangmere	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Outdoor recreation area	Extend toddlers play area on Recreation Field to include swings and other equipment.							CIL	3 Policy High	Parish may wish to consider funding from their CIL

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP	
IBP/155	East West Corridor	Tangmere	Parish Council	Tangmere	Transport	Public transport	Bus shelter(s)	To serve City Fields business park and Blenheim park housing development. Site at Hawker Close bus stop, possibly to be provided as part of Blenheim Park S106 Agreement. Cover and seating improvements required at other shelters				£4,500.00				CIL	4 Desirable	Parish may wish to consider funding from their CIL
IBP/397	East West Corridor	Tangmere	Infrastructure Commissioner	Southern Water	Utility Services	Utility services	Upgrade to Tangmere Wastewater treatment Works	Essential for enabling level of growth in new Local Plan	Expected to be operational by 2019	2015-2020	Short term (2016-2021)	3,000,000	Investment by Southern Water	Southern Water		1 Critical	Committed	
IBP/154	East West Corridor	Tangmere	Parish Council	Tangmere	Transport	Pedestrian infrastructure	Pedestrian crossing(s)	Parish Council hopes to install a crossing at the junction of Malcolm Road with Tangmere Road.							S106	3 Policy High	Parish may wish to consider funding from their CIL	
IBP/153	East West Corridor	Tangmere	Parish Council	Tangmere	Social Infrastructure	Community facilities	Community Centre	A new large community centre is now required to cater for the various groups and clubs within the village, which the existing Village Centre cannot accommodate any more due to it being so well used. The Village Centre is limited in size for the populatio				£500,000.00			S106	2 Essential	Committed	

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
IBP/1 52	East West Corridor	Tangmere	Parish Council	Tangmere	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Changing/Sports Pavilion	Changing rooms are currently very tired and need modernisation. This is to meet current day requirements and standards and multi use availability. New showers and tiled areas required plus replacement of wash basins and installation of hot water supply pl				£20,000.00			CIL	4 Desirable	Parish may wish to consider funding from their CIL
IBP/1 42	East West Corridor	Tangmere	Parish Council	Tangmere	Green Infrastructure	Public open space	Land to be made available for community groups to develop for suitable purposes									4 Desirable	Details of project insufficient
IBP/1 59	East West Corridor	Tangmere	Parish Council	Tangmere	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Outdoor recreation area	Overall provision of equipped and unequipped play space within village well below Fields in Trust and CDC Infrastructure SPG standards. No provision East of Meadow Way and Play equipment in Cheshire Crescent (in SW corner site) removed by RP needs replace							CIL	3 Policy High	Parish may wish to consider funding from their CIL

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
IBP/3 28	East West Corridor	Tangmere	WSCC	WSCC	Education	Primary, Secondary, sixth form and special educational needs	School site and provision of a new 1Form Entry primary school for the Tangmere SDL; the site should be expandable to 2Form Entry	To meet statutory duty to ensure sufficient supply of school places for pupils arising from new development (mitigation)	Temporary accommodation to be provided for 2023. Access to clear & unencumbered site for 2026/27 opening.	2018-2023	Short term (2016-2021)	£4.8 - £5.4m (1Form Entry) £8.3 - £9.5m (2Form Entry)	S106 &WSCC (including Basic Need Grant)	WSCC / academy provider	S106	2 Essential	Committed
IBP/3 36	East West Corridor	Tangmere	WSCC	WSCC	Social Infrastructure	Libraries	Library provision as part of a new community centre or school for the Tangmere SDL; to include shelving and a self-service terminal	Development is likely to create additional demand on the service (50% of population of West Sussex are members of library service)	Dependent on phasing of community centre or school		Medium to long term (2021-2029)	£75,000 - £100,000	CIL	WSCC & developer	CIL	3 Policy High	Reserved for next phasing period
IBP/3 65	East West Corridor	Tangmere	WSCC	WSCC	Transport	Local road network	Road link between A27 / A285 junction and Tangmere Road	Mitigation for Tangmere SDL	2020+	2020-2025	Medium to long term (2021-2029)		S106	Developer	S106	2 Essential	Committed
IBP/5 26	East West Corridor	Westbourne	WSCC - Community Issues List	Westbourne	Transport	Pedestrian infrastructure	School Safety Zone - Westbourne Primary School, River Street									4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
IBP/523	East West Corridor	Westbourne	WSCC - Community Issues List	Westbourne	Transport	Pedestrian infrastructure	Pedestrian Improvements - The Square - Pedestrian crossing facility in The Square									4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/531	East West Corridor	Westbourne	WSCC - Community Issues List	Westbourne	Transport	Local road network	20mph scheme throughout village TRO currently being advertised (2012)	Speed reduction								4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/559	East West Corridor	Westbourne	Parish Council	Westbourne	Social Infrastructure	Community facilities	The Meeting Place - The hall would benefit from refurbishment to make it a better more sophisticated community facility.									4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/558	East West Corridor	Westbourne	Parish Council	Westbourne	Transport	Local road network	Street lighting, some need replacing									4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.

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

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP cycle.		
																		cycle.	
IBP/5 55	East West Corridor	Westbourne	Parish Council	Westbourne	Social Infrastructure	Community facilities	The Cub Scout Hall needs a good face-lift. The asbestos in the roof also needs removing.	It is a WW2 army building with agricultural asbestos in the roof. The hut is used by the scouts and by other community groups/events.									4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	
IBP/5 63	East West Corridor	Westbourne	Parish Council	Westbourne	Social Infrastructure	Community facilities	Development of a parish hall.	Westbourne doesn't have a parish hall and is very reliant on the facilities provided by the Baptist Church and St Johns Church.							CIL		4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	
IBP/5 65	East West Corridor	Westbourne	Parish Council	Westbourne	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	The play equipment at Monks Hill needs replacing.	The play equipment is approaching the end of its sell-by-date										4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/5 56	East West Corridor	Westbourne	Parish Council	Westbourne	Social Infrastructure	Community facilities	Two more picnic benches required at Monks Hill due to success of those already					£700						4 Desirable	Not selected for IBP years 2016-2021 as little planned development

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
							installed.										ment in this cycle.
IBP/579	East West Corridor	Westbourne	Parish Council	Westbourne	Social Infrastructure	Community facilities	The hall needs a good face-lift. The asbestos in the roof also needs removing	It is a WW2 army building with agricultural asbestos in the roof. The hut is used by the scouts and by other community groups/events.								4 Desirable	Reserved for next phasing period
IBP/554	East West Corridor	Westbourne	Parish Council	Westbourne	Public and Community Services	Cemetery	Development of the cemetery's new 2 acre field to make it suitable for burials. Includes plot structure and layout of pathways.	The existing cemetery will be full in 2-5 years. A new field has been purchased and needs to be made ready	Needs to be used in 2-5 years.	2016-2021	Short term (2016-2021)				CIL	2 Essential	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/527	East West Corridor	Westbourne	WSCC - Community Issues List	Westbourne	Transport	Pedestrian infrastructure	Pedestrian / Rider Improvements - Pegasus crossing on Common Road near Woodside Farm									4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/528	East West Corridor	Westbourne	WSCC - Community Issues List	Westbourne	Transport	Local road network	Speed Reduction - Speed limit extension - Monks Hill - TRO									4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.

