

# Chichester District Place Plan





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<b>Document Title</b>	Chichester District Place Plan
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## Executive Summary

The population of West Sussex is expected to increase by more than 100,000 people in the next 20 years with Chichester's population set to increase by over 15,000 and generally ageing. Forecasts suggest that the number of over 65's will almost double and the number of over 85's almost treble. Furthermore, there is current evidence to indicate that Chichester is not retaining its student population after graduation.

Growth in Chichester is constrained by limited land availability, environmental considerations including national landscape designations, flood risk and infrastructure.

The adopted District Local Plan identifies the need to deliver over 7000 homes, the majority of which are in and around Chichester City. A significant number of these homes have been delivered with the development of Graylingwell Park and Roussillon Barracks. Four additional major growth areas (Strategic Development Locations) are identified in the Local Plan. A review of the evidence available identifies, that the roads, car parking, schools and other infrastructure will struggle to cope with increased demand without a strategic and holistic approach to connecting these sites with the city centre.

The district benefits from a very low unemployment level and offers a real opportunity to deliver high value jobs to support the local economy and local residents. The Local Plan identifies significant areas of additional employment space and it is critical that this is developed most effectively to support appropriate sectors and maximise opportunities to increase Gross Value Added (GVA) as identified in the Chichester Economic Development Strategy.

Representatives from the City, District and County Councils, along with other key partners, are developing a Vision for Chichester City. The Vision will include a review of key opportunities in the City including Southgate, Northgate, improvements to existing industrial estates and the Cathedral green area.

Relieving congestion on the A27 is essential if housing and employment space is to be developed for Chichester, and wider transport and congestion issues are to be addressed. The Government has committed to improvements to the A27 Chichester Bypass but uncertainty remains in relation to the extent and timing of these improvements. Delivery of A27 improvements is key to maximising growth opportunities in Chichester.

The south of Chichester District is subject to significant constraints relating to waste water treatment capacity, which will limit delivery on strategic housing development until completion of the planned expansion of Tangmere Waste Water Treatment Works in 2017.

The additional needs for the rural locations of Chichester District will be considered in the Rural Place Plan; predominately this will highlight requirements associated with

Accessibility, Tourism and Digital Connectivity. The South Downs National Park (SDNP) sits to the north of the District and the National Park Authority and the Rural West Sussex partnership will be key partners in the development of the Rural Plan.

The Manhood Peninsula including, Selsey and the Witterings have some specific requirements including assistance to develop a plan for Selsey beach front and an economic delivery programme to exploit the significant potential in an already well established sea front offer. There are also a number of statutory obligations which will need to be met in these areas relating to the beach front, the shoreline, flood risk and wildlife. In the medium to long term. significant development on the Manhood Peninsula, such as the proposed Selsey Haven and the East/West Wittering plan, will need to be accompanied by proposals to address access to the area and provide highways and transport improvements.

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**Section 1: The Place**

**Section 2: Partnership Working and Stakeholder Engagement**

**Section 3: The Evidence**

**Section 4: Key Growth Locations**

**Section 5: The Priorities**

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## **Section 1: The Place**

Chichester District covers an area of almost 800 square kilometres and has a population of 116,000. The A27 runs east-west across the district connecting Brighton to Portsmouth. The Cathedral City of Chichester is the main settlement with an additional 6 settlement hubs; Tangmere, Southbourne, Selsey and the Witterings, Midhurst and Petworth, the final two being in the South Downs National Park (SDNP).

### **Chichester City**

The City is dominated by the Cathedral and also enjoys a pervasive Georgian character. Access is available to nearby world class Roman sites, the art gallery and a renowned theatre. The centre of the city is well maintained, and largely pedestrianised which provides excellent access to important shopping facilities. There are a number of potential growth areas that have been identified, including the South and North gateways to the City, and further investigative work will be carried out to develop these through the City Vision work that is currently progressing. Chichester has the only University in the County and has a large college of further education which attracts a high number of international students. A clearer picture of student needs will be developed through the City Vision. Chichester also hosts some world class events, such as the Goodwood Festival of Speed and the Revival, which take place close to the City. There is scope for these events to bring more visitors to the city centre. It is anticipated that the Vision will identify scope to improve the night time environment and economy. A new Destination Management Plan (for tourism) will be developed for Chichester City (and for the whole District) to ensure this sector continues to grow.

### **Rural Chichester**

68% of the District is within the SDNP. The draft SDNP Local Plan indicates growth in the National Park of around 250 homes per annum over the next 20 years. Tourism and preserving the SDNP's unique, natural and cultural heritage are key priorities. Profiling suggests that those living in these rural communities are often affluent, self-employed or retired with good pensions and savings. There is often a high use of internet services in this group. Alongside this group are families, older couples and mature singles who are living in lower cost housing in village settings.

### **Coastal Chichester**

The UK's largest exposed coast Managed Realignment Scheme is to be found at Medmerry, which together with Pagham Harbour Special Protection Area, Chichester and Langstone Harbours provides one of the largest protected wetlands in the UK. It is imperative that this work continues and the habitat is preserved.

Chichester Marina is the largest marina on the south coast and is one of the largest in the UK.

Both Selsey and the Witterings have ageing populations and are seen as attractive areas to retire to but both lack some of the amenities you would expect to enable these areas to thrive. Land around the coastal villages is important for horticulture due to the quality of the light on the coastal plain, with one of Britain's largest salad producers in this location. There are also a number of valuable home grown businesses including Montezuma's, Farmhouse Cookery and maritime industries which support the local economy. The second largest caravan site in Europe is situated in Selsey and the increase in tourists during the summer months can double the local population. There are currently only limited employment opportunities other than in the tourism and agricultural sectors. Significant investment is required to raise the sea wall at East Beach, Selsey.

