

# Summary of representations and proposed Modifications to the IBP 2017-2022

# APPENDIX 1

Authority/or ganisation	Name of Contact	Email address	Representations	Recommended changes following consultation
WSSC	Nathan Elvery, Chief Executive Officer	<a href="mailto:Nathan.elvery@westsussex.gov.uk">Nathan.elvery@westsussex.gov.uk</a>  Darryl Hemmings, Lucy Seymour- Bowdery, Helen Loe	<p><b>Infrastructure Projects</b></p> <p>This section should set out the process for scheme progression once cost certainty has been obtained. It should clarify how projects to be funded by the CIL will be progressed with delivery partners as the projects move along the delivery pathway.</p> <p>Please include a 'delivery partner' column in Table 2.</p> <p>There are no currently no waste infrastructure projects in the 'list of all projects from all funding sources'. The existing waste infrastructure, its current and future capacities, usage, operation and configuration, will form an integral part of the Waste Infrastructure Review to be carried out by West Sussex County Council during 2016-17. This is due to start in the next few months. Any outcomes and impacts for Chichester District will inform the future identification of infrastructure projects.</p> <p>The flood risk management schemes that have been put forward by CDC are consistent and in line with what is expected, however costs and details may require further refinement in future. The list reflects, at this current time and detail of knowledge, what would be potentially suitable to attract CIL funding. As Lead Local Flood Authority the County Council would encourage early collaboration and engagement on any future scheme development brought forward from the IBP.</p> <p>IBP/337: Library provision as part of a new community facility for development to the East of the city – please delete this project. It was originally envisaged that a self-service terminal could be</p>	<p>A sentence will be added to the end of paragraph 1.10 to refer to the S106 and CIL protocol..</p> <p>This will be added to table 2</p> <p>This comment is noted.</p> <p>This comment is noted and will be passed onto CDC's drainage engineers.</p> <p>IBP/337 will be deleted</p>