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

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

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
IBP/428	East West Corridor	Westhampnett	WSCC - Community Issues List	Westhampnett	Transport	Pedestrian infrastructure	Controlled crossing - Stane Street near Claypit Lane – School children crossing - Double Yellows opposite Claypit Lane									4 Desirable	Parish may wish to consider funding from their CIL
IBP/170	East West Corridor	Westhampnett	Parish Council	Westhampnett	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Outside sports facilities Football, Cricket, changing rooms	Mitigation for Westhampnett SDL	As soon as possible	2015-2020	Short term (2016-2021)		Sport England CDC		S106	2 Essential	Committed
IBP/172	East West Corridor	Westhampnett	Parish Council	Westhampnett	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	MUGA outside play area	Mitigation for Westhampnett SDL	ASAP	2015-2020	Short term (2016-2021)		Sport England		S106	2 Essential	Committed
IBP/174	East West Corridor	Westhampnett	Parish Council	Westhampnett	Transport	Cycle infrastructure	Cycle Paths into Chichester	Lack of provision	As soon as possible	2015-2020	Short term (2016-2021)		Highways			2 Essential	Select if match funding is identified as this project supports the growth of the area.
IBP/543	East West Corridor	Westhampnett	WSCC	WSCC	Transport	Public transport	Regular bus services between Westhamp	Mitigation for Westhampnett SDL					S106	Developer	S106	2 Essential	Committed

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

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
IBP/467	Manhood Peninsula	Apuldram	WSSC - Community Issues List	Apuldram	Green Infrastructure	Landscaping, planting and woodland creation and public rights of way	PROW - Provision of bridleways and cycle routes in and around the Manhood Peninsula									4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/188	Manhood Peninsula	Birdham	Parish Council	Birdham	Green Infrastructure	Landscaping, planting and woodland creation and public rights of way	Repairs to Canal Locks									4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/3	Manhood Peninsula	Birdham	Parish Council	Birdham	Green Infrastructure	Allotments	Turn land bequest into allotments	Parish Duty to provide if requested	Unknown			Unknown	S106 & CIL	Birdham Parish Council	CIL	4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/289	Manhood Peninsula	Birdham	CDC	CDC	Green Infrastructure	Flood and coastal erosion risk management	Local Drainage - Crooked Lane, Birdham Surface Water Drainage Improvements	West Sussex Local Flood Risk Management Strategy 2015	2015-2020	2020-2025	Short term (2016-2021)	£100k	FDGIA/WSCC	WSSC	CIL	3 Policy High	Not selected for CIL funding because this project does not support the growth of the area.

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
IBP/1	Manhood Peninsula	Birdham	Parish Council	Birdham	Transport	Local road network	Traffic calming of the A286 together with methods of improving pedestrian safety either via pedestrian crossing or bridging the A286 and Bell Lane	Major developments in the Bell Lane area requiring safe pedestrian movements in crossing Bell Lane for schools and shopping	Unknown			Unknown	S106 & CIL	WSCC	CIL	2 Essential	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/2	Manhood Peninsula	Birdham	Parish Council	Birdham	Transport	Cycle infrastructure	Wheel Chair/Cycle route to Chichester . Possible upgrade to Salterns Way and Canal.	Major developments in the Bell Lane area requiring more social facilities for a growing village population.	Unknown			Unknown	S106 & CIL	WSCC	CIL	3 Policy High	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/5	Manhood Peninsula	Birdham	Parish Council	Birdham	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Refurbish the Children's play area and provide a wider range of activities for a growing population	Major developments in the Bell Lane area requiring more social facilities for a growing village population.	Unknown			Unknown	S106 & CIL	Birdham Parish Council	CIL	4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/6	Manhood Peninsula	Birdham	Parish Council	Birdham	Green Infrastructure	Landscape, planting and woodland creation and public rights of way	Extending & Improving the Village Pond	Major developments throughout the village requiring that surface water is drained as quickly as possible to prevent flooding	Unknown			Approx. £40k	S106 & CIL	Birdham Parish Council	CIL	4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP cycle.	
IBP/7	Manhood Peninsula	Birdham	Parish Council	Birdham	Green Infrastructure	Landscape, planting and woodland creation and public rights of way	Providing hedging & trees along the western edge of the playing field to improve safety and provide wild life corridor	Increase in village population which would demand greater use of the playing field with a resultant impact on wild life	Unknown			Unknown	S106 & CIL	Birdham Parish Council	CIL	4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	
IBP/479	Manhood Peninsula	Birdham	WSCC - Community Issues List	Birdham	Transport	Local road network	The introduction of 20s plenty, subject to public consultation within various settlements across the South CLC area (Birdham phase 2 - 20mph scheme)										4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/478	Manhood Peninsula	Birdham	WSCC - Community Issues List	Birdham	Transport	Local road network	Speed limit - A286 through Birdham - 30mph limit adjacent to main part of settlement										4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.

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

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
		Wittering										ment					places, subject to match funding.
IBP/3 26	Manhood Peninsula	Bracklesham Bay	CDC	CDC	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Outdoor Gym (East Wittering and Bracklesham)	Provision of outdoor gym equipment and exercise circuit at Beech Avenue, Bracklesham Bay							CIL	4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/3 25	Manhood Peninsula	Bracklesham Bay	CDC	CDC	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Watersports Centre at Bracklesham Bay (East Wittering and Bracklesham)	Provision of storage, showers and teaching space for watersports at Bracklesham Bay							CIL	4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/4 3	Manhood Peninsula	Donnington	Parish Council	Donnington	Social Infrastructure	Community facilities	Village Hall extension	Improved community use	On approval of planning permission	2015-2020	Short term (2016-2021)				S106	4 Desirable	Parish may wish to consider funding from their CIL
IBP/4 2	Manhood Peninsula	Donnington	Parish Council	Donnington	Transport	Cycle infrastructure	Cycle network	Extend through Parish	On-going	2015-2020	Short term (2016-2021)				CIL	3 Policy High	Parish may wish to consider funding from their CIL

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
IBP/256	Manhood Peninsula	Donnington	WSCC - Community Issues List	Donnington	Transport	Local road network	TRO - Double yellow lines - Selsey Tram development						Being Progressed as part of Section 106 agreement			4 Desirable	Committed
IBP/193	Manhood Peninsula	Donnington	CDC	CDC	Social Infrastructure	Community facilities	Donnington Church Hall – extension	Existing building can no longer cope with the level of demand given local population growth. Devised a side extension that would provide additional meeting space, dedicated youth area	Subject to planning permission project likely to commence 2016	2015-2020	Short term (2016-2021)	£250-300k	Local fundraising and private donations, S106, NHB or grants?	Donnington PCC through Management Committee (although are identifying some capacity issues or lack of relevant experience to project manage)	S106	4 Desirable	Committed
IBP/349	Manhood Peninsula	Donnington	WSCC	WSCC	Transport	Local road network	A286 Birdham Road / B2201 (Selsey Tram Roundabout) junction improvement	Chichester City Transport Strategy – to reduce traffic congestion and improve safety at key junctions	2015 - 2020	2015-2020	Short term (2016-2021)	£150,000	S106	WSCC / Developer	S106	2 Essential	Committed
IBP/34	Manhood Peninsula	Donnington	Parish Council	Donnington	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Additional signage for playing field	Encourage more visitors to existing facilities							Other	4 Desirable	Parish may wish to consider funding from their CIL