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## **Section2: Partnership Working and Stakeholder Engagement**

Involvement of a number of stakeholders will be key to the delivery of the Place Plan. Including:

- Infrastructure Business Plan Joint Member Liaison Group - Key CDC and WSCC Members and Senior Officers
- Chichester BID
- Chichester District Councillors
- WSCC Members – Cabinet, Chichester District based Members, CLCs
- CCG, NHS England, Local GPs
- Southern Water
- Highways England

A programme of consultation has already taken place as follows:

**10<sup>th</sup> July 2015** – WSCC Members Briefing on Growth Plans and introduction to Growth Leads

**27<sup>th</sup> July 2015** - Joint Infrastructure and Growth Programme Board

**27<sup>th</sup> Aug 2015** – DPIP considered the IBP priorities

**4<sup>th</sup> Sept 2015** – Joint member liaison group

**9<sup>th</sup> Sept 2015** – WSCC Corporate Leadership Team 'Walkthrough Session'

**15<sup>th</sup> Sept 2015** – WSCC Cabinet 'Walkthrough Session'

**28<sup>th</sup> Sept 2015** – Joint Leaders and Chief Officers tour of Key Locations

**8<sup>th</sup> Oct 2015** – WSCC Member Workshop on emerging WSCC and CDC priorities







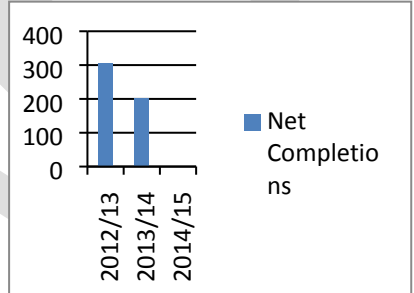



**Sept to Nov 2015** – informal presentations to interested WSCC and CDC officers

**Oct to Nov 2015** – 6 week consultation on IBP

**Oct to Jan 2016** – sharing of Place Plan for comment with CDC

**January 2016** – Collation of Place Plans into West Sussex Growth Plan

## Section 3: Evidence

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<b>GVA</b> 	<b>GVA per job</b> Chichester = £48,130  Coast 2 Capital area = £56,861  <b>Av Earnings Annual</b> Resident 2012 = £27,560 Workplace 2012 = £26,884 Wst Sx Resident = £28,023 Wst Sx W'kplace = £26,827	<b>Housing</b> 	<b>Housing Completions</b>  <table border="1"> <thead> <tr> <th>Year</th> <th>Net Completions</th> </tr> </thead> <tbody> <tr> <td>2012/13</td> <td>~320</td> </tr> <tr> <td>2013/14</td> <td>~220</td> </tr> <tr> <td>2014/15</td> <td>~200</td> </tr> </tbody> </table>	Year	Net Completions	2012/13	~320	2013/14	~220	2014/15	~200																															
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<b>School Place Capacity and Projections</b> 	<b>Primary School Places (NOR)</b> 2015 7,351 2030 8,064 (+713) <b>Primary School Capacity</b> 2015 8,243  <b>Secondary School Places (NOR)</b> 2015 5,364 2030 6,065 (+701) <b>Secondary School Capacity</b> 2015 8078  NOR = Number on Roll	<b>GP Capacity and Projections</b> 	<b>Patients 98,896</b> Chichester GPs = 60 = 1 GP per 1,649 people (UK benchmark ratio = 1:1,800) Future Population = 115,965 = + 3 FTE GPs required Lack of capacity for current surgeries to grow in size																																							
<b>Educational Attainment</b> 	<b>No Qualifications</b> -2011 = 19.5% West Sussex = 20%  <b>GCSE</b> - 5 A*-C grade 2013 = 81.4% West Sussex = 79% tbc	<b>Digital Connectivity</b>	<b>See Appendix 1 for</b> current Broadband roll out plans																																							

### **3.2 Local Plan**

The Chichester Local Plan is part of the statutory development plan setting the quantum and location of new development and therefore provides a significant evidence base that underpins the Place Plan.

Chichester District Council has developed an Infrastructure Delivery Plan (IDP) and an Infrastructure Business Plan (IBP). The IDP identifies the required strategic infrastructure to support the development identified in the Local Plan; whilst the IBP prioritises the delivery of the Infrastructure for the next 5 years and sets out the spending priorities for the Community Infrastructure Levy. The value of the schemes currently identified far exceeds the funding streams available.

The SDNP Local Plan is in the process of preparation; it is anticipated that it will not be adopted until 2017 but the draft plan does offer some insight into where and how much development will take place and the infrastructure needed to support it.

### **3.3 Chichester City– The Vision**

Chichester District Council is investing in the development of The Vision which will identify a number of potential opportunities and improvements to Chichester City that will ensure it remains and develops as:

- o A popular and forward-thinking location attractive to entrepreneurs, employers and employees
- o A first-class 'destination' for shoppers
- o A popular and attractive destination for day and staying visitors
- o One of England's cultural and heritage 'centres of excellence'
- o An important administrative centre for West Sussex.

The Vision will provide or support:

- a) A clear, credible and locally supported articulation of 'what we want Chichester City to be', focusing on the function and future of the City compared to now
- b) Chichester City Centre's offer developed as a vibrant and attractive commercial and cultural focal point serving residents, workers and visitors, across all demographics
- c) The identification of development opportunities to meet identified needs
- d) Partnership working with the private sector and others in the public sector
- e) A well-managed, well-coordinated, and well promoted City
- f) The identification of proposals that will increase the profile of the City and the District
- g) Significant new inward investment and funding into the City

- h) Substantial economic growth and the creation of jobs, including higher-value jobs

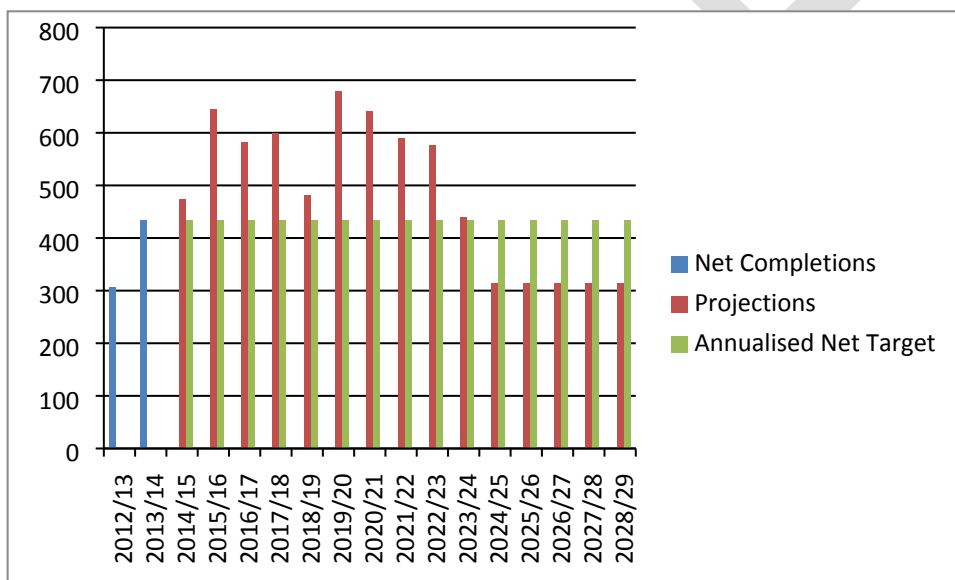
Funding contributions from WSCC will be considered when the proposals and priorities are identified in the Vision.