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		<p>provided to serve Graylingwell and other subsequent strategic sites to the east of the City. However, it is understood that there is no longer the opportunity to provide this as part of a new community facility at Graylingwell.</p> <p>IBP/338: Expansion of the services provided by Southbourne Library – please delete this project. There is no longer an intention to expand this library.</p> <p>IBP/346: Foot / cycle bridge across the A27 to Coach Road – this is duplicated as appears on pages 21 and 22; please remove one of them.</p> <p>IBP/355: RTPi screens at key locations – please note that there will be ongoing maintenance costs associated with this project that will be identified as the project is developed.</p> <p>IBP/376: Green links across the Manhood (GLaM project) Pagham to Medmerry Trail - please amend the funding source to 'WSCC'. This project is programmed for delivery in 2017/18 and therefore should be moved to the short term projects section.</p> <p>IBP/582: Railway crossing improvements at Basin Road and Southgate / Stockbridge Road – there is currently insufficient evidence to include this project.</p> <p>IBP/654&amp;655: Chichester Road Space Audit - These entries refer to potential area-wide parking management in North East and West Chichester. The focus for CIL funding on the North East and West of the city, where housing growth is due to occur in the next five years, will help to manage the impacts of development on these areas. It does not necessarily mean that these are the only locations where this approach could be taken forward. For clarity it is suggested that a further entry is added to reflect the city wide approach.</p>	<p>IBP/338 will be deleted</p> <p>The duplicate of IBP/346 will be deleted</p> <p>IBP/355 comment is noted. A note will be placed on the database to this effect.</p> <p>IBP/376 funding source will be amended to WSCC, and project moved to short term projects section.</p> <p>IBP/582 – This project will be deleted</p> <p>New IBP/665 project will be added to reflect the city wide approach.</p> <p>All sections are updated where updates have been provided.</p>
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			<p>This section should include updates to projects where S106 is the funding source. Any amendments to IBP projects should also be reflected in Appendix A.</p> <p><b>CIL Implementation Plan</b></p> <p>This table should clearly set out the projects that the CIL will be spent on to enable infrastructure providers to easily identify which of their projects will be receiving funding. There are currently projects in this table that do not have a clear case for inclusion, for example where the CIL contribution is £0 or the priority is 'desirable'.</p> <p><b>Cashflow and Spending Plan</b></p> <p>Tables 7, 8 and 9 appear to duplicate much of the information in tables 4, 5, and 6. It is suggested that this section is rationalised and the number of tables reduced.</p> <p>It is not clear in the tables in this section as to how and where the up to 5% monitoring /admin fee is applied. Please clarify what this will be used for and whether the full 5% is required.</p>	<p>This is not the purpose of Table 3, which shows the long list of short term projects put forward for CIL funding. The projects shortlisted from table 3 for CIL spend are shown within the CIL spending plan Table 11. All of the selected projects have costs against them.</p> <p>Table 7 shows the total amount of CIL to be collected in each Parish, whereas tables 8 and 9 show the amount of CIL to be allocated to each parish based on whether they have a Neighbourhood Plan or not. Table 8 and 9 will be merged. Parishes which have Neighbourhood Plans will be identified and their CIL share will be adjusted to show the 25% for those with Neighbourhood Plans and 15% with any caps for those which don't have a Neighbourhood Plan.</p> <p>The tables are duplicated in order to illustrate where different figures come from. This information will be put into an appendix in version 3 of the IDP, but will remain unchanged in this version.</p> <p>The 5% admin figures are shown in the third row of Table 11.</p> <p>The up to 5% monitoring fee is used to pay for the Exacom IT system used for managing the administration</p>
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			<p>The County Council has undertaken further work to support the inclusion of Smarter Choices projects in the CIL spending plan. Officers are preparing a paper to set out the evidence to support Smarter Choices measures including the benefits of Bike It, which is a project that has had recent success in increasing cycling levels for school children in Chichester District. The paper will be presented to members at the next Infrastructure Joint Member Liaison Group. Please amend the Smarter Choices projects in the CIL spending plan (Table 11) to the following:</p> <p>Year 2018/19: Smarter Choices Bike It project £60,000</p> <p>Year 2019/20: Smarter Choices Bike It project £75,000</p> <p>Year 2020/21: Smarter Choices Bike It project £75,000</p> <p>Year 2021/22: Smarter Choices Bike It project £80,000</p> <p>It is also requested that £80,000 is allocated for this project for 2022/23, but it is understood that this would be outside of the five year rolling programme.</p>	<p>of CIL and for the annual license to the company. It is also used to recover the salary and on-costs of the officer appointed to undertake the admin work. It is used to cover the cost of dealing with CIL appeals, legal fees and all costs involved in the recovery and spending of CIL. The 5% will be monitored through the Authority's Monitoring Report (AMR) and no more will be taken than necessary to recover administration costs.</p> <p>The Bike It projects have been rejected for the following reasons: (a) they do not make best use of the CIL; (b) are revenue rather than capital projects.</p> <p>WSCC will be asked to re-allocate these funds to provide new bicycle infrastructure.</p> <p>These amendments will be made under project references IBP/350; IBP/679; IBP/680; IBP/681; IBP/682</p> <p>This is an item to be discussed at the JMLG rather than a request for an</p>
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			<p><b>Implementation, Monitoring &amp; Governance</b></p> <p>In some cases, the annual IBP review is not of sufficient frequency to accommodate changing assumptions regarding the number of pupils attending primary schools in the localities. Paragraph 7.13 explains that if the need arises for major changes to the IBP to be made outside of the decision-making cycle, the Joint Member Liaison Group will be consulted and CDC’s normal decision making procedure can be followed. Further consideration should be given to how this process can link to better inform key decisions regarding investment in school expansion projects in a timely way, for example linking to the County Council’s ‘Planning Places Board’.</p> <p>Paragraph 7.14 states that the IBP will be monitored through the Authority’s Local Plan Monitoring Report, which will include a record of payments through S106 and CIL. As projects are delivered, there should be clearer links between the IBP and Monitoring Report to enable stakeholders to understand which projects have been completed and how the money has been spent.</p> <p>The County Council has identified a list of projects to improve Public Rights of Way (PROW) infrastructure for walkers, cyclists and equestrians. Please see the attached list of potential projects with supporting evidence. Discussion on these projects is welcomed at the next officer group to consider their inclusion in the ‘list of projects from all funding sources’ and subsequent prioritisation.</p>				<p>amendment to the IBP</p> <p>Future AMR’s will include this information, and the IBP will also include this information.</p> <p>These will be added as new IBP projects, but WSCC will need to include information about when it would like the projects to be delivered.</p>	
Loc atio	Cat ego ry	Supporting evidence	Scheme	Fun ding Sou	Total Max Cost £			