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
IBP/474	Manhood Peninsula	Donnington	WSCC - Community Issues List	Donnington	Green Infrastructure	Landscape, planting and woodland creation and public rights of way	PROW - Provision of bridleways and cycle routes in and around Medmerry (as part of the coastal realignment scheme) and the Manhood Peninsula		Funding allocation potentially for 2015/16	2015-2020	Short term (2016-2021)					4 Desirable	Parish may wish to consider funding from their CIL
IBP/33	Manhood Peninsula	Donnington	Parish Council	Donnington	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Additional equipment for playing fields	New housing has brought families to the area. Older children are not as well catered for by existing facilities							CIL	4 Desirable	Parish may wish to consider funding from their CIL
IBP/35	Manhood Peninsula	Donnington	Parish Council	Donnington	Social Infrastructure	Community facilities	Improvements and additional equipment for village hall	The hall is over subscribed and needs more rooms/spaces. Additional equipment would open the hall up to wider use amongst the community e.g. families/young people.							CIL	4 Desirable	Parish may wish to consider funding from their CIL
IBP/41	Manhood Peninsula	Donnington	Parish Council	Donnington	Transport	Public transport	Contribution to Community Transport	Vehicle maintenance	On-going	2015-2020	Short term (2016-2021)				CIL	4 Desirable	Parish may wish to consider funding from their CIL
IBP/40	Manhood Peninsula	Donnington	Parish Council	Donnington	Green Infrastructure	Playing fields, sports pitches, related build	Playing Field Equipment	Safety updating	On-going	2015-2020	Short term (2016-2021)	£5000 +	Parish precept		Other	4 Desirable	Parish may wish to consider funding from

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

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

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
																	development in this cycle.
IBP/53	Manhood Peninsula	East Wittering and Bracklesham	Parish Council	East Wittering and Bracklesham	Social Infrastructure	Streetscene and built environment	In E. Wittering the steps and handrails, retaining wall and pathways need refurbishing.									4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/52	Manhood Peninsula	East Wittering and Bracklesham	Parish Council	East Wittering and Bracklesham	Social Infrastructure	Streetscene and built environment	The street scene and layout of both East Wittering and Bracklesham needs improvement									4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/45	Manhood Peninsula	East Wittering and Bracklesham	Parish Council	East Wittering and Bracklesham	Transport	Public transport	Extend bus service to include later evenings.	Residents without cars (including young people) cannot access the services - in particular shift workers, entertainment and leisure facilities - which are in Chichester during the evening as the bus stops its service fairly early.								4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/50	Manhood Peninsula	East Wittering and Bracklesham	Parish Council	East Wittering and Bracklesham	Utility Services	Utility services	Sewage system improvements.	The system is totally inadequate and increasingly under pressure								4 Desirable	Not selected for IBP years 2016-

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

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
								tourist destination.									
IBP/51	Manhood Peninsula	East Wittering and Bracklesham	Parish Council	East Wittering and Bracklesham	Utility Services	Utility services	Mobile phone coverage improvement	The villages are poorly served by most service providers.								4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/180	Manhood Peninsula	East Wittering and Bracklesham	Parish Council	East Wittering and Bracklesham	Social Infrastructure	Car parking	Increase parking in East Wittering & Bracklesham.	There is currently not enough provision and pressure from the increased number of houses in Bracklesham means that parking is now a major issue both for the smaller shopping centre in Bracklesham and for the larger centre in East Wittering. Plus it is a s								4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/463	Manhood Peninsula	East Wittering and Bracklesham	WSCC - Community Issues List	East Wittering and Bracklesham	Transport	Local road network	Speed limit - Speed management B2179 - East Wittering	Speed reduction								4 Desirable	Not selected for IBP years 2016-2021 as little planned development in

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

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

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

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
IBP/292	Manhood Peninsula	Hunston	CDC	CDC	Green Infrastructure	Flood and coastal erosion risk management	Hunston - Local Drainage - Pelleys Farm Culvert Construction	West Sussex Local Flood Risk Management Strategy 2015	2015-2020	2020-2025	Short term (2016-2021)	£20k	WSCC est. £10k possible CDC £5k contribution	WSCC	CIL	3 Policy High	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/544	Manhood Peninsula	Hunston and North Mundham	WSCC	WSCC	Transport	Cycle and pedestrian infrastructure	Hunston Road cycle scheme - shared use pedestrian /cycle path to link the proposed Highways England footbridge at Whyke roundabout with the south of the A27	Improvement						WSCC		3 Policy High	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/395	Manhood Peninsula	Itchenor	Infrastructure Commissioner	Environment Agency	Green Infrastructure	Flood and coastal erosion risk management	Itchenor Ditch Outfall Flapvalve, Itchenor									3 Policy High	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/376	Manhood Peninsula	Manhood	WSCC	WSCC	Transport	Cycle and pedestrian infrastructure	Green links across the Manhood. (GLaM project). Pagham to Medmerry Trail - provision	The creation of such a route will enhance the visitor attraction of the local area by making the area more accessible, contributing to tourism and	Phase 1 - 2015 - 2020	2020-2025	Medium to long term (2021-2029)	£200,000	CIL	WSCC, Southern Water and Sussex Wildlife Trust	CIL	3 Policy High	Not selected for IBP years 2016-2021 as little planned development in

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP	
							of public footpath and permissive cycle route to B2145 to access track that circles the new Environmental Agency tidal bund.	visitor numbers, enhancing the local economy.										this cycle.
IBP/374	Manhood Peninsula	Manhood	WSCC	WSCC	Transport	Cycle infrastructure	Hunston Road cycle scheme – still investigating								CIL	4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	
IBP/361	Manhood Peninsula	Manhood Peninsula	WSCC	WSCC	Transport	Cycle infrastructure	Chichester – Selsey cycle route	Chichester City Transport Strategy – to reduce short car trips to and from the city centre	2020+	2020-2025	Medium to long term (2021-2029)	TBC	CIL	WSCC	CIL	2 Essential	Selected	
IBP/197	Manhood Peninsula	Manhood Peninsula	CDC	CDC	Green Infrastructure	Biodiversity measures	FLOW Project (Fixing and Linking Our Wetlands) – improving and enhancing the wetlands habitat on the Manhood Peninsula	Lawton Report and Natural Environment White Paper (2011) We must: • improve the quality of current wildlife sites by better habitat management; • increase the size of existing wildlife sites; • enhance connections between sites, either through physical c	2016 – 2020	2015-2020	Short term (2016-2021)	£216,000	Heritage Lottery Funding (granted for £36,000 in development funding to work up an application which would be the £216,000 habitat improvements indicated).	MWHG	Other	3 Policy High	Select if match funding is identified as this project supports the growth of the area.	