### **3.4 Population Growth**

Chichester district, over the last 20 years, has seen a general increase in the population from 101,721 in 1994 to 115,965 in 2014, with a projected further increase to 136,959 by 2034. It is predicted that in 20 years’ time there will be approximately 14,689 more people aged over 65 and approximately 2,376 more people aged 19-64.

### **3.5 Housing Growth**

In Chichester District (outside of the SDNP area), a total of 7388 new homes are due to be provided by 2029, requiring an annual average build rate of 435 new homes between 2012 and 2029. The expected delivery rate is illustrated below.



### **3.6 Employment Growth:**

There is currently over 50,000 sq.m of undeveloped employment floor-space with outstanding planning permission in the Local Plan area. In addition, the Local Plan identifies that a total of 25 hectares of new employment land is due to be provided by 2029. Around 9 hectares of this total is already allocated in the Chichester Local Plan: Key Policies and further sites are being proposed in a Site Allocation plan currently being prepared by the District Council. The sites are predominantly suitable for B1 business uses with some B2. The Employment Land Review Update (2012) estimates that the District has the potential to create 1,000 new jobs by 2016 and 3,700 by 2021. However, these levels are unlikely to be delivered without public sector funding, support and input to unlock some of the opportunities and improve infrastructure required.

### **3.7 West Sussex Infrastructure Study**

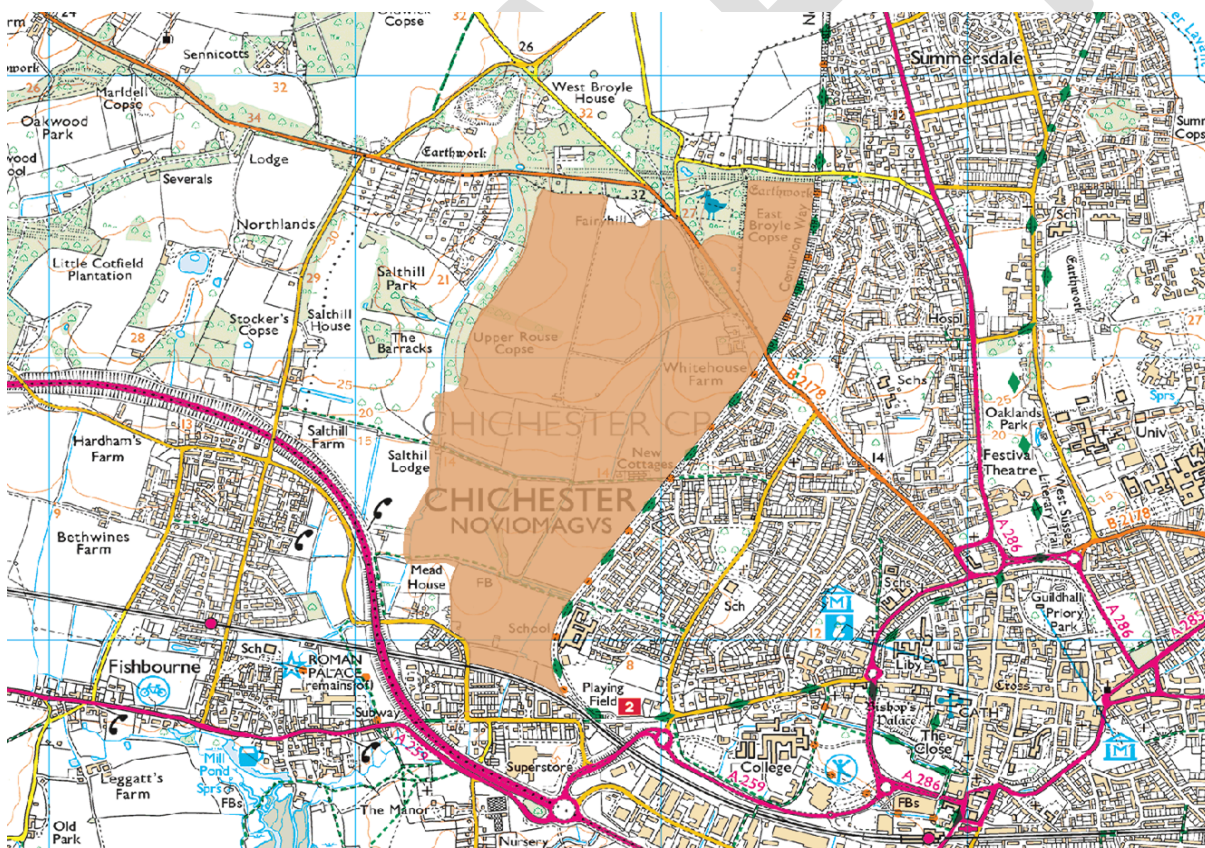
The West Sussex infrastructure study highlights a range of infrastructure capacities and gaps in Chichester District including:

- There is capacity in Secondary school places across the district and scope for pupil movement aided by rail links. However, the alignment of capacity and demand needs further review.
- Chichester City and the Manhood Peninsula suffer from road congestion
- Rail capacity is limited
- Bus services are at risk due to funding availability, especially in rural areas
- 3 out of the 4 GP surgeries have outgrown their current site locations, and St Richard's hospital requires expansion but is severely constrained due to other site uses nearby
- Tangmere Waste water Treatment works is currently inadequate to support further growth of housing
- Excessive number of railway level crossings.

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## Section 4: Key Growth Locations

**West of Chichester** – This land will be developed in two phases to form a new neighbourhood to the west of Chichester. Phase one will be accessed from the north and will deliver approximately 750 homes, a neighbourhood centre (including a medical centre, a primary school, small scale retail units and community facilities) and a new country park. Phase two will provide a new access to the south of the site to link with Westgate and will deliver approximately 850 homes and 6 hectares of employment land. Significant road improvements will be needed within Chichester and to the A27 and local roads may need traffic calming measures to mitigate the impact of the scheme. The specific mix of B1 employment floorspace will be determined through a master planning process and should maximise the opportunity to attract high growth/high value businesses. It will be critical to create an environment suitable to enable high value indigenous sectors (marine, horticulture, retail and tourism) to grow as well as attracting new high value businesses to the area.