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			n				rces		
			Manhood Peninsula	Transport	Development already consented on land NE of Beech Avenue. Use of Clappers Lane for access to/from Medmerry is not attractive due to lane being narrow and carrying increasing vehicle traffic volume	Green Links across the Manhood. (GLaM project). Bracklesham to Medmerry Trail - provision of public bridleway route between B2198 and access track that circles the new Environment Agency tidal bund	CIL	£190k	This will be added as IBP/666
			Manhood Peninsula	Transport	Part of route already agreed through planning consent to be dedicated as bridleway. Remainder of route is already public footpath in need of uplifting to bridleway status. Will support connectivity of seasonal visitors particularly to and from Medmerry, so supporting local economy	Green Links across the Manhood. (GLaM project). North Selsey to Medmerry Trail - provision of public bridleway route from Paddock Lane, along Golf Links Lane to access track that circles the new Environment Agency tidal bund	CIL	£100k	This will be added as IBP/667
			East West Corridor	Transport	Existing local horseriders are deterred from using bridleways due to high volume of traffic on Vinnetrow Road. Links can be created to benefit cyclists travelling to/from Chichester, also employees of local businesses who are known to walk to work along Vinnetrow Road. A user controlled crossing of Vinnetrow Road is possible but	Green Links across the Manhood. (GLaM project). Public bridleway connection between bridleways 192_1 and 2792 across Vinnetrow Road	CIL	£250k	This will be added as IBP/668

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					likely will be determined by Highways England review of A27 and associated local network				
			East West Corridor	Transport	Will provide NMUs with greater connectivity in local network and realise the value of new A27 bridge, e.g. circular cycle route using existing cycle access alongside canal. Route will also allow horseriders access to bridleways east of B2145 which are currently inaccessible. Path could also be used as part of recently proposed Chichester - Selsey commutable cycle route	Provision of public bridleway from B2145 along public footpath 190 to new A27 foot and cycle bridge	CIL	£100k	This will be added as IBP/669
			East West Corridor	Transport	Proposed development does not include an off-road link to Salthill Road, which residents will benefit from to visit Bosham and elsewhere around Chichester Harbour	Provision of cycle route between Whitehouse Farm development (west of Chichester) and Salthill Road	CIL	£65k	This will be added as IBP/670
			East West Corridor	Transport	Provide a largely off-road cycle link between Chichester and entry to the South Downs National Park east of A286. A known ambition of	Provision of cycle route between Summersdale and East Lavant	CIL	£150k	This will be added as IBP/671

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					SDNPA, who may be able to find funding to develop and deliver.				
			Manhood Peninsula	Transport	Secure a new public access to beach, which otherwise is only lawfully accessible from the car park at southern point of B2198. An ambition West Sussex Local Access Forum (WSLAF)	Provision of footpath linking East Bracklesham Drive to beach (opposite FP4)	CIL	£10k	This will be added as IBP/672
			Manhood Peninsula	Transport	An ambition of GLAM and WSLAF. Will support cycle connectivity of seasonal visitors particularly to and from Medmerry, so supporting local economy	Provision of public bridleway along public footpaths 75 and 3662	CIL	£60k	This will be added as IBP/673
			Manhood Peninsula	Transport	An ambition of WSLAF. Will enhance the local off-road network for cyclists and euestrians to and from Medmerry, so adding value to those works, supporting the local tourist economy and encouraging sustainable access	Provision of cycle and equestrian link between Keynor Lane and Highleigh along public footpath 64	CIL	£50k	This will be added as IBP/674
			Manhood Peninsula	Transport	Whilst a number of routes for cyclists have been created, or are in the process of being created, or proposed, these are north - south routes. There needs to be an east - west link so that connectivity and integration is realised.	Provision of bridleway link between South Mundham and Birdham, possibly along existing public footpaths	CIL	£400k	This will be added as IBP/675



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					This could possibly be achieved along FPs 44, 86, 85, 82					
			East West Corridor	Transport	Upgrading FP251 to bridleway would provide cyclists and equestrians a safer alternative to the local road network and safer access to and from the South Downs National Park. WSLAF ambition.	Improve links between the communities of Hambrook and Woodmancote by upgrading FP251 to bridleway	CIL	£120k		This will be added as IBP/676
			East West Corridor	Transport	The canal towpath is an ever increasing popular route for access to and from Chichester for walkers and cyclists. It is now also designated part of NCN2. The pressure on the surface has increased greatly from extra use and needs improvement so the route can continue to be enjoyed	Improve the surface of the Chichester Canal towpath for walkers and cyclists	CIL	£170k		This will be added as IBP/677
Arun DC	Karl Roberts	<a href="mailto:Karl.roberts@arun.gov.uk">Karl.roberts@arun.gov.uk</a>  Tel: 01903 737600 Roger Spencer Karl Roberts	<p>The IBP is a useful document for setting out short and medium to long term projects within Chichester District, however, we have some points of clarification which would be useful to submit to the consultation from an officer point of view.</p> <p><b>Short Terms Projects (2016 – 2021):</b></p> <p>We have noted that they include IBP/339 A27 Chichester Bypass improvements under S.278 - £12.8m in the short term (2016 – 2021). Does CDC’s development trajectory predict that this level of funding will be delivered by 2021?</p>				<p>CDC’s development trajectory does not predict this level of funding will be delivered by 2021.</p>			

