



**CHICHESTER INFRASTRUCTURE DELIVERY PLAN  
2016-2035**



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# Section A – Introduction and Context

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## 1. Introduction

1.1 The provision of local infrastructure is a very important issue for the development of local communities. The delivery of the right levels and type of infrastructure is essential to support new homes, economic growth and the creation of sustainable communities.

1.2 This document supports the objectives outlined in the Chichester Local Plan Review on infrastructure needs within the District, excluding the area within the South Downs National Park (i.e. the Chichester Local Plan Area). The Local Plan Review sets out the necessary social, physical and green infrastructure which will be required to ensure that sustainable communities are created and developed. To help achieve this, the Infrastructure Delivery Plan will identify the strategic infrastructure requirements for the Plan Area, who will provide it and when it is expected to be delivered.

1.3 The IDP plays an important role in the preparation and adoption of a reviewed Community Infrastructure Levy (CIL) Charging Schedule for the Chichester Local Plan Area by providing evidence of a need for infrastructure investment and forms the basic justification for setting a levy rate.

1.4 The Infrastructure Delivery Plan may also help Town and Parish Councils in the production or review of Neighbourhood Plans.

1.5 Infrastructure planning helps to ensure that there is a common understanding between service providers, developers, local communities and the Council as to the local infrastructure needs, and to ensure that infrastructure is properly planned for, funded and provided in time with planned development in the Plan Area. Where possible, the IDP sets out an estimate of likely costs associated with each project/ programme. In the future, this document will be updated and monitored as necessary to reflect changes as infrastructure is provided and new needs identified.

1.6 The information which City, Town and Parish Councils provided as part of previous consultations will be included in the Infrastructure Business Plan rather than the IDP. **The IDP focuses on the strategic infrastructure required to support delivery of the Chichester Local Plan Review.**

1.7 Stakeholders such as the public transport providers, emergency services, utility companies, developers, the local highways authority, Highways England, education and social services have also provided information regarding infrastructure requirements.

## 2. What is infrastructure?

**2.1** Infrastructure is defined in Section 216 (1) of the Planning Act 2008 in relation to the Community Infrastructure Levy as a funding mechanism. The word 'infrastructure' is defined in section 216 (2) of the Planning Act 2008, as including:

- (a) roads and other transport facilities,
- (b) flood defences,
- (c) schools and other educational facilities,
- (d) medical facilities,
- (e) sporting and recreational facilities
- (f) open spaces, and
- (g) affordable housing [...]."

**2.2** For the purpose of this document, the definition of key infrastructure categories, and the elements within each group, is set out in the table below:

Category	Elements relevant in Chichester District
Transport	Road Bus Rail networks Cycling and walking infrastructure
Education	Further and higher education Secondary and primary education Early Years Special Educational Needs
Health	Acute care and general hospitals

Category	Elements relevant in Chichester District
	<p>Community and Mental Health facilities</p> <p>Primary Care facilities i.e. General Practitioner (GP) practices</p>
Social Infrastructure	<p>Social and Community facilities</p> <p>Sports and leisure facilities</p>
Green Infrastructure	<p>Open spaces and parks</p> <p>Habitats Regulations Assessment mitigation – interventions necessary to mitigate the effects of development on European-designated conservation sites. In Chichester District these sites are mainly protected through payments (provided through Unilateral Undertakings) for management measures, but they can also be protected by the provision of Suitable Alternative Natural Greenspaces (SANGS) provided as on site mitigation as part of this Plan.</p> <p>Flood defences</p> <p>Rivers and streams (blue corridors)</p>
Public and Community Services	<p>Emergency services (police, fire and rescue, and ambulance)</p> <p>Libraries</p> <p>Cemeteries and crematoria</p> <p>Waste management and disposal</p>
Utility Services	<p>Wastewater treatment and sewerage</p> <p>Water supply</p> <p>Electricity and gas distribution</p> <p>Telecommunications/Digital infrastructure</p>

### 3. The Local Plan

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

3.2 Local Plan Policy S12: Infrastructure Provision will require new development to be supported by necessary infrastructure and that it is provided in a timely manner, through developer contributions:

#### **Policy S12: Infrastructure Provision**

The Council will work with neighbouring councils, infrastructure providers and stakeholders to ensure that new physical, economic, social, environmental and green infrastructure is provided to support the development provided for in this Plan.

Development and infrastructure provision will be coordinated to ensure that growth is supported by the timely provision of adequate infrastructure, facilities and services. The Infrastructure Delivery Plan will be used to identify the timing, type and number of infrastructure requirements to support the objectives and policies of the Plan as well as the main funding mechanisms and lead agencies responsible for their delivery.