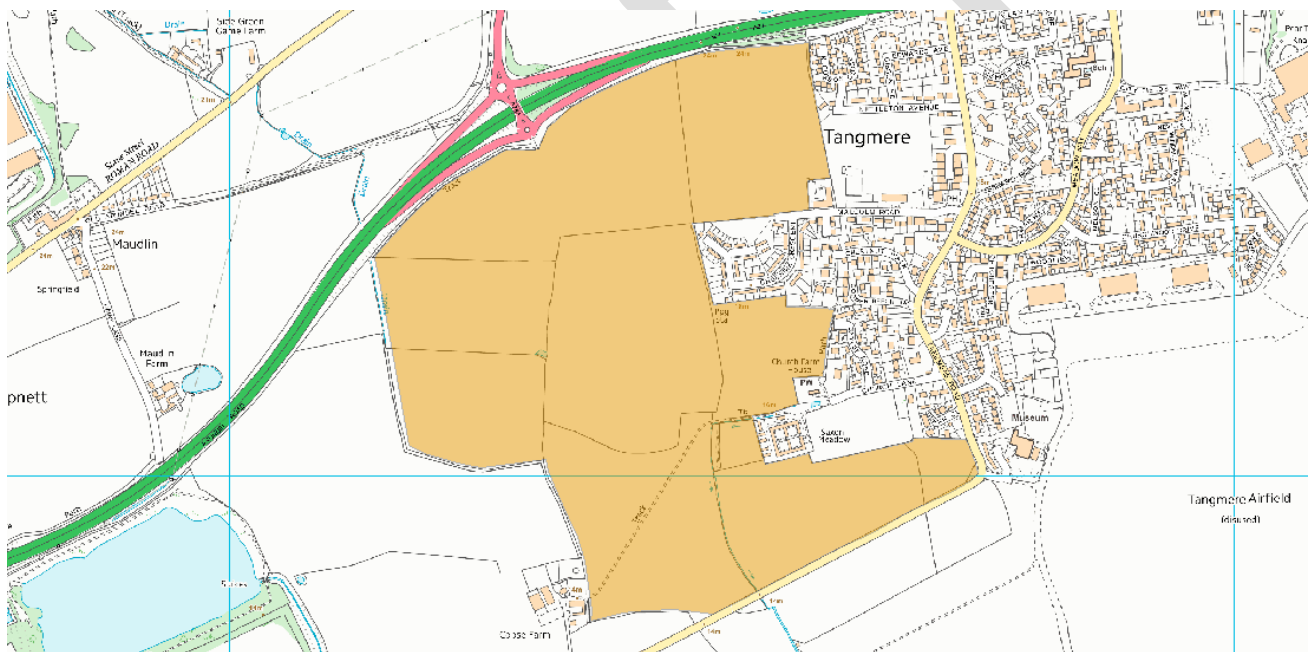


**Tangmere** - a large village without some of the amenities which would normally be associated with a settlement of this size. The Local Plan identifies Tangmere as being capable of accommodating further growth to enhance its role as a settlement hub. A strategic development location, to the west of the village, is expected to deliver approximately 1000 homes, community facilities, open space and green infrastructure.

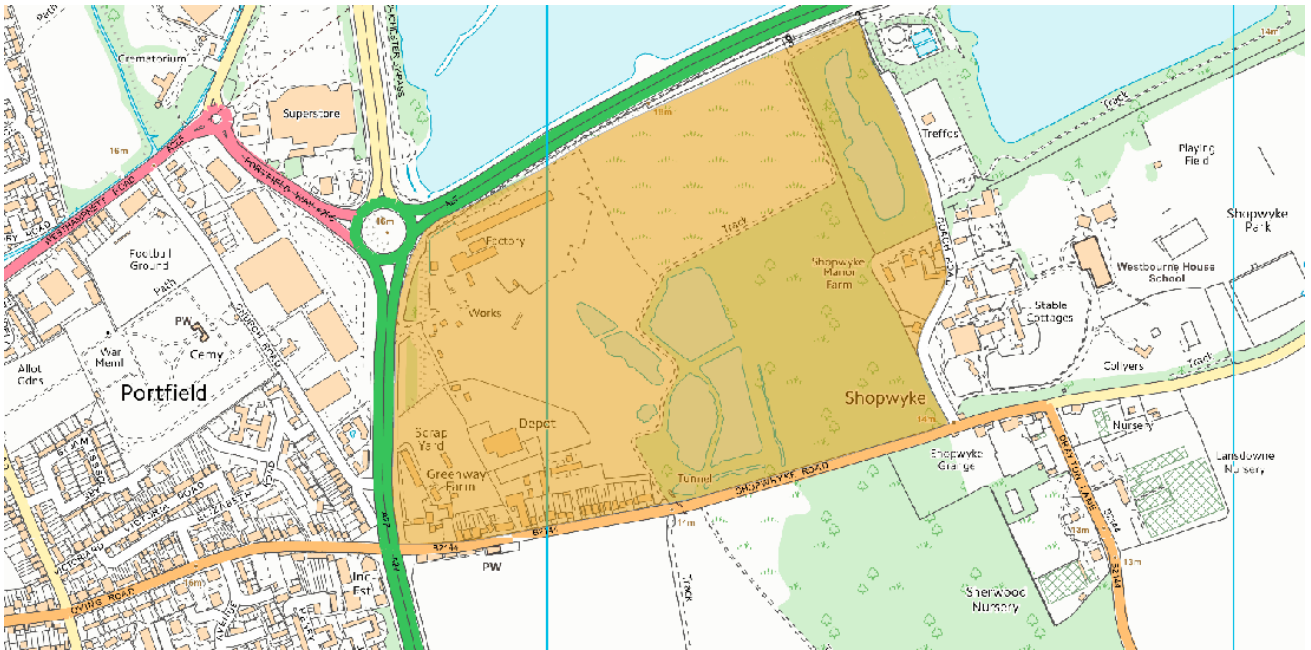


It will be accessed directly from the A27. The neighbourhood plan is at an advanced stage and sets out concepts for the development of the strategic site to ensure it is well integrated with the existing village as well as setting out local priorities for infrastructure provision. These concepts will need to be fully addressed by the developers of the site through a master planning process and detailed planning applications. In addition to site specific infrastructure provided as part of the development, Chichester District Council and Tangmere Parish Council will secure significant CIL payments and will work with infrastructure providers, including WSCC, to ensure the total infrastructure package meets local needs and priorities.