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			<p>It is useful to know that there is a planned upgrade to IBP/397 Tangmere Wastewater Treatment Works. Could the capacity at the works provide an opportunity for sites at Pagham and Bersted? What level of additional capacity will be provided and what is the timing of the upgrade?</p> <p><b>Medium to Long Term (2022 – 2029):</b> IBP/354 Bus lane along A259 approaching Bognor Road Roundabout. This is a scheme which could have a positive impact upon Arun District. We feel that this should be a high priority in terms of CIL.</p> <p>Arun District Council will be investigating, through the Arun Transport Study, whether this scheme could come forward earlier/may be included as part of a mitigation package which may deliver improvements for both Arun and Chichester.</p> <p>We note that you have identified a new visitor centre at Pagham Harbour Local Nature Reserve IBP/586 but no cost outlined and it is still to be confirmed. It would be useful to have some more information on this.</p>	<p>The upgrade to the Tangmere WWTW has been planned to accommodate the growth in the Chichester adopted Local Plan. Arun District Council would need to investigate with Southern Water any future upgrades to accommodate growth in connection with the Arun Local Plan.</p> <p>This will be considered once we have details of the proposed A27 Chichester bypass improvements</p> <p>There is a “visitor centre uplift” project underway at present and continuing into next year. This retains and improves the visitor reception and classroom buildings but re-builds the toilet block. This does not draw on CIL funds it is being funded by WSCC RSPB, lottery and landfill tax.</p>
Parish Councils				
Bosham	Lisa Roberts, Clerk	<a href="mailto:parish.clerk@boshamvillage.co.uk">parish.clerk@boshamvillage.co.uk</a> 01243 576464	Bosham Parish Council has considered the Plan and feel that the comment alongside our projects as: Not selected for IBP years 2016-2021 as little planned development in this cycle is a little ingenious. Whilst the building of the Hospice in Walton Lane will not incur S106 or CIL money this development will have a huge impact on the village especially the safety of the pedestrian's in	These projects were not selected to be funded from the District Council's share of the CIL as they were all categorised as being desirable, and thus of lower priority than the projects selected for District Council CIL

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			<p>Walton Lane. Thus we would like to see IBP/20 Broadbridge parking bays, IBP/15 Pinch Points in Delling Lane, Taylors Lane &amp; Walton Lane, IBP/16 20mph Village, IBP/10 A259 Pelican Crossing, IBP/9 Walton Lane Footpath school safety, &amp; IBP/18 Improve provision of cycle/footpaths to include Taylors Lane Extension of footpath all prioritised for funding applications to ensure continued safety.</p> <p>Bosham Parish Council is currently working with WSCC on a solution to IBP/9 to make permissive Bridle way from A259 down to Crede Lane and Walton Lane.</p>	<p>spend. The Parish Council could use any future money it receives from the CIL to progress these projects with WSCC.</p> <p>The Parish Council is thanked for this update and a note will be made on the project file to reflect this.</p>																					
Chichester City Council	Kim Martin Finance Manager	<a href="mailto:clerk@chichestercity.gov.uk">clerk@chichestercity.gov.uk</a>  01243 788502	<p>Please remove the following projects from Chichester City Council list of projects in the IBP:</p> <p>IBP/582 – City Centre Partnership            IBP/583 – City Centre Partnership            IBP/32            IBP/29            IBP/31            IBP/30            IBP/27            IBP/26</p>	<p>The list will be amended as suggested by the City Council as these are no longer being pursued.</p>																					
Earnley	Mrs Louise Chater, Clerk	<a href="mailto:clerk@earnleyipc.org">clerk@earnleyipc.org</a> 01243 203040	<p>Please add Parish CIL projects to the IBP:</p> <table border="1"> <thead> <tr> <th>Infrastructure Category</th> <th>Scheme</th> <th>Justification</th> <th>Phasing</th> <th>Total estimated cost</th> <th>Sources of funding,</th> <th>Delivery lead</th> </tr> </thead> <tbody> <tr> <td>Social Infrastructure</td> <td>Village Meeting Room and office space</td> <td>Following the loss of Earnley Concourse there is no community meeting facilities</td> <td>2016-2021</td> <td>100,000</td> <td>CIL, New Homes Bonus and Precept</td> <td>Earnley Parish Council</td> </tr> <tr> <td>Transport</td> <td>Village Gateways</td> <td>To reduce speeding through parish and in</td> <td>2016-2021</td> <td>5,000</td> <td>CIL</td> <td>Earnley Parish Council</td> </tr> </tbody> </table>	Infrastructure Category	Scheme	Justification	Phasing	Total estimated cost	Sources of funding,	Delivery lead	Social Infrastructure	Village Meeting Room and office space	Following the loss of Earnley Concourse there is no community meeting facilities	2016-2021	100,000	CIL, New Homes Bonus and Precept	Earnley Parish Council	Transport	Village Gateways	To reduce speeding through parish and in	2016-2021	5,000	CIL	Earnley Parish Council	<p>These projects will be added to the list of parish projects in Appendix A.</p> <p>New IBP/684</p> <p>New IBP/685</p>
Infrastructure Category	Scheme	Justification	Phasing	Total estimated cost	Sources of funding,	Delivery lead																			
Social Infrastructure	Village Meeting Room and office space	Following the loss of Earnley Concourse there is no community meeting facilities	2016-2021	100,000	CIL, New Homes Bonus and Precept	Earnley Parish Council																			
Transport	Village Gateways	To reduce speeding through parish and in	2016-2021	5,000	CIL	Earnley Parish Council																			