All development will be required **to meet all the following criteria:**

1. Make effective use of existing infrastructure, facilities and services, including opportunities for co-location and multi-functional use of facilities;
2. Provide or fund new infrastructure, facilities or services required, both on and off-site, (including full fibre communications infrastructure) as a consequence of the proposal;
3. Safeguard the requirements of infrastructure providers, including but not limited to:
  - electronic communications networks (particularly high speed broadband),
  - electricity power lines,
  - high pressure gas mains,
  - educational facilities,
  - health facilities, and
  - aquifer protection areas.

4. Facilitate accessibility to facilities and services by a range of transport modes; and

5. Where appropriate:

- Phase development to coordinate with the delivery of necessary infrastructure, facilities and services;
- Provide for the future maintenance of infrastructure, facilities or services provided as a result of the development.

Decisions on the provision of infrastructure should be based on a whole life costs approach.

If infrastructure requirements could render a development unviable, proposals for major development should be supported by an independent viability assessment on terms agreed by the relevant parties including the Council and County Council, and funded by the developer. This will involve an open book approach. Where viability constraints are demonstrated by evidence, the Council will:

- prioritise developer contributions made through CIL for essential and then other infrastructure in accordance with the detailed requirements set out in the Infrastructure Delivery Plan; and/or
- use an appropriate mechanism to defer part of the developer contributions requirement to a later date; and
- as a last resort, refuse planning permission if the development would be unsustainable without inclusion of the unfunded infrastructure requirements taking into account reasonable contributions from elsewhere including CIL.



## 4. Background to the Infrastructure Delivery Plan

4.1 Creating sustainable communities is about providing the necessary supporting infrastructure of utility services, transport, schools, open space, community, health, and leisure services. The preparation of this Infrastructure Delivery Plan will help coordinate services as it will identify who will be delivering what and by when.

4.2 At the heart of this process is the development of land and buildings that provide the services for places and communities. Where expected development is identified, the capacity of existing services to accommodate growth needs to be captured and any gaps in provision clearly set out.

4.3 New development often provides the opportunity to deliver facilities and services that may be lacking in that particular location. Where sufficient capacity does not already exist to meet the need created by new residents or users of a development, the development should contribute what is necessary, either on site or by making a financial contribution towards provision or enhancement elsewhere.

4.4 Some elements, such as the delivery of utility infrastructure, will be an integral part of all new development. Other elements, particularly community, recreation and transport contributions will relate to the identified needs that would arise from a development in a particular location. These requirements will be informed by infrastructure planning work and the planning application process.

4.5 Some of the key infrastructure services are provided by the private sector within a regulatory framework, overseen on behalf of the Government by independent regulators. Those that are particularly relevant to delivering the Local Plan Review are:

- Water and sewerage companies overseen by Ofwat (Office of Water Services);
- Gas and electricity markets overseen by Ofgem (Office of Gas and Electricity Markets);
- UK communications industries overseen by Ofcom (Office of Communications); and
- Britain's railways overseen by ORR (Office of Rail Regulation).

4.6 The ability of some services to take a long term view on the provision of additional infrastructure is affected by the regulatory framework which commonly reviews a shorter time period than the Local Plan. Where major increases in capacity are required, then costs may need to be spread over more than one cycle of the regulatory framework.

4.7 West Sussex County Council is one of the key providers of a number of important services in Chichester District. These include: social services; education; fire and rescue; waste management; library services; and highways and transport. The County Council has developed a Strategic Infrastructure Package (SIP) to enable the provision of County Council services to meet the needs of new strategic development. This also helps to coordinate and align service delivery with the expected levels of development set out in the Chichester Local Plan Review.

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

## Methodology

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

- current capacity or existing levels of use;
- future capacity (of infrastructure in its current form);
- improvements that are already planned and what would be needed to accommodate the proposed levels of development in the area covered by the Chichester Local Plan to 2035; and
- timescale for the improvements to be implemented.

## 5. Community Infrastructure Levy (CIL)

5.1 Infrastructure required to mitigate the site specific impacts of a development and make it acceptable in planning terms is secured through a Section 106 agreement and infrastructure required to mitigate the cumulative impact of development is secured by a tariff called the Community Infrastructure Levy (CIL). The local on-site and off-site infrastructure required to service individual sites is achieved by agreements with utility companies directly with developers. The costs incurred in providing this infrastructure are additional to those incurred through the CIL or Planning Obligations

5.2 Planning regulations state that there should be no 'double charging' for infrastructure through CIL and Section 106. Since April 2015 the government restricted the pooling of S106 contributions to 5 applications (with the exception of affordable housing contributions and S278 agreements entered into with Highways England, where the pooling restrictions do not apply).

5.3 Planning obligations (despite having been scaled back) play a key role in relation to affordable housing and certain site specific requirements. A Planning Obligations and Affordable Housing Supplementary Planning Document (SDP) shows how S106 planning obligations, planning conditions, and Highways S278 agreements work together as a set of tools to help achieve sustainable development. This SPD will be reviewed, following the Local Plan Review.