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

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
						and public rights of way	around Medmerry (as part of the coastal realignment scheme) and the Manhood Peninsula										planned development in this cycle.
IBP/93	Manhood Peninsula	North Mundham	Parish Council	North Mundham	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Outdoor gym/exercise equipment – to be sited on playing fields	Provides health and leisure benefits for local community. No comparable facility exists in the parish	Site could be made available in short term	2015-2020	Short term (2016-2021)	£20,000 - £30,000 (estimate)	New Homes Bonus	North Mundham Parish Council or Playing Fields Trust	CIL	4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/94	Manhood Peninsula	North Mundham	Parish Council	North Mundham	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Safe surface for Children's Play Area	Provides health and leisure benefits for local community. Mitigates safety and upkeep problems of present mix of grass and resilient surfacing	Site available now	2015-2020	Short term (2016-2021)	£10,000	CIL or New Homes Bonus	Playing Fields Trust	CIL	4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.

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

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
IBP/231	Manhood Peninsula	North Mundham	WSCC - Community Issues List	North Mundham	Transport	Cycle and pedestrian infrastructure	B2145 Chichester by pass to Hunston - Pedestrian /cycle improvement, Whyke Road 30m of footway added to IP April 2015	IP funded for 2016/17		2015-2020	Short term (2016-2021)	120,000.00	To investigate alternative funding sources 34K available from section 106 in Hunston			3 Policy High	Select if match funding is identified as this project supports the growth of the area.
IBP/95	Manhood Peninsula	North Mundham	Parish Council	North Mundham	Green Infrastructure	Biodiversity measures	Develop route of disused canal as green infrastructure and wildlife haven to encourage biodiversity	Improves landscape and provides environmental benefits for local population	Site available now	2015-2020	Short term (2016-2021)	Variable – can be funded on progressive basis as work proceeds	CIL, New Homes Bonus, local self-help	North Mundam Parish Council	CIL	3 Policy High	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/464	Manhood Peninsula	Selsey	WSCC - Community Issues List	Selsey	Green Infrastructure	Landscape, planting and woodland creation and public rights of way	PROW - Provision of bridleways and cycle routes in and around Medmerry (as part of the coastal realignment scheme) and the Manhood Peninsula		Funding allocation potentially for 2015/16	2015-2020	Short term (2016-2021)					4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/103	Manhood Peninsula	Selsey	Parish Council	Selsey	Transport	Local road network	B2145 Improvements – Ferry Bend improvements	Only transport link to Town (to improve traffic flow)	2015	2015-2020	Short term (2016-2021)			STC/WSCC (WSCC & Developer)	CIL	3 Policy High	Not selected for IBP years 2016-2021 as little planned development

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
																	ment in this cycle.
IBP/3 15	Manhood Peninsula	Selsey	CDC	CDC	Green Infrastructure	Flood and coastal erosion risk management	Access improvements to and establishment of coastal path with way finding (Manhood Peninsular)	Development of a good path round the whole peninsula with facilities at various locations around it.							CIL	3 Policy High	Select if matching funding is identified as this project supports the growth of the area.
IBP/3 13	Manhood Peninsula	Selsey	CDC	CDC	Social Infrastructure	Community facilities	Extension to Selsey Centre	Required for storage and additional, regularly requested facilities							S106	4 Desirable	Committed
IBP/2 90	Manhood Peninsula	Selsey	CDC	CDC	Green Infrastructure	Flood and coastal erosion risk management	Coast Protection -Selsey – Wittering Beach Management 2016-2021	Policy 10 of Draft Local Plan "Mitigating and adapting to climate change"	2015-2020	2020-2025	Short term (2016-2021)	£1,000,000	FDGIA est. £750k CDC est. £250k	CDC	CIL	3 Policy High	Select for CIL funding if the majority of money is match funded. This project can demonstrate it can assist the growth of the area.
IBP/3 12	Manhood Peninsula	Selsey	CDC	CDC	Green Infrastructure	Playing fields, sports pitches, related build and children'	Football and Cricket clubhouse (Selsey)					£400k match funding available			CIL	4 Desirable	Not selected for IBP years 2016-2021 as little planned

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
						s play areas											development in this cycle.
IBP/105	Manhood Peninsula	Selsey	Parish Council	Selsey	Social Infrastructure	Streetscene and built environment	Layout changes to Selsey High Street to provide on street parking and more pedestrian space (round town one-way scheme or pedestrianisation)	Enhance public realm to support High Street shops and encourage use of local amenities.						Selsey Town Council, WSCC	CIL	4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/311	Manhood Peninsula	Selsey	CDC	CDC	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Development of better facilities at East Beach (showers, changing, restaurant/café, water sports) (Selsey)	Dependent upon securing tenure of land from CDC, economic priority as would create a number of local jobs. Enhancements in alignment with the East Beach Masterplan by CDC.							CIL	4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/104	Manhood Peninsula	Selsey	Parish Council	Selsey	Transport	Cycle infrastructure	B2145 Improvements – Commuting cycle path to Chichester/Pagham (Selsey to Chichester following route off B2145 but off road)	Only transport link to Town (to introduce a safer environment for cyclists)	2015	2015-2020	Short term (2016-2021)	300,000 (£200,000 per kilometre)	(Grants as and when available)	STC/WSCC (WSCC & Sustrans)	CIL	3 Policy High	Select if match funding is identified as this project supports the growth of the area.

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP	
IBP/310	Manhood Peninsula	Selsey	CDC	CDC	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Concrete Skate Park (Selsey)	Relocation of existing park to North East edge of BMX track at East Beach				£150k				CIL	4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/309	Manhood Peninsula	Selsey	CDC	CDC	Social Infrastructure	Streetscene and built environment	Public space enhancements by East Beach green (in addition to skate park, better play facilities, all weather sports courts) (Selsey)	In alignment with the East Beach Masterplan by CDC								CIL	4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/132	Manhood Peninsula	Selsey	Parish Council	Selsey	Green Infrastructure	Landscape, planting and woodland creation and public rights of way	Access improvements to and establishment of coastal path with way finding	National policy to create a coastal path. To enhance visitor attraction and tourism product and foster better links with the sea.						Selsey Town Council, CDC, WSCC	CIL	3 Policy High	Not selected for IBP years 2016-2021 as little planned development in this cycle.	
IBP/293	Manhood Peninsula	Selsey	CDC	CDC	Green Infrastructure	Flood and coastal erosion risk management	Local land Drainage - East Beach Sea Outfall	Policy 10 of Draft Local Plan "Mitigating and adapting to climate change" West Sussex Local Flood Risk Management Strategy 2015	2015-2025	2020-2025	Short term (2016-2021)	£250k	FDGIA / LA contributions shortfall est. £100k	CDC	CIL	3 Policy High	Select for CIL funding if the majority of money is match funded. This project can	

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

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP	
							communities to Chichester										the growth of the area.	
IBP/450	Manhood Peninsula	Selsey	WSCC - Community Issues List	Selsey	Transport	Pedestrian infrastructure	New footway - B2145 - Chichester Road (East side), south of the roundabout junction with Manor Road, Selsey										4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/102	Manhood Peninsula	Selsey	Parish Council	Selsey	Transport	Local road network	B2145 Improvements – Bus and Tractor Pull off points	Only transport link to Town (to improve traffic flow)	2015	2015-2020	Short term (2016-2021)			Selsey Town Council, WSCC	CIL	4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.	
IBP/449	Manhood Peninsula	Selsey	WSCC - Community Issues List	Selsey	Transport	Local road network	Improvements to B2145 - Selsey Road (B2145)	Engineering measures to tackle safety related features eg bends and corners. Scope, feasibility and investigation in the 1st instance									4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/106	Manhood Peninsula	Selsey	Parish Council	Selsey	Transport	Smarter Choices and promote sustainable	Community car club	To assist with access to Chichester based services.				£100,000		Selsey Town Council	CIL	3 Policy High	Not selected for IBP years 2016-2021 as	