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					particular in the two conservati on areas as per recomme ndation in conservati on area appraisal						
			Green Infrastruct ure	Village Green	To provide central focal point for the parish to enable communit y events	2016-2021	10,000	CIL, New Homes Bonus and Precept	Earnley Parish Council		New IBP/686
Fishbourne	Ms Rachel Huskisson, Clerk  Lisa Roberts Locum Clerk/RFO	<a href="mailto:fishbourneparishcouncil@gmail.com">fishbourneparishcouncil@gmail.com</a> 01243 888506  01243 788563	<p>Whilst there is no projected development in Fishbourne for the period concerned it should be NOTED that the Fishbourne community will be highly affected by the Whitehouse farm development, impacting on the roads and transport links.</p> <p>Thus, we would like to see some of the projects prioritised in this five-year financial period with alternative funding for:                      IBP/56 road colouring &amp; 30 mph roundels at village entrances                      IBP/57 bus shelter in Salthill Road                      IBP/58 Vehicle activated speed sign Salthill Road – northern end                      IBP/66 Seating around village &amp; at the childrens playground                      IBP/68 Bridge over ditch from Fishbourne Centre parallel with Blackboy Lane.                      IBP/69 Lighting of footpath southwards from Fishbourne Centre parallel with Blackboy Lane.</p> <p>Please could we amend IBP57 from Bus Shelter in Salthill Road to Bus Shelters throughout the village.</p> <p>IBP/59 has been considered by Highways and been found not to be feasible for technical reasons; and IBP/67 has now been funded from New Homes Bonus grant 2016.</p>								<p>This comment is noted.</p> <p>These are not strategic projects which are essential for delivering the Local Plan, and the parish may wish to consider funding these from their share of the CIL</p> <p>This amendment will be made</p> <p>IBP/59 will be deleted.                      IBP/67 will be recorded as delivered and removed from the list of future</p>