5.4 The Council implemented the Community Infrastructure Levy on 1 February 2016, following the adoption of the current Local Plan. The introduction of the CIL was preceded by Viability Assessment evidence, two rounds of public consultation and an independent Examination. A new Viability Assessment is being undertaken and the CIL will be reviewed alongside the Local Plan Review.

5.5 Chichester's CIL covers the Local Plan Area. It does not include parts of the district within the South Downs National Park as the South Downs National Park Authority has its own CIL.

5.6 The IDP provides evidence of the need for infrastructure investment in the Chichester Local Plan Area and forms the basic justification for a review of the CIL charge. It shows a draft infrastructure funding gap of £324,058,022, which CIL could be put towards, along with other funding sources.

## **6. Format of the Infrastructure Delivery Plan**

6.1 Section B provides further details on strategic infrastructure provision and funding sources for the various infrastructure categories. It identifies the key issues for the Chichester Local Plan Review area and the strategic infrastructure that may be required to support further development. It should be noted that this section does not include all infrastructure required; it discusses infrastructure needs in broad terms.

6.2 Section C sets out the infrastructure delivery schedules for each of the strategic site allocations in the Chichester Local Plan Review, followed by a schedule of general Plan Area-wide infrastructure delivery

6.3 Where available, estimated costs are provided which inform the infrastructure funding gap demonstrated in the table overleaf.

## 7. Infrastructure Costs

7.1 The table below identifies the draft cost of infrastructure by category and details of S106 funding, showing the total cost of infrastructure still to be funded. The costs shown are estimates derived from the information available at the time of publication.

7.2 Other funding sources are likely to be available which will contribute towards the costs of the infrastructure schemes. Where known, these details have been provided in the Infrastructure delivery Schedules in Section C.

<b>Infrastructure Category</b>	<b>Draft Total Cost<sup>1</sup></b>
Transport	77,620,900
Education	21,200,000 <sup>2 3</sup>
Health	175,640,222
Social Infrastructure	19,710,000
Green Infrastructure	37,014,068
Habitats Regulations Mitigation	3,369,166
Public Services	2,285,230
Utility Services	0
<b>Draft Infrastructure Total</b>	<b>£336,839,586</b>
Less existing S106 funding available <sup>4</sup>	£2,867,208
Less anticipated S106 funding (estimate) <sup>5</sup>	£2,141,463
Less other known funding <sup>6</sup>	£7,772,893 (CIL)
<b>Draft gap in infrastructure funding<sup>7</sup></b>	<b>£324,058,022</b>

<sup>1</sup> The total estimated infrastructure cost (taken from the Infrastructure Delivery Schedules in Section C) has been used to calculate the draft total cost

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

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

<sup>4</sup> The amount of S106 received and available to use from development that has commenced

<sup>5</sup> The amount of S106 that has been agreed but not yet received from development that has planning permission but has not yet commenced

<sup>6</sup> This is CIL funds which have either been received or are committed.

<sup>7</sup> As at September 2018

# Section B – Infrastructure Position Statement

## 8. Transport

<b>Transport elements – Strategic Road Network</b>	
Lead Organisation(s)	Highways England West Sussex County Council (WSCC)
Main Sources of Information	Peter Brett Associates (PBA) – Chichester Local Plan Transport Study 2018
Existing Provision	A27 – the east to west trunk road running across the southern part of the Local Plan Review area
Future requirements	<p>There have been longstanding plans by Highways England to resolve the congestion problems of the A27 corridor, including the Chichester Bypass.</p> <p>Following the public response to the publication of options for the six junctions on the A27 Chichester Bypass in July-September 2016, it was clear that there was no preferred option, and accordingly in February 2017, the SOS withdrew the RIS 1 improvements for this section of the A27.</p> <p>The Chichester Local Transport Study 2018 undertaken by consultants PBA sets out the necessary strategic transport improvements to deliver the growth identified in the Local Plan Review.</p>
Cross Boundary Issues	The A27 is the main trunk road along the south coast as such there are cross-boundary issues with the neighbouring District of Arun, Borough of Havant, and South Downs National Park Authority. The impacts of planned development in these neighbouring authorities will need to be taken into account in planning improvements.
Funding Sources	Potentially sources of funding include: Coast to Capital Regional Growth Fund, Local Enterprise Partnership, Road Investment Strategy, Housing Infrastructure Fund, government grants and Developer contributions through S106/S278.
Key Issues	<p>Highways England is responsible for the A27 trunk road, including the Chichester Bypass.</p> <p>The objectives of the Chichester Local Plan review revolve around the Plan Area’s economic growth and providing the required levels of new housing as identified in the HEDNA. Major new development in the Plan Area will be necessary to achieve these objectives, which will have an impact on the transport infrastructure, including the A27.</p> <p>The Council works in partnership with Highways England and West Sussex County Council to pursue</p>