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP	
						modes of transport											little planned development in this cycle.	
IBP/4 48	Manhood Peninsula	Selsey	WSCC - Community Issues List	Selsey	Transport	Cycle and pedestrian infrastructure	Cycle/footway improvements from Sidlesham and Pagham harbour visitor centre down to Selsey - Provision of Manhood Greenways Project - Access improvements including new footways, shared use (cycleway/footway)	Improvements to enable better access between key locations i.e. - shared use footway/cycleway									4 Desirable	Select if match funding is identified as this project supports the growth of the area.
IBP/5 70	Manhood Peninsula	Selsey	CDC	CDC	Green Infrastructure	Flood and coastal erosion risk management	Coast Protection -Selsey – Wittering Beach Management 2021-2026	Policy 10 of Draft Local Plan "Mitigating and adapting to climate change"	2020-2025	2020-2025	Medium to long term (2021-2029)	£1,000,000	FDGIA est. £750k CDC est. £250k	CDC	CIL	3 Policy High	Reserved for next phasing period	
IBP/4 47	Manhood Peninsula	Selsey	WSCC - Community Issues List	Selsey	Transport	Pedestrian infrastructure	Pedestrian improvement - Hillfield Road - Traffic calming measures and pedestrian crossing	Pedestrian improvement									4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this

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

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
																	ment in this cycle.
IBP/111	Manhood Peninsula	Selsey	Parish Council	Selsey	Social Infrastructure	Streetscene and built environment	Public space enhancements at East Beach shops	Identified in CDC's study of 2007 as a need of regeneration						Selsey Town Council	CIL	4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/107	Manhood Peninsula	Selsey	Parish Council	Selsey	Social Infrastructure	Community facilities	Cinema/Theatre refurbishment	Lack of current facility and distance to nearest option				£300,000 match funding available	Private Operator (Grants as and when available)	Sports Dream (Private Operator and Community)		4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/108	Manhood Peninsula	Selsey	Parish Council	Selsey	Social Infrastructure	Streetscene and built environment	Development of a Town Square	Creation of a central community space as nothing currently in place. Enhance public realm to support High Street shops and to encourage use of local amenities.						Selsey Town Council, WSCC	CIL	4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/287	Manhood Peninsula	Selsey	CDC	CDC	Green Infrastructure	Flood and coastal erosion risk management	Coast Protection - Selsey East Beach – Raising of the Sea Wall	Policy 10 of Draft Local Plan "Mitigating and adapting to climate change"	2020 – 2025	2020-2025	Medium to long term (2021-2029)	£5m	FDGIA, a contribution likely to be required (shortfall)	CDC	CIL	3 Policy High	Select if match funding is identified as this project supports

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

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
IBP/1 12	Manhood Peninsula	Selsey	Parish Council	Selsey	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Concrete Skate Park	Relocation of existing park to North East edge of BMX track at East Beach. Current park is aged/likely to be condemned				£150,000		Youth Dream, Selsey Town Council	CIL	4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/1 13	Manhood Peninsula	Selsey	Parish Council	Selsey	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Development of better facilities at East Beach (showers, changing, restaurant/café, water sports)	Dependent upon securing tenure of land from CDC, economic priority as would create a number of local jobs. Enhancements in alignment with the East Beach Masterplan by CDC. To enhance visitor attraction and tourism product and foster better links with the						Selsey Town Council, CDC	CIL	4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/1 14	Manhood Peninsula	Selsey	Parish Council	Selsey	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Football and Cricket clubhouse	Local community requirements for better facilities				£400,000 match funding available		Sports Dream	CIL	4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/1 15	Manhood Peninsula	Selsey	Parish Council	Selsey	Social Infrastructure	Community facilities	Extension to Selsey Centre	Space required to support additional user groups.						Selsey Town Council	CIL	4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.

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

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
IBP/393	Manhood Peninsula	Selsey, Bracklesham and East Wittering	Infrastructure Commissioner	Environment Agency	Green Infrastructure	Flood and coastal erosion risk management	Development and implementation of the Selsey, Bracklesham and East Wittering Beach Management	593 households moved out of any one of the four flood probability categories to a lower one and moved out of the very significant or significant flood probability categories. 57 households with reduced risk of coastal erosion and protected against loss i	Confirmed Funding (£k) 2011/12 - 150; Indicative Funding (£k) 2012/13 - 150; Indicative Funding (£k) 2013/14 - 150; Indicative Funding (£k) 2014/15 - 150; Indicative Funding (£k) 2015/16	2015-2020	Short term (2016-2021)	750,000		CDC	Other	3 Policy High	Committed
IBP/138	Manhood Peninsula	Sidlesham	Parish Council	Sidlesham	Green Infrastructure	Landscape, planting and woodland creation and public rights of way	Structural Tree Planting to reduce water table and provide biomass from coppice	Need to control ground water levels / need to provide renewable energy sources to combat Global Warming	Depends on possible support- if supported within next five year period and then ongoing	2015-2020	Short term (2016-2021)	£20 - 30K for tree planting and fencing assuming no land cost	LEADER and others	Possible lead MWHG		4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/133	Manhood Peninsula	Sidlesham	Parish Council	Sidlesham	Social Infrastructure	Built sport and leisure facilities	Refurbishment and possible future extension of community sports building	Current building dilapidated state and risk of loss to community	Late 2015 –through 2016/17	2015-2020	Short term (2016-2021)	Phase 1 £100k Phase 2 £ 50 k	Football Foundation, Football Association, Sport England, CDC& WSCC	Sidlesham FC		4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
IBP/254	Manhood Peninsula	Sidlesham	WSCC - Community Issues List	Sidlesham	Transport	Pedestrian infrastructure	Pedestrian crossing facility - B2145 near Keynor Lane	Route to school facility/vulnerable road users								4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/253	Manhood Peninsula	Sidlesham	WSCC - Community Issues List	Sidlesham	Transport	Pedestrian infrastructure	At Pagham Harbour NR - Continuation of footway from Sidlesham (Ferry Corner) and Pagham Harbour visitor centre down to Selsey – Manhood Peninsula partnership, RSPB and Environment Agency	Part of Glam project								4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/252	Manhood Peninsula	Sidlesham	WSCC - Community Issues List	Sidlesham	Transport	Cycle and pedestrian infrastructure	B2145 Ferry Corner and Pagham Harbour Visitor Centre down to Selsey – Provide a crossing for cyclists and pedestrian	Part of Glam project								3 Policy High	Not selected for IBP years 2016-2021 as little planned development in this cycle.