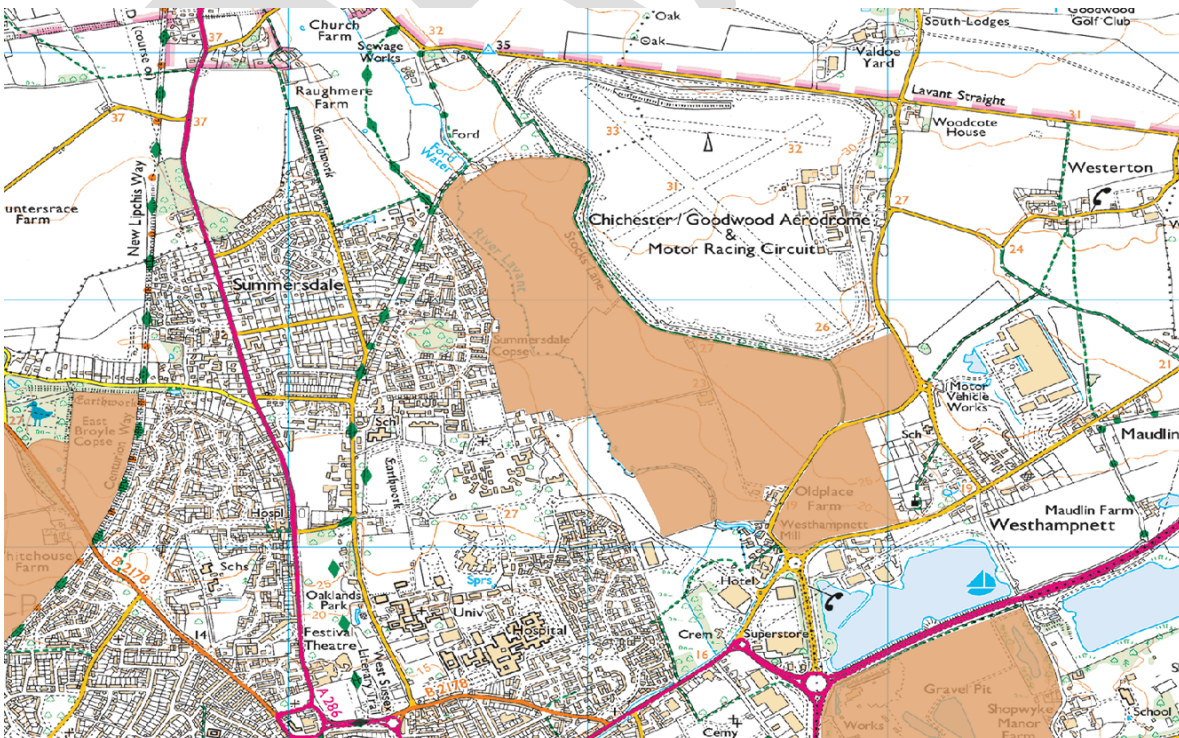
The development will also provide additional employment space adjacent to the existing Chichester Business Park. It will be essential to identify businesses to occupy the new space to ensure the maximum numbers of high quality/value jobs are delivered. The local plan identifies this space for B1 and B2 business units.



**Shopwyke** – this site will deliver at least 500 homes plus 4 hectares of employment land. The strategic development location will form a new neighbourhood to the east of the city. It will have direct access from the A27 but also provide safe pedestrian, cycle and bus connections across the A27 to the rest of the city. The scheme has outline planning permission together with detailed approval for the significant land re-profiling and remediation works which are well advanced.



**Westhampnett/North East Chichester** – This strategic development location is on two parcels of land to the northeast of Chichester. The site will deliver 500 homes, approximately 300 at Westhampnett (between Stane Street and Madgwick Lane) and 200 west of the River Lavant on the eastern edge of Chichester. Community facilities and open space will also be provided. A concept statement has been produced by the District Council which sets out the context for masterplanning and detailed planning applications. There is a current planning application for the first phase of the site at Westhampnett.