	common transport goals, which will include potential new road infrastructure on or around the strategic road network, as well as changing travel behaviours and promoting the use of more sustainable modes of transport.
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<b>Transport Elements – Local Road Network</b>	
Lead Organisation(s)	West Sussex County Council (WSSCC)
Main Sources of Information	Peter Brett Associates (PBA) – Chichester Local Plan Transport Study 2018 Chichester Strategic Infrastructure Package for current planned improvements
Existing Provision	West Sussex County Council is the designated local highways authority for the District. It has responsibility for the provision and maintenance of most of the District’s local transport infrastructure.
Future requirements	There are a number of improvements needed to the local road network as set out in this IDP
Cross Boundary Issues	Traffic on the A27 and A259, and proposed development in Arun and Havant (Hampshire) along this corridor is a key cross boundary issue. The planning authorities will work jointly to further consider cross boundary transport matters to inform both Local Plans, Transport Assessments and IDPs.
Funding Sources	<p>WSSCC capital programmes</p> <p>Local Sustainable Transport Fund (LSTF)</p> <p>Single Growth Fund (LTB administered)</p> <p>Developer contributions will provide a wide range of new transport infrastructure as part of the development process. Funding can include payment for new access construction, public transport infrastructure such as bus stops and signage, supporting improvements at rail stations, real time information, waiting shelters, pedestrian crossings, cycle infrastructure and junction improvements. Site specific measures will be provided through S106 planning obligations and/or S278/S38 highways agreements.</p> <p>Infrastructure associated with the overall growth of the area may be funded from the CIL as identified in the regulation 123 list.</p>
Key Issues	<p>West Sussex County Council has responsibility for the provision and maintenance of most of the district’s local transport infrastructure.</p> <p>There is high demand for travel in Chichester and many factors contribute to the transport problems. Chichester city and the Manhood Peninsula suffer from road congestion, especially at peak times.</p>

	<p>Ensuring accessibility to services and determining the best pattern of transport provision are amongst the most challenging spatial issues which the Council and the other service providers need to address.</p> <p>The Local Plan Review and IDP will assist the District Council and the County Council in identifying road transport infrastructure requirements and how they can be delivered, i.e. through developer contributions and other funding sources.</p> <p>Targeted investment to improve local transport infrastructure, focusing on delivery of improved and better integrated bus and train services, and improved pedestrian and cycling networks.</p> <p>Implementation of behaviour change measures to reduce the use of the private car (Smarter Choices).</p>
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<b>Transport elements – Rail Services</b>	
Lead Organisation(s)	Southern – train operating company Network Rail – main infrastructure provider
Main Sources of Information	
Existing Provision	<p>Rail services along the West Coastway rail line through Chichester District operate between Brighton and Littlehampton to the east, and Portsmouth and Southampton to the west, with occasional services extending to and from the route to Bristol and beyond. Services operate through the District between Portsmouth and Southampton, and along the Arun Valley to Horsham, Crawley, Gatwick Airport and London Victoria.</p> <p>For communities in the north of the Plan Area, the nearest accessible rail stations are on the line from Havant through Petersfield and Haslemere to London Waterloo. Chichester has five stations at Chichester, Fishbourne, Bosham, Nutbourne and Southbourne.</p>
Future requirements	Committed and proposed improvements are focused on the Brighton Main Line services due to capacity constraints into London, including proposed signalling schemes, platform schemes at Gatwick and Redhill. The Thameslink Programme (due for completion in 2018) will also increase capacity across London, connecting with Crossrail services running east-west across London. These schemes will indirectly benefit services from the Arun Valley and Chichester by providing more