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				projects.
Oving	Sjoerd Schuyleman, Chairman	<a href="mailto:ovingclerk@gmail.com">ovingclerk@gmail.com</a> 07976 868606	<p>Many of the tables still show Oving Parish (Including Shopwyke Lakes) as receiving Zero CIL funding for the entire period of the Plan. The reality is that we know the population of Oving Parish will at least double during this period and if other current Planning Applications are approved, our population could treble. With the recently approved additional 85 houses in the Shopwyke Lakes development, we would then expect to receive CIL funding. It therefore seems pointless to provide additional comments on this version of the IBP at the moment.</p> <p>In view of the expected increases in our population, we have carried out a survey of all our current residents in conjunction with CDC. We are currently evaluating the results from the questionnaires in order to publish a Parish Plan as soon as possible. The intention is to prioritise the facilities, amenities and infrastructure required over the next 10 years. Oving Parish Council may be able to pay for some of these amenities from our budget, but once the bigger infrastructure requirements are clear, OPC will be lobbying CDC and WSCC to include these in the next version of the IBP.</p>	<p>The tables can only show the strategic housing allocations shown within the Local Plan. Windfall housing sites are not included until they have planning permission and we know the commencement date.</p> <p>This comment is noted.</p>
Selsey	Becky White, Town Clerk	<a href="mailto:enquiries@selseytowncouncil.gov.uk">enquiries@selseytowncouncil.gov.uk</a> 01243 605803	The draft IBP 2017-2022 was considered by STC's planning committee on Wednesday 9 <sup>th</sup> November and the document was noted but the committee had no comments to make; a reflection of the fact that Selsey has no CIL revenue due in this cycle.	This comment is noted.
Westhampnett	Mr Greg Burt, Clerk	<a href="mailto:westhampnettclerk@gmail.com">westhampnettclerk@gmail.com</a> 01243 862287	Westhampnett would like to provide an allotment site in due course.	The IBP will include this new project as IBP/687
Wisborough Green	Mrs Louise Davies, Clerk	<a href="mailto:clerk@wisboroughgreenpc.org">clerk@wisboroughgreenpc.org</a> 01403 701102	<p>Wisborough Green Parish Council has reviewed the draft Chichester Infrastructure Business Plan and would like to submit the following comments for inclusion:</p> <ol style="list-style-type: none"> <li>1. Wisborough Green's Neighbourhood Plan was 'made' by Chichester District Council on 19<sup>th</sup> July 2016 and as such, notation is required (Page 47/53).</li> <li>2. Wisborough Green Parish Council has always responded to CDC's request for information relating to potential projects within the Parish which have been identified through our Neighbourhood Plan process. The Council is therefore</li> </ol>	<ol style="list-style-type: none"> <li>1.The IBP will be amended as requested to reflect that the Neighbourhood Plan has now been made.</li> <li>2.The projects IBP/224; IBP/226; IBP/227; IBP/228; and IBP/229 which were deleted were from the County</li> </ol>

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			<p>surprised that only 3 of these projects are mentioned in the document. We have therefore attached an updated list of all the projects currently being investigated and ask that they be included for consideration. (This list has been included at the end of this appendix)</p>	<p>Council's Community Issues List, and were deleted at the request of the County Council. The IBP will now reinstate the former Community Issues List projects as parish projects, except for Projects IBP/323 and 322 which are CDC projects and thus will not be duplicated in the IBP. Amendments will be made as suggested by the parish (see the end of this appendix)</p>												
Infrastructure Commissioners																
Highways England	David Bowie	<a href="mailto:David.bowie@highwaysengland.co.uk">David.bowie@highwaysengland.co.uk</a>	<p>Having reviewed the draft document we have no comments to make at this time but did observe that on page 85 IBP/96 of the document Highways Agency is referred to as the lead organisation for the A27 Bypass Improvements. As Highways Agency has been replaced by Highways England this reference will need updating in the final document.</p>	<p>The reference will be amended accordingly.</p>												
Southern Water	Charlotte Mayall	<a href="mailto:Planning.Policy@southernwater.co.uk">Planning.Policy@southernwater.co.uk</a>	<p>Southern Water seeks minor amendments to Appendix A of the draft Business Plan as indicated on the attached table.</p> <table border="1"> <thead> <tr> <th>IBP Id</th> <th>Scheme</th> <th>Justification</th> <th>Funding Sources</th> </tr> </thead> <tbody> <tr> <td>IBP/178</td> <td>New sewage system improvements</td> <td>Lack of current provision To support new development and ensure that the risk of flooding to existing properties is not unacceptably increased.</td> <td>Southern Water Developer</td> </tr> <tr> <td>IBP/179</td> <td>New Surface water system measures</td> <td>Lack of current provision To support new development and ensure that the risk of flooding to existing properties is not unacceptably increased.</td> <td>Southern Water Developer</td> </tr> </tbody> </table>	IBP Id	Scheme	Justification	Funding Sources	IBP/178	New sewage system improvements	Lack of current provision To support new development and ensure that the risk of flooding to existing properties is not unacceptably increased.	Southern Water Developer	IBP/179	New Surface water system measures	Lack of current provision To support new development and ensure that the risk of flooding to existing properties is not unacceptably increased.	Southern Water Developer	<p>Appendix A will be amended accordingly.</p>
	IBP Id	Scheme		Justification	Funding Sources											
	IBP/178	New sewage system improvements		Lack of current provision To support new development and ensure that the risk of flooding to existing properties is not unacceptably increased.	Southern Water Developer											
IBP/179	New Surface water system measures	Lack of current provision To support new development and ensure that the risk of flooding to existing properties is not unacceptably increased.	Southern Water Developer													
Will Warner	<a href="mailto:Will.warner@southernwater.co.uk">Will.warner@southernwater.co.uk</a>															
Paul Kent	<a href="mailto:Paul.kent@southernwater.co.uk">Paul.kent@southernwater.co.uk</a>															
Thames Water	Katherine Jones David Wilson	<a href="mailto:ThamesWaterPlanningPolicy@savills.com">ThamesWaterPlanningPolicy@savills.com</a>	<p><b>Comments In Relation to Sewerage/Wastewater Infrastructure</b> Thames Water seeks to co-operate and maintain a good working relationship with local planning authorities in its area and to provide the support they need with regards to the provision of sewerage and wastewater treatment infrastructure.</p> <p>Wastewater infrastructure is essential to any development. Failure to ensure that any required upgrades to the infrastructure network are delivered alongside development could result in adverse</p>	<p>This comment is noted.</p> <p>This comment is noted.</p>												