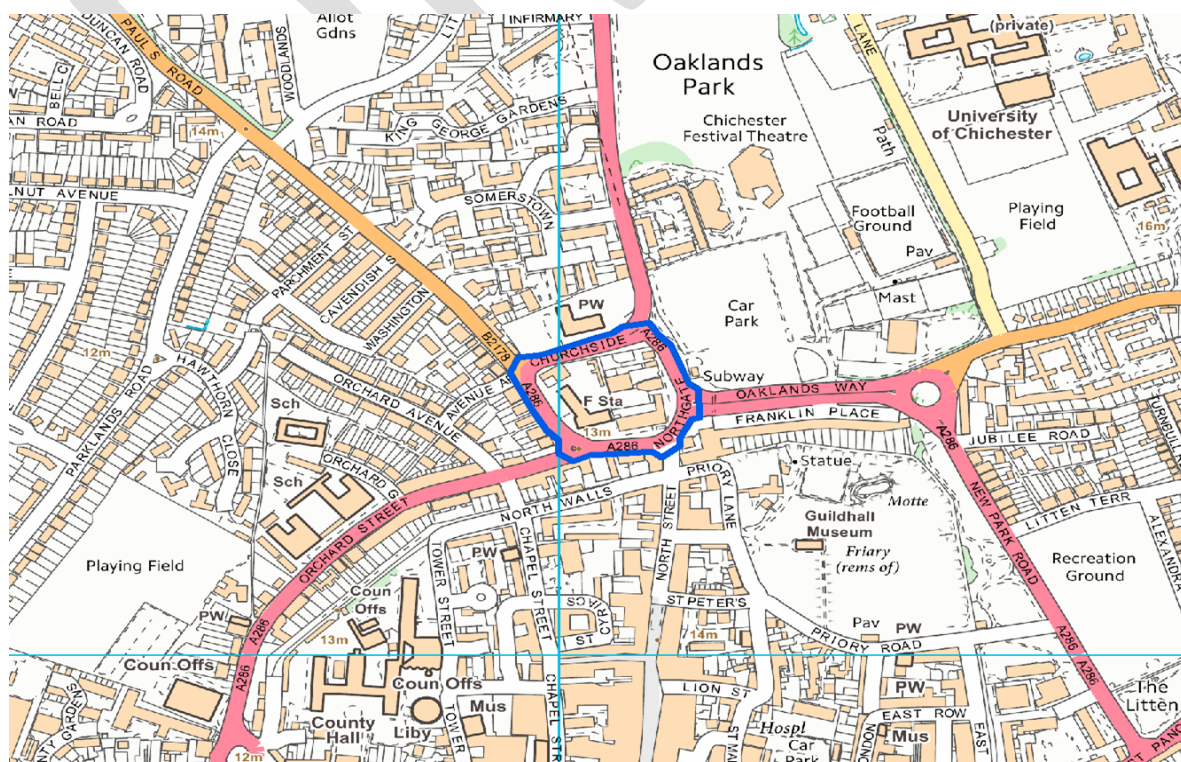


## City Centre –

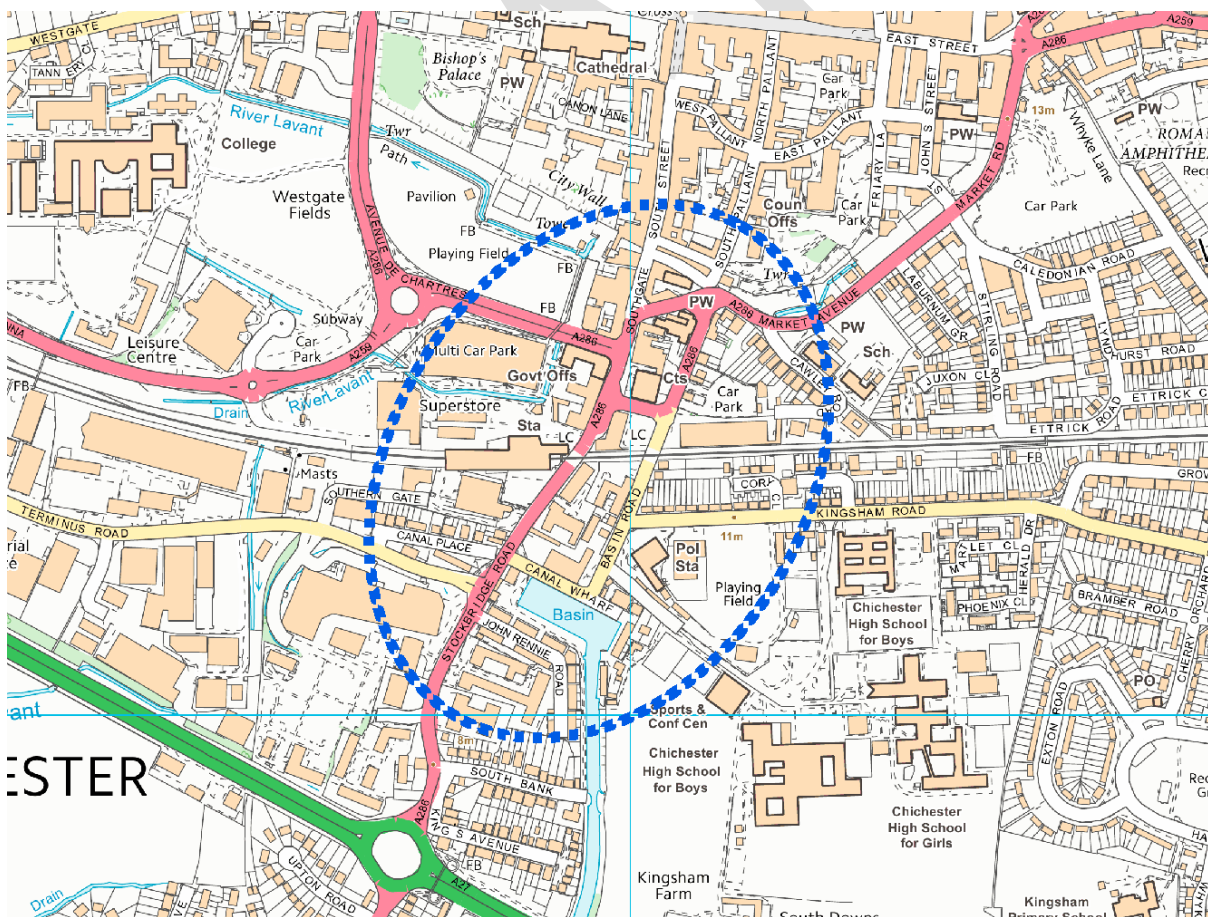
**Main Shopping Area** – The economy remains relatively healthy during the day but there is evidence\* that footfall has dropped over the last 5 years. There is also evidence that the footfall drops significantly in the weeks before, during and after major events. There is scope to grow the evening economy and to ensure greater alignment between the evening offer and the demand from current and future demographic profiles, which includes a significant student population. There are potential opportunities in the proximity of the cathedral green to improve the setting of the Cathedral and create a new amenity attracting and retaining visitors and businesses to the area. The Vision will seek to address these issues with further research and input from the Chamber of Commerce, Chichester BID, the Cathedral, the Goodwood Estate, Bunn Leisure and other stakeholders.

### \* BID footfall figures

**Northern Gateway** – The Fire and Rescue Service headquarters and operational fire station are situated in the northern gateway to the city along with Metro House, a large office block that no longer provides the high standards of office accommodation that many businesses are looking for. The Festival Theatre and car park are close by. The strategic development at West of Chichester will increase demand for high quality services in this area and will result in additional traffic from the B2178 (St Pauls Road) accessing the Northgate gyratory. The current road layout is not effective and for many hours of the day can be congested. Currently North Street is accessed via an underpass which does little to attract people to walk into the city centre. There is a real opportunity to develop this area to support growth and improve linkages, and consequently footfall, between the Festival Theatre, the existing car park, and the city centre.



**Southern Gateway** - the bus station depot and garage, Railway Station, Police Station, Magistrate and County Courts and Royal Mail depot are all on this key access point to the City. A number of the current occupiers are reviewing their operating models and this could provide opportunities to secure growth in this location. The location would potentially be attractive to 'high end finance' businesses. However, the Stockbridge Road roundabout on the A27 is currently heavily congested during the daily rush hour period and for longer periods during the summer months, as this roundabout provides the southern entry point to the City centre and the access point to Bracklesham and the Witterings. The road becomes a single carriageway which crosses the railway line via a level crossing upon entry into the City. The level crossing regularly causes considerable delays to vehicle movements into the city. To maximise the opportunity in this area, the traffic flow around the Southern gateway must be greatly improved. In addition the Canal Basin area could be enhanced and contamination issues associated with some of the sites addressed to support the economic viability of proposals. Public sector investment will be critical to unlocking some of these issues.



**Note: the boundary for this work will be confirmed at a later date.**

**Chichester Industrial Estates** – much of the stock dates back to the 1960s and whilst well occupied does not attract high growth/high value business. The private sector appears reluctant to invest with rental levels often too low to justify investment. The District Council has identified latent demand for space to accommodate creative and innovative starter businesses and has committed to invest in a new Enterprise Gateway that will generate 250 new jobs, in high growth/high value sectors per annum. Investment in the Enterprise Gateway, supported by local public realm improvements, could provide a catalyst for further development and investment from the private sector. Once occupied and subject to viability assessment and appraisal, the Enterprise Gateway principle could be developed further by adding complimentary satellites in the Midhurst and Selsey areas – however rental levels will not sustain the development costs so public sector involvement is likely to be required to kickstart these projects.

**The Manhood Peninsula and Coastal areas** - although very large scale housing numbers are not expected to be delivered in these locations, two feasibility studies have begun as there is an ambition to improve the economy in these locations:

- 1) The Haven project to create a safe harbour facility in Selsey with improved facilities for the fishing industry.
- 2) Employment study of the Witterings which will identify areas for improvement and investment.