	capacity for other services on the Brighton main Line and expanding journey opportunities.
Cross Boundary Issues	The Cross Boundary Issues are described above.
Funding Sources	Funding for improvements to the main rail infrastructure is provided by Network Rail. The train operating companies are responsible for improvements to the stations, as the buildings are leased to the operator by Network Rail as the franchise. Funding for the rolling stock is provided by the train operating companies.
Key Issues	<p>The existing timetable for West Coastway and Arun Valley services does accommodate conflicting demands, but the nature of the routes means there is little flexibility for change.</p> <p>The West Coastway infrastructure is mainly a two track railway throughout with limited opportunities for overtaking of differing types of train services. End-to-end journey times along the coast struggle to provide a competitive alternative to the road network. West of Brighton, the only passing places are at Barnham for westbound services and at Worthing and Hove for eastbound services, and this can create reliability problems.</p> <p>This means there is little opportunity to enhance service levels with the current mix of fast and stopping services. Given demand volumes on the West Coastway relative to the busy radial routes into London, it would be difficult to justify any route enhancements that require significant changes to infrastructure. However, there are local and regional aspirations to expand the role of the West Coastway route, by improving strategic inter-urban journey times and also by increasing accessibility to the network with new stations.</p> <p>All surface-level level crossings in the County are the subject of an on-going review to see if changes to or closures of certain crossings can be achieved in an attempt to improve rail services whilst maintaining safety, improving air quality and road journey time, and reducing congestion on the road network. However, any changes could have major implications such as delays on certain parts of the network and large-scale re-routing, so would need to be modelled very carefully and further in-depth study work would be required to establish viability of any scheme/proposal. Also if crossings were closed for car traffic, alternative measures would have to be implemented for pedestrians &amp; cyclists. Impact on local shops and services (including emergency access) would also need to be carefully considered and overall appropriate mitigation put in place.</p> <p>The Government will continue to play a strategic role in the future of rail provision in the UK and hence the areas surrounding Chichester. Infrastructure levels, service frequencies and most fares can be determined by the Department for Transport through the franchising process. Network Rail</p>

	<p>will be undertaking Route Studies as part of their Long Term Planning Process which will update the Route Utilisation Strategy process:</p> <p><a href="http://www.networkrail.co.uk/improvements/planning-policies-and-plans/long-term-planning-process/route-studies/">http://www.networkrail.co.uk/improvements/planning-policies-and-plans/long-term-planning-process/route-studies/</a></p>
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<b>Transport elements – Bus Services</b>	
Lead Organisation(s)	<p>West Sussex County Council</p> <p>Stagecoach Bus Company</p> <p>Compass Travel</p>
Main Sources of Information	National strategic and policy initiatives set at Government level
Existing Provision	<p>The city has one major provider of bus services, Stagecoach South, who run routes to all areas of the District.</p> <ul style="list-style-type: none"> <li>• 51 Chichester to Selsey (15 minutes frequency)</li> <li>• 52/53 Chichester to the Witterings (15 minutes frequency)</li> <li>• 55 Chichester to Tangmere (20-25 minutes frequency)</li> <li>• 56 Chichester to Bosham (1 hour 30 minutes frequency)</li> <li>• 60 Chichester to Midhurst (30 minutes frequency)</li> </ul> <p>Stagecoach also operates the 700 Coastliner service between Portsmouth and Brighton, this runs every 20 minutes and connects Chichester to Havant, Portsmouth, Bognor Regis, Yapton and Littlehampton. It passes through many of the communities in the East – West Corridor, including Southbourne, Bosham and Fishbourne.</p> <p>Compass Travel provides services on a contracted basis, often in rural areas where services are not commercially viable.</p> <p>A programme of investment to provide Real Time Passenger Information (RTPI) at selected bus stops in Chichester city and at Chichester rail station is underway.</p> <p>New low floor accessible buses have been purchased by Stagecoach, and operate on routes into</p>

	Chichester, such as 51 from Selsey, 60 to Midhurst, and 700 Coastliner.
Future requirements	Stagecoach has been fully engaged in the Southern Gateway project and the provision of identifying suitable stopping facilities for bus passengers. There is a need to find suitable places for buses to park overnight and to be maintained.
Cross Boundary Issues	The main cross boundary bus routes are the 700 Coastliner linking Chichester to Portsmouth in the west and Brighton in East Sussex to the east. The 60 bus route links Chichester to Midhurst.
Funding Sources	<p>West Sussex County Council</p> <p>Developer contributions – site specific measures will be funded through S106.</p> <p>Infrastructure associated with the overall growth of the area may be funded from CIL.</p> <p>Government grants (e.g. Local Sustainable Transport Fund).</p> <p>Bus operators.</p>
Key Issues	<p>Buses are the most used form of public transport for local journeys. The Government’s aim is to drive up standards to provide a better quality service for those who already use buses and an attractive alternative for those who currently drive for short journeys. Working in partnership with the public and private sector, the County and District Councils also aim to increase the move toward bus use and increased passenger satisfaction.</p> <p>Since the deregulation of bus services in 1986 private operators provide the majority of bus services on a commercial basis. This is a key issue as bus operators run routes that are commercially viable. Routes can be withdrawn due to not being financially viable and this raises the question of accessibility and equality.</p> <p>The County Council can subsidise the provision of ‘socially necessary’ bus services where these are not likely to be provided commercially. This is subject to budgetary pressures.</p> <p>The Local Plan has a role to play in encouraging a more sustainable pattern of transport use and encourage new development that is located and designed to minimise the need to travel.</p> <p>Stagecoach is faced with the problem of crossing the A27, which creates delays thus reducing the service it is able to offer its customers.</p>