		<p>impacts in the form of internal and external sewer flooding and pollution of land and water courses.</p> <p>Thames Water support the section on how utility companies are funded and the use of conditions to infrastructure is delivered ahead of development coming forward on pages 157-158.</p> <p>As part of Thames Water’s five year business plan they advise OFWAT on the funding required to accommodate growth at all their wastewater treatment works. As a result Thames Water base our investment programmes on development plan allocations which form the clearest picture of the shape of the community as set out in the National Planning Policy Framework (paragraph 162) and the National Planning Practice Guidance.</p> <p>The time to deliver solutions should not be underestimated. For example, local network upgrades take around 18 months and Sewage Treatment Works upgrades can take 3-5 years.</p> <p>Thames Water understands that it cannot require that Section 106 Agreements be used to secure wastewater infrastructure upgrades. However, it is essential to ensure that such infrastructure is in place to avoid unacceptable impacts on the environment such as internal and external sewer flooding of residential and commercial property, pollution of land and watercourses. Thames Water therefore support the section on utilities at pages 157-158 and the following paragraph in particular: <i>“Where there is a capacity constraint and no improvements are programmed by the utility company, the Local Planning Authority should require the developer to provide for appropriate improvements which must be completed prior to occupation of the development. Such improvements should be secured through phasing or by the use of Grampian style conditions attached to planning permission.”</i></p>	<p>This comment is noted.</p> <p>This comment is noted.</p> <p>This comment is noted.</p> <p>This comment is noted.</p>
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# Summary of representations and proposed Modifications to the IBP 2017-2022

# APPENDIX 1

Changes requested by Wisborough Green Parish Council

CDC INFRASTRUCTURE BUSINESS PLAN CONSULTATION – 3 <sup>RD</sup> OCTOBER TO 14 <sup>TH</sup> NOVEMBER 2016															
Black = existing entry in IBP <u>Underlined</u> = updated information to reflect current position.															
Org Name	IBO ID	Category	Project Type	Scheme	Justification	Phasing	Term Time	Cost Range	Funding Sources	Delivery Lead	CIL S106 Other	Planning Ref	Priority Category	Project Status	Parish Area
Wisborough Green Parish Council	IBP/590	Green Infrastructure	Playing fields, sports pitches, related build and children's play areas	Village Green drainage	To reduce water logging <u>to improve surface for sports and community use</u>			<u>£65K</u>			CIL		4 Desirable	Parish may wish to consider funding from CIL	Wisborough Green
Wisborough Green Parish Council	IBP/589	Social Infrastructure	Community facilities	Improvements to public toilets	Modernisation and DDA compliance						CIL		4 Desirable	Parish may wish to consider funding from CIL	Wisborough Green
Wisborough Green Parish Council	IBP/588	Social Infrastructure	Community Facilities	Improvements to the Village Hall	Current building needs modernisation, improved accessibility for all and storage	Within next 5 years	Short term (2016 – 2021)	<u>£500k</u>		<u>Village Hall Management Committee/ Parish Council</u>	CIL <u>S106</u>		4 Desirable	Parish may wish to consider funding from CIL	Wisborough Green
<u>Wisborough Green Parish Council</u>	<u>IBP/323</u>	<u>Green Infrastructure</u>	<u>Playing fields, sports pitches, related build and children's play areas</u>	<u>Reserve football and cricket playing areas</u>	<u>Reduce pressure on the village green</u>			<u>£150k</u>		<u>Sports Association</u>	<u>CIL Other</u>		<u>4 Desirable</u>	<u>Parish may wish to consider funding from CIL</u>	<u>Wisborough Green</u>
<u>Wisborough Green Parish Council</u>	<u>IBP/688</u>	<u>Green Infrastructure</u>	<u>Playing fields, sports pitches,</u>	<u>Trim trail exercise path and associated</u>	<u>Reduce pressure on the village green and</u>					<u>Parish Council</u>	<u>CIL Other</u>		<u>4 Desirable</u>	<u>Parish may wish to consider</u>	<u>Wisborough Green</u>