These projects may identify further growth priorities for future investment.

**Rural areas** – significant housing growth is not planned for the rural areas. However, there is a need to identify and deliver the infrastructure, including digital infrastructure, improvements required to enable the businesses currently located in these locations to remain viable. These businesses, predominantly small size with less than 10 employees, play a significant part in the rural economy, and have driven much of the growth over the past 5-10 years. The tourism offer for the rural area supports the need for additional tourism accommodation in the area. The Syngenta site near Fernhurst is identified, in the draft SDNP Local Plan, as one growth location that should contribute to supporting the rural economy. Rural priorities in Chichester will be considered alongside the remainder of the rural area in West Sussex in the Rural Place Plan.

## **Section 5: The Priorities**

### **Priorities**

1. **Housing** – delivery of the four Strategic Development Locations and the infrastructure required to support them and the wider growth of Chichester District.
2. **City Centre** – develop and deliver a Vision for Chichester City, which will include a plan for the Northern and Southern Gateways, Tourism, Employment Space, Parking, industrial estates and public realm improvement.
3. **A27** – continue to influence Government and Highways England to ensure early delivery of A27 improvements
4. **Digital Connectivity** – deliver digital connectivity that supports the viability of business across the district (including those working at home) and enables the development of high value jobs in the City.
5. **Education** – develop and deliver a schools plan that most effectively provides school places and a quality education for current and future residents.
6. **Business Growth** – deliver sites and facilities and work with potential occupiers to attract new, high value jobs to the area.

### **Priority 1 – Housing – delivery of the four strategic development locations**

The Local Plan identifies the need to deliver over 7,000 homes across the District. Around 1,000 of these are currently being delivered at Graylingwell and the Roussillon Barracks in Chichester. A number will be delivered on smaller sites throughout the Plan area.

The remaining homes (3,250) will be delivered through the four Strategic Development Locations.

The priority is to deliver the 3,250 homes identified at the four Strategic Development Locations within the adopted Local Plan and provide the infrastructure needed to mitigate the impact of the development. Shopwyke has planning permission and development is underway. Westhampnett and West of Chichester are subject to outline planning applications for the first phase of development. Discussions with landowners and prospective developers at Tangmere continue to support the preparation of an overall scheme masterplan. All of the strategic sites require substantial investment to facilitate development. This includes site servicing, waste water connections and highways infrastructure. Land ownership and valuation issues may also impact on the efficient delivery of the new homes. There may be a need for public intervention to ensure that any obstacles to development are addressed, the required infrastructure is provided and plans are delivered within the required timescales.

**Evidence** – The Chichester Local Plan has recently been adopted by the District Council.

**Outcome** – the priority will focus on the delivery of 3,250 homes and associated infrastructure in the four strategic development locations.

**Activities** -

- Ensure that the cumulative impact of development of these sites is understood and appropriate infrastructure packages (including funding and delivery mechanisms) are in place to mitigate impacts.
- Identify any funding gaps and secure funding for infrastructure where necessary and appropriate
- Develop and deliver a schools plan that most effectively provides school places and a quality education for current and future residents – this will include a review of existing capacity and assets against the future need for school places.
- Develop a plan with the CCG to deliver Primary Health Care provision
- Identify and work with potential occupiers to attract new, high value jobs to the allocated employment sites.
- Identify and secure delivery of Highways and Transport improvements – including sustainable transport options that will reduce traffic flows in to the city centre.
- Ensure that necessary waste water improvements are in place.

## **Priority 2 – Chichester 'Vision'**

The Priority is to develop a 'vision' which will identify 'What Chichester will look like in 20 years' time. The Vision will:

- identify opportunities for growth and the potential to attract new high value businesses whilst sustaining those already operating in the City
- consider growth options for the Southern and Northern Gateways
- consider the potential to secure additional growth and value from existing industrial estates
- develop opportunities for an improved night time economy that aligns to the current and future demographic of the City – recognising that a significant number of students are attracted to Chichester and contribute to the economy of the City
- identify the need for and prioritise road, rail and public realm improvements that will most effectively support growth
- identify the scope to provide additional employment and retail space
- identify opportunities to maximise the benefits of tourism
- identify the investment required to deliver improvements identified

### **Evidence –**

- Chichester has a continuing problem with traffic congestion, specifically around the Northern and Southern Gateways of the City and linkages to the A27 (T). A road space audit is currently being undertaken by WSCC.
- Footfall in the City centre has been dwindling for a number of years (tbc), as demonstrated in the Chichester BID footfall figures.
- The City centre provides access to several important Roman ruins, the Cathedral and a renowned theatre. A number of world class events take place close to the City but often these do not result in an increase in footfall, indeed in some instances footfall reduces prior to, during and after the events.



- Significant housing growth around the City will increase the market for goods and services.
- Chichester has the only University in the County and has a large college of further education which attracts a high number of international students.

**Outcome** – the development of a Vision and delivery plan that will support and deliver increased GVA through the attraction of the right businesses, locating in the right places at the right time.

#### **Activities -**

- Bring together key stakeholders to develop a brief that promotes growth options for the Northern and Southern gateways
- Development of a tourism strategy
- Development of proposals that will re-invigorate existing industrial estates
- Establishing a Vision Steering Group and Project Group
- Development of briefs for key research and projects
- Research and workshops with stakeholders
- Develop business cases that identify an understanding of investment needs and identify funding opportunities and delivery mechanisms
- Identify and work with potential occupiers to attract new, high value jobs
- Identify and maximise the opportunity to support growth through alternative and innovative use of public assets.

**Costs & funding** – CDC has commissioned the initial feasibility work at a cost of £43,000. Funding contributions from WSCC will be considered when the proposals and priorities are identified. WSCC has a Capital Programme commitment that supports growth proposals that provide the best return on investment. There may be scope to bid for future rounds of Local Growth Funding if projects to emerge meet the Local Enterprise partnerships criteria.

### **Priority 3 – A27**

The priority is to secure the delivery by Highways England of an improved A27 and to ensure that the impacts of the improvements on the local transport network and the wider operation of the City and surrounding settlements are effectively managed.

**Background** – the government has indicated support for the A27 upgrade. A public consultation is expected in Spring 2016. To mitigate for the additional traffic generated, the four Strategic Development Locations will be required to make financial contributions towards the cost of the improvements but the detail of the final scheme has not yet been determined.

**Outcome** – capacity to accommodate the additional traffic generated by the strategic development locations and improved traffic flow around Chichester that will enable growth.