<b>Transport elements – Walking and Cycling</b>	
Lead Organisation(s)	West Sussex County Council  Chichester District Council
Main Sources of Information	Local Cycling and Walking Infrastructure Plan (LCWIP)
Existing Provision	<p>The cycle network in Chichester has evolved over time and is fairly extensive for a city the size of Chichester. The majority of the network is connected and convenient. However, in places it is disjointed. There are places where it has poor quality surfacing and signage and improvements are needed to encourage and sustain the required volume of sustainable transport trips that the district council wants to encourage.</p> <p>The National Cycle Network (NCN) route 2 passes through the Plan Area, it runs from Bognor Regis to Emsworth and is predominately an off-carriageway shared cycle/pedestrian path. Along the A259 between Chichester and Emsworth it is a combination of an on-carriageway cycle lane and off-carriageway shared path. From Emsworth the route continues towards Havant. Some sections of the route are relatively disjointed and may not provide the most direct or convenient route for cyclists.</p> <p>An off-road cycle and pedestrian route, Centurion Way, has been created along the former Chichester to Midhurst railway alignment. This links the city with the South Downs National Park.</p> <p>There are other named cycle routes from Chichester into the surrounding countryside, including the Salterns Way to West Wittering, which makes use of public rights of way and quiet lanes; and the Chichester Ship Canal towpath to Hunston.</p> <p>To encourage and support the use of the cycle network there are education, skills and information initiatives for children and adults. These include Bikelt, Online Cycle Journey Planners and Bikeability training.</p> <p>There are many footpaths/public rights of way both within Chichester and connecting to the surrounding countryside such as Chichester Harbour and the South Downs National Park. This includes long distance paths and a network of footpaths, bridleways and byways.</p>
Future requirements	Chichester District Council is working with authorities across West Sussex to produce a Local Cycling and Walking Infrastructure Plan (LCWIP). DfT funding has been made available and it is intended

	<p>that the LSWIP will be adopted by Spring 2020. The aim of the Plan is to develop the cycling and walking network within Chichester City and neighbouring parishes to encourage increased cycling and walking using tools developed by DfT to enhance desire lines to and from strategic destinations. This will enable routes to be prioritised for future investment in order that infrastructure improvements can be brought forward. The CDC LCWIP will complement the WSCC Walking and Cycling Strategy which was adopted in 2017.</p> <p>Other planned improvements to the network include routes in Summersdale and Barnfield areas of the city. In addition there are a number of improvement schemes including general road and pedestrian surface maintenance and improved pedestrian crossing facilities.</p> <p><b>Chichester city:</b></p> <ul style="list-style-type: none"> <li>- Completion of the Chichester cycle network by delivery of strategic cycle routes linking the city centre with Portfield, Parklands, Summersdale and Oving</li> <li>- Consider a balanced solution for the Northgate Gyratory (subject to further detailed modelling assessment work).</li> </ul> <p><b>North East of Chichester:</b></p> <ul style="list-style-type: none"> <li>- Introduce cycle route linking Westhampnett to the city centre.</li> </ul> <p><b>Tangmere:</b></p> <ul style="list-style-type: none"> <li>- Enhanced routes between Chichester and Tangmere and Shopwyke.</li> </ul>
Cross Boundary Issues	Cycling and pedestrian links to the South Downs National Park via Centurion Way, and other cycle routes linking Chichester to Havant and Bognor Regis in Arun District.
Funding Sources	<p>WSCC</p> <p>Whilst WSCC as Highways Authority has the responsibility to maintain rights of way, the Chichester Harbour Conservancy, through the County Council precepts, also funds maintenance and repair works to rights of way.</p> <p>Developer contributions - Site specific measures will be funded through S106.</p>

	<p>Infrastructure associated with the overall growth of the area may be funded from the CIL</p> <p>Local Sustainable Transport Fund (LSTF) and other Government funding sources</p> <p>Sustrans</p>
Key Issues	<p>A key issue for the Local Plan Review is increasing accessibility. Most trips in urban areas are under 2 miles, a distance that can be easily made on foot or cycled. This also includes enhanced pedestrian facilities and safer, more attractive cycle routes, as well as improving safety, security and new cycle parking and other end of trip facilities.</p> <p>Other issues include: the condition and connectivity of the cycle and pedestrian network, the barrier caused by busy roads – particularly the A27, access to the SDNP, safe crossing facilities, ensuring new routes are safe and attractive to cyclists and pedestrians, preferably traffic free and direct.</p> <p>National and local policy recognises the positive contribution to priorities made by walking and cycling trips, these include improved health, reducing urban congestion and pollution, and bringing economic and social benefits. Increasing the number of trips made by walking and cycling will assist in meeting these priorities.</p> <p>The Government recognises the importance of improved environment for walkers and cyclists, particularly in giving priority to pedestrians and cyclists in town centres and ensuring the appropriate infrastructure for walking and cycling is built into new developments, with good networks for off-road and leisure cycling.</p> <p>The County Council has published a Rights of Way Improvement Plan which sets out a strategic approach to managing public access. The overall aim is to enable the rights of way network to provide for the needs of walkers, cyclists and equestrians and those with mobility difficulties. Its objectives include improving accessibility, connectivity and quality.</p> <p>Consideration should also be given to horse riders, both on and off road usage, who contribute significantly within local economies and are very vulnerable road users.</p> <p>The Local Plan Review has an important role to play in taking a spatial approach to improving accessibility and improving the attractiveness of alternative modes of transport to the car. Cycle</p>