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

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
IBP/135	Manhood Peninsula	Sidlesham	Parish Council	Sidlesham	Green Infrastructure	Flood and coastal erosion risk management	Phase 3 of Sidlesham Flood and Land Drainage Group (SFLDG) emergent forward plan	Continued risk of flooding from ground water and sea and Rife	Start late 2015 ongoing	2015-2020	Short term (2016-2021)	Initial phase £20-30k	Possible National funding via WSCC	SFLDG and WSCC as Lead Flood and Land Drainage Auth.National Flood forum		3 Policy High	Select if match funding is identified as this project supports the growth of the area.
IBP/136	Manhood Peninsula	Sidlesham	Parish Council	Sidlesham	Transport	Local road network	B2145 within Sidlesham - environmental improvement programme	Deterioration of roadside environment and general disfigurement of landscape. Lack of ownership responsibility for public realm	Possible start late 2015 ongoing	2015-2020	Short term (2016-2021)	Est. £20k	WSCC other grants and possible use of S106 and business contribution	Sidlesham Parish Council		4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/137	Manhood Peninsula	Sidlesham	Parish Council	Sidlesham	Social Infrastructure	Community facilities	Contingency plan for public building (hall)	Possible loss of existing church hall at end of lease. Possible failure of proposals to refurbish fully community sports building .Need for contingency approach in order that parish is not left without a usable building	Contingency scoping and initial analysis study mid 2016	2015-2020	Short term (2016-2021)	Study In house minimal cost. Adapted structure cost range £200-300k New building assuming no land cost in range £500k-£800k	Big Lottery Community Buildings CDC /WSCC Numerous other funding sources	Sidlesham Parish Council and others		4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.

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

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
																	ment in this cycle.
IBP/475	Manhood Peninsula	West Itchenor	WSCC - Community Issues List	West Itchenor	Transport	Local road network	Speed limit - Itchenor Rd to the harbour - 20mph									4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/470	Manhood Peninsula	West Itchenor	WSCC - Community Issues List	West Itchenor	Green Infrastructure	Landscape, planting and woodland creation and public rights of way	PROW - Provision of bridleways and cycle routes in and around Medmerry (as part of the coastal realignment scheme) and the Manhood Peninsula		Funding allocation potentially for 2015/16	2015-2020	Short term (2016-2021)					4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/459	Manhood Peninsula	West Wittering	WSCC - Community Issues List	West Wittering	Transport	Cycle and pedestrian infrastructure	Footway and cycleway improvement - Cakeham Manor									4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
IBP/461	Manhood Peninsula	West Wittering	WSCC - Community Issues List	West Wittering	Transport	Pedestrian infrastructure	Improvements on footways - Rookwood Road and Southcote Avenue	Improvements on footways								4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/471	Manhood Peninsula	West Wittering	WSCC - Community Issues List	West Wittering	Green Infrastructure	Landscaping, planting and woodland creation and public rights of way	PROW - Provision of bridleways and cycle routes in and around Medmerry (as part of the coastal realignment scheme) and the Manhood Peninsula		Funding allocation potentially for 2015/16	2015-2020	Short term (2016-2021)					4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/320	North of the District	Kirdford	CDC	CDC	Green Infrastructure	Public open space	New Road, Parking area and SUDS pond and play area (Kirdford)	Butts Common	2015-2020	2015-2020	Short term (2016-2021)				CIL	4 Desirable	Parish may wish to consider funding from their CIL
IBP/77	North of the District	Kirdford	Parish Council	Kirdford	Transport	Local road network	Highway alterations, parking provision and landscaping	Townfield/Cornwood	2015-2020	2015-2020	Short term (2016-2021)				CIL	4 Desirable	Parish may wish to consider funding from their CIL
IBP/321	North of the District	Kirdford	CDC	CDC	Social Infrastructure	Community facilities	Village Social & Recreational Hub (Kirdford)	On land south east of Townfield	2015-2025	2015-2020	Short term (2016-2021)				CIL	4 Desirable	Parish may wish to consider funding from their CIL

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
IBP/80	North of the District	Kirdford	Parish Council	Kirdford	Transport	Cycle and pedestrian infrastructure	Improve local footpaths, cycle tracks and equestrian ways	Parish-wide	2015-2029	2015-2020	Short term (2016-2021)				CIL	4 Desirable	Parish may wish to consider funding from their CIL
IBP/319	North of the District	Kirdford	CDC	CDC	Transport	Cycle and pedestrian infrastructure	Improve local footpaths, cycle tracks & equestrian ways (Kirdford)	Parish-wide	2015-2029	2015-2020	Short term (2016-2021)				CIL	4 Desirable	Parish may wish to consider funding from their CIL
IBP/75	North of the District	Kirdford	Parish Council	Kirdford	Transport	Public transport	Bus on demand		2015	2015-2020	Short term (2016-2021)				CIL	4 Desirable	Parish may wish to consider funding from their CIL
IBP/86	North of the District	Kirdford	Parish Council	Kirdford	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Play area off School Court		2016-2017 2-4 years	2015-2020	Short term (2016-2021)			Parish/HAS	CIL	4 Desirable	Parish may wish to consider funding from their CIL
IBP/85	North of the District	Kirdford	Parish Council	Kirdford	Green Infrastructure	Allotments	Community allotments and/or farm with orchard and appropriate storage facilities and parking	On site east of Bramley Close.	2017-2018 3-5 years	2015-2020	Short term (2016-2021)				CIL	4 Desirable	Parish may wish to consider funding from their CIL
IBP/83	North of the District	Kirdford	Parish Council	Kirdford	Social Infrastructure	Community facilities	Community Stores - Extension to Building and Parking	To increase cafe area and storage provision and enhancing the external picnic area and parking	2015-2018	2015-2020	Short term (2016-2021)				CIL	4 Desirable	Parish may wish to consider funding from their CIL

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

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
IBP/82	North of the District	Kirdford	Parish Council	Kirdford	Social Infrastructure	Community facilities	Village Social & Recreational Hub	On land south east of Townfield	2015-2025	2015-2020	Short term (2016-2021)				CIL	4 Desirable	Parish may wish to consider funding from their CIL
IBP/333	North of the District	Kirdford, Lynchmere, Loxwood, Plaistow, Ifold and Wisborough Green	WSCC	WSCC	Education	Primary, Secondary, sixth form and special educational needs	Expansion of existing primary schools across the Billingshurst locality by up to 1/2 Form Entry	To meet statutory duty to ensure sufficient supply of school places for pupils arising from new development (mitigation)	Remainder of half form entry expansion.		Medium to long term (2021-2029)	£2 million for half form entry Subject to feasibility & site assessment	CIL & WSCC (including Basic Need Grant)	WSCC / academy provider	CIL	2 Essential	Reserved for next phasing period
IBP/536	North of the District	Kirdford, Lynchmere, Loxwood, Plaistow, Ifold and Wisborough Green	WSCC	WSCC	Education	Primary, Secondary, sixth form and special educational needs	Expansion of existing primary schools across the Billingshurst locality by up to 1/2 Form Entry	To meet statutory duty to ensure sufficient supply of school places for pupils arising from new development (mitigation)	Expansion of primary education provision by 32 places in the Billingshurst locality	2016-2021	Short term (2016-2021)	£2 million (split) for half form entry Subject to feasibility & site assessment	CIL & Basic Need Grant	WSCC / academy provider	CIL	2 Essential	Select for CIL match funding as the WSCC has a statutory duty to provide school places, subject to match funding.
IBP/223	North of the District	Loxwood	WSCC - Community Issues List	Loxwood	Transport	Pedestrian infrastructure	School Safety Zone - Loxwood Primary School									4 Desirable	Parish may wish to consider funding from their CIL
IBP/572	North of the District	Loxwood	Parish Council	Loxwood	Social Infrastructure	Community facilities	Enlargement of men's toilet in North Hall	Increased numbers using North Hall puts the men's toilet under pressure. Removal of redundant water heater and addition of two more urinals would solve the	2015	2016-2021	Short term (2016-2021)	£4,000			S106	2 Essential	Committed