# Summary of representations and proposed Modifications to the IBP 2017-2022

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			<u>related build and children's play areas</u>	<u>wild flower meadow</u>	<u>creation of new public open space</u>								<u>funding from CIL</u>		
<u>Wisborough Green Parish Council</u>	<u>IBP/322</u>	<u>Social Infrastructure</u>	<u>Community Facilities</u>	<u>Improvements or rebuild to Sports Pavilion to create community sports facility</u>	<u>Community, social and health improvements. Current Pavilion inadequate – needs update. Improved appearance, storage, DDA compliance and improve and enhance character of area and environment</u>	<u>Within next 5 years</u>	<u>Short term (2016 – 2021)</u>	<u>£500k</u>		<u>Sports Association</u>	<u>CIL Other</u>		<u>4 Desirable</u>	<u>Parish may wish to consider funding from CIL</u>	<u>Wisborough Green</u>
<u>Wisborough Green Parish Council</u>	<u>IBP/689</u>	<u>Transport</u>	<u>Local road network</u>	<u>Highways alterations</u>	<u>Village centre – to improve safety and reduce speed at the junction</u>	<u>Within next 5 years</u>	<u>Short term (2016 – 2021)</u>	<u>£85k</u>		<u>Parish Council</u>	<u>CIL Other</u>		<u>4 Desirable</u>	<u>Parish may wish to consider funding from CIL</u>	<u>Wisborough Green</u>
<u>Wisborough Green Parish Council</u>	<u>IBP/229</u>	<u>Transport</u>	<u>Local road network - WSCC Community issues list</u>	<u>Lengthening double yellow lines outside the Cricketers Arms</u>	<u>Village centre – to improve safety at the junction</u>	<u>Within next 5 years</u>	<u>Short term (2016 – 2021)</u>			<u>Parish Council</u>	<u>CIL Other</u>		<u>4 Desirable</u>	<u>Parish may wish to consider funding from CIL</u>	<u>Wisborough Green</u>
<u>Wisborough Green Parish Council</u>	<u>IBP/690</u>	<u>Transport</u>	<u>Local road network</u>	<u>Built out in Durbans Road</u>	<u>Reduce speed through centre of village (linked with new Winterfold development)</u>	<u>Within next 5 years</u>	<u>Short term (2016 – 2021)</u>			<u>Parish Council</u>	<u>CIL Other</u>		<u>4 Desirable</u>	<u>Parish may wish to consider funding from CIL</u>	<u>Wisborough Green</u>
<u>Wisborough Green</u>	<u>IBP/228</u>	<u>Transport</u>	<u>Local road</u>	<u>Creating a</u>	<u>Reduce speed</u>	<u>Within</u>	<u>Short</u>			<u>Parish</u>	<u>CIL</u>		<u>4</u>	<u>Parish</u>	<u>Wisborough</u>

# Summary of representations and proposed Modifications to the IBP 2017-2022

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Parish Council			<u>network</u>	<u>buffer zone before the 30 mph zone on A272 west side of village</u>	<u>on A272 – road and pedestrian safety</u>	<u>next 5 years</u>	<u>term (2016 = 2021)</u>			<u>Council</u>	<u>Other</u>		<u>Desirable</u>	<u>may wish to consider funding from CIL</u>	<u>Green</u>
Wisborough Green Parish Council	<u>IBP/226</u>	<u>Transport</u>	<u>Local road network</u>	<u>Provision of laybys in Durbans Road</u>	<u>Increase safe parking areas around the Green and for also use by school</u>	<u>Within next 5 years</u>	<u>Short term (2016 = 2021)</u>			<u>Parish Council</u>	<u>CIL Other</u>		<u>4 Desirable</u>	<u>Parish may wish to consider funding from CIL</u>	<u>Wisborough Green</u>
Wisborough Green Parish Council	<u>IBP/227</u>	<u>Transport</u>	<u>Local road network - WSCC Community issues list</u>	<u>School Safety Zone</u>	<u>Create drop off area in School Road to improve safety and improve onsite parking at school</u>	<u>Within next 5 years</u>	<u>Short term (2016 = 2021)</u>			<u>Parish Council</u>	<u>CIL Other</u>		<u>4 Desirable</u>	<u>CDC has made provision of £55,000 for North East parishes</u>	<u>Wisborough Green</u>