	<p>routes should be coherent, connected, attractive, direct and safe and provide an enjoyable and practical alternative to car use. Commuter routes would take priority over leisure use.</p> <p>The Local Plan review can also support the West Sussex Transport Plan in seeking Travel Plans from both small and larger development proposals, particularly commercial, including measures to encourage walking and cycling. Cumulative traffic impacts can be evident from both small and large scale development.</p>
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## 9. Education

Education – Early Years Provision	
Lead Organisation(s)	<p>West Sussex County Council</p> <p>Private sector</p> <p>Voluntary sector</p>
Main Sources of Information	<p>Securing Sufficient Childcare in West Sussex April 2016- March 2017  <a href="https://www.westsussex.gov.uk/media/10685/childcare_suff.pdf">https://www.westsussex.gov.uk/media/10685/childcare_suff.pdf</a></p>
Existing Provision	<p>Current data shows that there is currently sufficient childcare to meet the needs of families needing or wanting it.</p> <p>There are four Children and Family Centres located in the Chichester District Local Plan area, located at:</p> <ul style="list-style-type: none"> <li>• St. James Road, Chichester</li> <li>• The Hive, Tangmere Primary School, Bishop Road, Tangmere</li> <li>• East Street, Selsey</li> <li>• Southbourne Village Hall, First Avenue, Southbourne.</li> </ul> <p>Early Years provision is at:</p> <p>Chichester:</p> <ul style="list-style-type: none"> <li>• Chichester Nursery School Children and Family Centre (Local Authority run)</li> </ul> <p>The following are all run by private providers:</p> <ul style="list-style-type: none"> <li>• The Cooperative Childcare</li> <li>• Chantry House Nursery School</li> <li>• Teddy Wilf's Nursery School</li> <li>• First Steps Childcare</li> <li>• St. Richard's School Nursery Unit</li> <li>• The Little Blue Door</li> <li>• Welcome House</li> <li>• Chichester Montessori</li> </ul>



- Westbourne House Pre-Prep
- The Prebendal School
- Busy Lizzie's Ltd
- Little learners Pre-School
- Sunbeams Pre-School

Oving:

- Woodpecker Nursery

Tangmere:

- Willowdene
- Tangmere Primary Academy
- Tangmere Pre-School

Boxgrove:

- Boxgrove

Singleton:

- Singleton Playschool

Eartham:

- Great Ballard Nursery

Fishbourne:

- Fishbourne Pre-School Ltd

Bosham

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

East Ashling

- Oakwood Preparatory School Pre-School

	<p>Southbourne</p> <ul style="list-style-type: none"> <li>• Little Stars</li> <li>• Green Roots Nursery &amp; Pre-school</li> <li>• Loveders Nursery School</li> </ul> <p>Birdham</p> <ul style="list-style-type: none"> <li>• Birdham Pre-School</li> </ul> <p>East Wittering and Bracklesham</p> <ul style="list-style-type: none"> <li>• Ladybirds Nursery</li> <li>• 4+ Nursery Class</li> </ul> <p>Runcton</p> <ul style="list-style-type: none"> <li>• Sunbeams Pre-School</li> </ul> <p>Selsey</p> <ul style="list-style-type: none"> <li>• The Pink Cottage</li> <li>• Auntie Ro's Playgroup</li> </ul> <p>Thorney Island</p> <ul style="list-style-type: none"> <li>• Thorney Island Nursery</li> </ul> <p>There are also 55 registered childminders operating in the area.</p>
Future requirements	<p>It is essential that an appropriate amount of early years and childcare provision is available early in the development of the new community to meet the immediate needs of the residents. The County Council have a statutory duty to secure sufficient childcare, so far as is reasonably practicable, for working parents, or parents who are studying or training for employment, for children aged 0-14 (or up to 18 for disabled children).</p> <p><b>Demand for places:</b></p> <p>The starting point is to calculate the number of children in each age group expected from the new housing. The West Sussex Section 106 planning obligations (2016) has indicated an adjusted population multiplied by average child product for houses of 14 children per year of age per 1,000 persons and for flats of 5 children per year of age per 1,000 persons.</p>