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
								problem.									
IBP/573	North of the District	Loxwood	Parish Council	Loxwood	Social Infrastructure	Community facilities	Extension to storage facility.	An increasing number of North Hall regular (weekly) users have used all of the available storage space. Various options to increase space are being considered.	2015/2016	2016-2021	Short term (2016-2021)	£40,000			S106	2 Essential	Committed
IBP/571	North of the District	Loxwood	Parish Council	Loxwood	Social Infrastructure	Transport	To improve vehicular access to North Hall	The entrance is on the inside of a bend in the B2133 with difficult access. A wider, well signed drive with enhanced sight-lines is required.	2014/2016	2016-2021	Short term (2016-2021)	£8,000			S106	2 Essential	Committed
IBP/221	North of the District	Loxwood	WSCC - Community Issues List	Loxwood	Transport	Local road network	Effective traffic calming between the village boundary and Alford	Loxwood have worked with their own Traffic Consultants and WSCC Traffic Engineers to plan improvements, these are being installed through S106 monies later 2022	2022	2017-2022	Medium to long term (2021-2029)				S106	3 Policy High	Committed
IBP/409	North of the District	Loxwood	WSCC - Community Issues List	Loxwood	Transport	Cycle infrastructure	Permissive cycle path on the footpath between Ifold and Loxwood via Devil's hole	Loxwood have worked with their own Traffic Consultants and WSCC Traffic Engineers to plan improvements, these are being installed through S106 monies later 2015	2015	2015-2020	Short term (2016-2021)				S106	2 Essential	Committed

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

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

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

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP	
							Camelsdale: (PC support for School Travel Plan) - sight line check for crossing patrol safety - Look again at Safer Routes to School 20mph zone around New Road/School Road - White village entry posts											
IBP/400	North of the District	Lynchmere	WSCC - Community Issues List	Lynchmere	Green Infrastructure	Flood and coastal erosion risk management	General condition of Marley Lane, continual water damage, surface damage and parking issues	It was included on 2014/15 Operation Watershed better Roads work and condition has been improved.		2015-2020	Short term (2016-2021)					3 Policy High	Not selected for IBP years 2016-2021 as little planned development in this cycle.	

IBP Id	Parish Cluster	Parish Area	Org Type	Org Name	Category	Project Type	Scheme	Justification	Phasing	5Yr Cycle	Term Time	Total Cost	Funding Sources	Delivery Lead	CIL S106	Priority Category	Status IBP
IBP/567	North of the District	Lynchmere	Parish Council	Lynchmere	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Rebuilding of Camelsdale pavilion,	Existing pavilion is outdated, newer larger facilities are needed to meet modern requirements and accommodate the hugely increased community, & sport based use.	Over the next 24 months	2016-2021	Short term (2016-2021)	£180,000 (ex vat)	£30,000 from New Homes Bonus ((CDC). £35,000 from Parish Council reserves. Remaining £115,000 hoped to come from sport & lottery grants	Parish Council	Other	4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/569	North of the District	Lynchmere	Parish Council	Lynchmere	Social Infrastructure	Community facilities	Renovations to St. Michael's Hall & Hardman Hoyle Memorial Hall Linchmere Road	Increase in community activity groups more community space for local use required.	When funds available (within next 12-18 months)	2016-2021	Short term (2016-2021)	£60,000	Community fundraising & grants.	Parish Council	Other	4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/568	North of the District	Lynchmere	Parish Council	Lynchmere	Social Infrastructure	Community facilities	Purchase of St. Michael's Hall, Linchmere Road	Hall being sold and is needed to supplement lack of community facilities for numerous local groups/activities	Within the next 6 months	2016-2021	Short term (2016-2021)	£50,000	£50,000 from Parish Council, or from community fundraising.	Parish Council	Other	4 Desirable	Not selected for IBP years 2016-2021 as little planned development in this cycle.
IBP/408	North of the District	Plaistow & Ifold	WSCC - Community Issues List	Plaistow & Ifold	Transport	Local road network	Foxbridge Lane is currently on the IWP for 15/16	Use of increase in HGV's down Foxbridge Lane, due to commercial biomass production at Crouchlands Farm		2015-2020	Short term (2016-2021)					4 Desirable	Not selected for IBP years 2016-2021 as little planned development in

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

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

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

Appendix B CIL Applicable Housing trajectory

Projected phasing of planned housing (excluding existing planning permissions)

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

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

Appendix C Project categorisation

Table 1: Infrastructure Prioritisation Categories

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

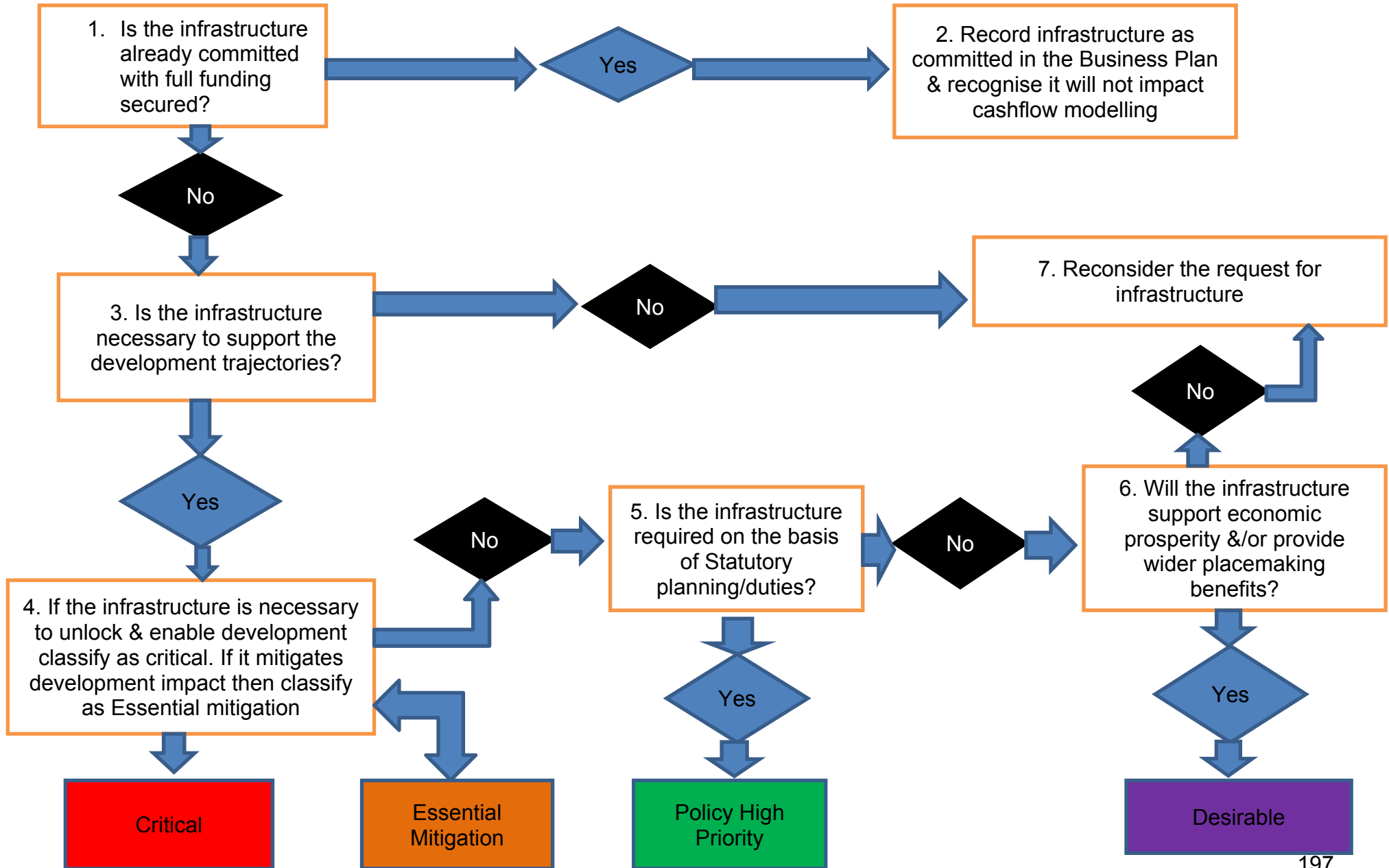
Within the categories outlined above, further refinement could be used in order to evaluate and compare projects within each category which would influence the priorities. These could include factors such as:

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

- Deliverability and sustainability (whether the project is “ready to go”)
- Risk
- Other Identified funding sources to contribute towards CIL projects
- Existing infrastructure capacity.
- Direct links to the Local Plan Vision /policies
- Alignment with delivery partners plans/programmes
- Whether the project could be delivered another way/or through another source of funding
- Whether the project will lead to efficiencies.

Infrastructure Prioritisation Process

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



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

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

The themes are as follows:

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

West Sussex County Council

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

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

The Coast to Capital Local Enterprise Partnership

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

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

Funding accessed through the LEP

Growth Deal

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

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

- **Wood Fuel initiative with the Forestry Commission** – Sustainable use of primary natural resource to produce wood fuel as a renewable energy source and local building materials. Up to £0.8m, with £0.4 in 2015/16.
- **Digital Growth** – to provide key business locations with the digital connections needed to compete internationally and to pioneer new mobile 5G technology research with neighbouring LEPs. Support to small firms to get e-commerce skills and complete the superfast broadband roll-out. Up to £3.4m with £0.7m in 2015/16.

- **Advanced Engineering Centre** – a collaboration between the University of Brighton and Ricardo in a new Centre of excellence to deliver leading automotive and environmental engineering training and research. Ricardo is a global strategic, technical and environmental engineering firm based in Shoreham. Up to £7m with £4.5m in 2015/16.
- **Flood Defences Newhaven and Shoreham** - In Newhaven, this will open up major brownfield sites for housing and employment land plus new harbour facilities. In Shoreham, the flood defences and transport access improvements will allow land to be used for housing and businesses. £1.5m in Newhaven with £0.7m in 2015/16 and £9.5m in Shoreham with £2m in 2015/16.
- **Bognor Regis A29 re-alignment** between the new Bognor Regis Relief Road and the A27 which will bridge the West Coastway railway line, avoiding congestion points and current delay points at a level crossing. It will include 4 to 5 new junctions, plus cycle and pedestrian facilities. The realignment will allow new development of business and employment opportunities in Bognor Regis. Up to £13m with £0.7m in 2015/16.
- **Circus Street, central Brighton** - a city centre mixed use regeneration project of a site to deliver new homes, office building, student accommodation, a library and academic buildings. Up to £2.7m with £1.5m in 2015/16.
- **Preston Barracks Central Research Laboratory** - a joint venture between University of Brighton, Cathedral and Brighton Council to create a new innovation hub to commercialise academic research and incubate high growth businesses, with new housing. £7.7m with £1m in 2015/16
- **City College Brighton and Hove and Chichester College** - Refurbishment of dilapidated buildings and facilities to allow an increase in trainees, apprentices, disabled learners and new links to local businesses. £11m in 2015/16 with a further round for new projects of £10m in 2016/17.
- **Sustainable Transport Packages** – a range of projects will tackle congestion and improve sustainable transport in local areas across the Coast to Capital region. This will enable improvements to walking and cycling links; improvements to junctions and traffic management systems to ease traffic flow and reduce congestion and improvements to public transport, such as bus and taxi priority measures and better Interchanges. £31.7m with £3.7m in 2015/16.
- **Crawley Area Transport Package** - Includes junction improvements, bus priority schemes, modal interchange and improvements to walking and cycling. £18m with £2.6m in 2015/16
- **Resilience Schemes** - Intelligent Transport System traffic management, strategic road maintenance and flood and critical incident alleviation, mainly in East Surrey. £30.9m with £5.5m in 2015.

Growing Places Fund

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

The Coast to Capital Board is looking for projects that will be ready to implement in the short term and will create or unlock job creation. The Growing Places Fund is designed to be a revolving fund, so the process of receiving and evaluating projects will be an ongoing one.

Criteria

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

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

The project must be:

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

Other sources of funding

Transport

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

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

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

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

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

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

The package of improvements aim to:

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

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

At a minimum, this means:

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

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

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

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

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

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

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

Utilities

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

AMPs are reviewed and approved by the regulating authorities that protect the interests of the customers. The review of these business plans is called the Periodic Review.

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

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

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

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

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

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

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

Education

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

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

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

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

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

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

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

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

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

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

Key data required in an ACMF submission includes:

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

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

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

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

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

Targeted Basic Need Programme

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

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

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

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

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

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

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

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

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

Potential future funding sources

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

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

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

Our analysis has focused on three categories:

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

Cash and Funds

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

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

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

JESSICA/ Urban Development Funds (UDF)

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

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

Regional Growth Fund (RGF)

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

Get Britain Building (GBB)

The £570m Get Britain Building programme was announced as part of the Government's Housing Strategy for England in November 2011, and aims to unlock locally-backed stalled sites with planning permission and deliver up to 16,000 new homes. A recoverable investment, the programme is intended to address difficulties in accessing development finance faced by some housebuilders, and to

help bring forward marginal sites by sharing risk. The intention is that the Government will ultimately recover its funding - this is not a grant scheme. The programme was open to private sector organisations that control land and can develop at least 25 homes on the stalled site by December 2014.

Assets

The increase in land value has been a mainstay of economic development financing over the last ten years. Utilising a range of tools, such as development agreements, local asset backed vehicles or other joint ventures, local authorities have been able to secure large amounts of infrastructure from improvements to land values. This has needed to be combined with careful use of planning consents and S106 agreements, but with the restrictions on pooling of S106 contributions moving forward then the ability to use this option may narrow.

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

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. The key reforms are as follows:

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

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

Summary

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

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

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

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

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

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

Other competitive central government funding pots such as the Local Investment Fund	Central Government	future Generally there is a new targeted fund	Possibly (depends on the specific terms & conditions)
---	--------------------	--	---

Potential Sources of revenue for repayment of capital

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

Appendix E Project Proforma

Infrastructure categories

Below are the categories to be used in the IDP:

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

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

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

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

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

Appendix G - IBP Glossary

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

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

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

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

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

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