**Cost and Funding** – WSCC has identified £10m in its Capital Programme to support the delivery of the Highways England proposals. £10-12m is likely to be obtained

through developer contributions from the strategic sites, which will supplement more significant Department for Transport/Highways England funding.

#### **Priority 4 – Digital Connectivity**

The priority is to ensure that a high quality digital network is developed and delivered to support businesses to thrive and grow. This will supplement and enhance the national developments led by BDUK and Openreach. Continued investment in broadband and mobile connectivity is critical for our businesses to maintain competitive advantage in a global economy. This is equally important for Rural and home based businesses and residents. Delivery of Ultrafast and Superfast Broadband will assist the city centre to attract high value job sectors such as the High End Finance sector. It is an aspiration to deliver Ultrafast broadband (1Gbps) in all urban and growth areas and Superfast broadband (30mbps) to rural and hard to reach areas including the development of 'final stretch' solutions. CDC has committed to ensuring that all future developments have digital connectivity as a planning requirement.

**Background** - WSCC is using public money to intervene in the commercial market where it is failing to provide broadband services to premises. The BDUK roll out will deliver superfast broadband to the majority of the District. However, there are rules which legally bind the project such as the State Aid rules, set down by the European Commission, which govern public sector intervention in the commercial market place. The project will not provide universal coverage and significant gaps and 'not spots' will remain. An assessment as to whether further investment in these isolated / distinct areas would be value for money and / or be compliant with state aid rules is required. In addition an assessment of potential provision through alternative technologies such as wired and satellite connections and the assessment of the scale of the likely growth outcomes, in terms of jobs created or sustained, achieved through improving connectivity is also required.

**Outcome** – is to deliver an increase in GVA through growth of business and creation of jobs by improving the information technology infrastructure that business and local communities need to support economic growth (from Future West Sussex Blue Print). All new houses and employment space to be capable of connection to Broadband at time of delivery.

#### **Activities** –

- WSCC and CDC to consider the options for bringing Ultrafast and Superfast broadband to Chichester. This is work in progress.
- To develop a business case to address any of the areas of the district which will not be supported with high speed broadband capability once the WSCC Better Connected project has been completed. This will include an analysis of the growth benefits that could be secured.
- To support the development of proposals that would support the attraction of High End Finance firms to Chichester
- To consider solutions that could be achieved through aggregating the purchasing power of the public sector

- Integrate broadband and digital connectivity requirements in to pre application discussions with developers.
- Continued working with Ultrafast and Superfast providers
- Continued work with High End Finance sector to ascertain the level of provision required to support re-location to the district.

**Investment to date** – WSCC has invested £6.26m to match similar levels of Central Government funding to support broadband roll out through the Better Connected project across West Sussex. A second phase has provided a further £1.25m of WSCC funding to match a similar additional central government allocation.

## Priority 5 – Education

The priority is to develop and deliver a schools plan that most effectively provides school places and a quality education for current and future residents. The priority links closely to the delivery of the Strategic Development Locations at West of Chichester, Shopwyke and Westhampnett and the delivery of development already permitted at the Graylingwell and Roussillon Barracks sites.

**Evidence** - school place planning for 2015-30 shows there will be an increase in the demand for primary schools places across Chichester District. The local plan identifies a requirement to build two additional primary schools and expansion of two other primary schools.

**Background** - A site on the Graylingwell development is still being held for a school should it be required in the future and the position will therefore be monitored as the developments are completed.

The Strategic Development Locations will generate demand for additional school places and negotiations with developers are progressing to identify the most effective way of providing these. A primary school is proposed as part of the West of Chichester development.

With the strategic development at Tangmere and nearby development proposed in Arun District, there may be a need to deliver both a new primary and secondary school between Chichester and Arun.

However some schools in Chichester do have capacity. The merger of the Chichester High School for Boys and the Chichester High School for Girls in September 2016 to create Chichester High School brings together two Secondary schools that currently both have capacity on their roll. Two Academy primary schools in Chichester are currently under- utilised.

**Outcome** – each child will have access to a school that enables him or her to obtain a good education; and the most efficient and effective use will be made of all current school assets, supplemented by new provision where required.

**Activities** – work with existing Headteachers and developers to develop a schools plan that makes most effective use of existing assets, and secures funding from developers



and government to deliver improvements required to mitigate the impact of increasing pupil numbers.

**Cost and Funding** – WSCC secures Basic Needs Grant from Government and this is supplemented where appropriate by developer contributions through CIL and S106.

### **Priority 6 Business Growth**

The priority is to create the environment within which our high value indigenous sectors (marine, horticulture, retail and tourism) are enabled to grow whilst at the same time encouraging new high value businesses to the area to exploit the high quality built and natural environment and further education sector. Such businesses should include: healthcare and life sciences; advanced manufacturing; construction; digital and creative industries; professional and business services and the space industry.

**Evidence** - feedback obtained for the Economic Development Strategy indicates that growth oriented businesses need the right environment to grow and invest. This includes the right accommodation, in the right locations with up-to-date digital and physical infrastructure.

**Background** - Chichester's natural and cultural assets provide a unique head start as a location where high-growth/high value employers would wish to locate and grow. Chichester already has a very high business density rate of 94 businesses for every 1,000 working age residents. With such a high business density in Chichester it is important that existing businesses can grow and new businesses attracted to the area provide high value jobs, such as those in the food and drink, marine, creative/media and finance sectors. In 2013 WSCC and CDC commissioned a streetscape review of the industrial estates in Chichester. They produced options to redevelop and reinvigorate Terminus Road specifically. Improvements in Terminus Road will act as a catalyst to attract additional investment which will in turn create new jobs and businesses to Chichester. To kick start this process CDC is investing in a proposal to create an Enterprise Gateway in Terminus Road which will offer Ultrafast broadband with very flexible short term agreements and creative and flexible workspace. This will help to meet the Economic Development Strategy priorities to attract and retain working age talent and create the conditions to support growth-orientated businesses.

**Outcome** – deliver 27,000sqm of employment space by 2017 with up to 3,000 jobs by 2021.

#### **Activities** –

- Develop an enterprise gateway in Terminus Road by March 2017
- Create business case for Ultrafast broadband provision and identify providers
- Develop a project group to identify any additional infrastructure or public realm requirements for Terminus Road industrial estate initially
- Further initiatives to ensure take up of available employment land opportunities including more effective marketing of the district to the high growth, high value sectors.

**Cost and Funding** – CDC is developing proposals anticipated to align with LEP priorities and may therefore be suitable for a Local Growth Funding application.

DRAFT

# Appendix 1 – Broadband Roll Out Map