	<p>Where there is an outline planning application or an allocated site, it is presumed that the development is a mixture of houses and flats (¾ houses and ¼ flats). The average house size and average persons per household for that District or Borough is used in the calculation, with a 2011 census basis. Using this calculation, gives an average child product of 12 children per year of age, per 1000 homes.</p> <p>Where the housing mix is not yet determined, the average occupancy rate used to calculate early years and childcare requirements is 2.28 persons per dwelling. Based on this, a development of 1,000 homes would indicate a population of 2,280 persons. Using a child product of 12 children per year of age per 1,000 persons gives 27 children per year of age (12 x 2.28 = 27.36).</p> <p>Therefore, based on historic trends in take up data, on average, WSCC assume the need for 50 new early years and childcare places per 1,000 houses</p> <p>Further information can be found in Appendix 2 of this document:  <a href="https://www.westsussex.gov.uk/media/10685/childcare_suff.pdf">https://www.westsussex.gov.uk/media/10685/childcare_suff.pdf</a></p>
Cross Boundary Issues	There are cross-boundary education issues with the South Downs National Park
Funding Sources	<p>Early Years Capital Fund</p> <p>Public sector</p> <p>Private sector</p> <p>This may be funded from the CIL as identified in the draft regulation 123 list.</p>
Key Issues	<p>In September 2017 WSCC implemented the government's initiative to provide 30 hours a week of free childcare for working parents of children aged 3 and 4 years in England. This is in addition to the existing 15 hours of free early education, which is available to all three and four year olds and eligible two year olds. The funding pays for 570 hours per year of flexible early education and care. Demand for this entitlement is growing and as such current sufficiency is being monitored closely.</p>

<b>Education – Primary Schools</b>	
Lead Organisation(s)	West Sussex County Council
Main Sources of Information	Planning School Places 2018
Existing Provision	<p>There are 30 primary schools serving the plan area:</p> <ul style="list-style-type: none"> <li>• Birdham CE Primary School, Birdham</li> <li>• Bosham Primary School, Bosham</li> <li>• Boxgrove CE Primary School, Boxgrove</li> <li>• Camelsdale First School, Camelsdale</li> <li>• Central CE Junior School, Chichester (<b>academy</b>)</li> <li>• Chichester Free School, Chichester</li> <li>• Chidham Parochial Primary School, Chidham</li> <li>• East Wittering Community Primary School, East Wittering</li> <li>• Fishbourne CE Primary School, Fishbourne</li> <li>• Jessie Younghusband Primary School, Chichester</li> <li>• Kingsham Primary School, Chichester</li> <li>• Lancastrian Infants' School, Chichester</li> <li>• Loxwood Primary School, Loxwood</li> <li>• Medmerry Primary School, Selsey (<b>academy</b>)</li> <li>• North Mundham Primary School, Chichester</li> <li>• Parklands Community Primary School, Chichester</li> <li>• Plaistow and Kirdford Primary School, Plaistow</li> <li>• Portfield Primary Academy, Chichester (<b>academy</b>)</li> <li>• Rumboldswyke CE Infants' School, Chichester</li> <li>• St Richard's RC Primary School, Chichester</li> <li>• Seal Primary Academy, Selsey (<b>academy</b>)</li> <li>• Sidlesham Primary School, Sidlesham</li> <li>• Southbourne Infant School, Southbourne</li> <li>• Southbourne Junior School, Southbourne</li> <li>• Tangmere Academy, Tangmere (<b>academy</b>)</li> <li>• The March CE Primary School, Westhampnett</li> <li>• Thorney Island Community Primary School, Thorney Island</li> <li>• West Wittering Parochial CE School, West Wittering</li> <li>• Westbourne Primary School, Westbourne</li> </ul>

	<ul style="list-style-type: none"> <li>• Wisborough Green Primary School, Wisborough Green</li> <li>• There are 4 primary schools within the South Downs National Park where the catchment area extends into the Chichester District Local Plan area:</li> <li>• Compton Primary School, Compton</li> <li>• Funtington Primary School, West Ashling</li> <li>• Lavant CE Primary School, Chichester</li> <li>• Petworth CE Primary School, Petworth</li> </ul> <p>Chichester Free School opened in September 2013 and moved to its permanent home in Hunston in September 2018. It caters from reception (age 4) to secondary including sixth form (age 18) and is full in all year groups.</p> <p>There are a number of private (fee-paying) primary schools located in the plan area.</p>
Future requirements	<p>New Primary School: West of Chichester Strategic Site Allocation</p> <p>New Primary School: Tangmere Strategic Site Allocation</p>
Cross Boundary Issues	<p>Cross boundary issues in north of Plan Area with Horsham District</p> <p>Cross boundary issue with Waverley (Surrey)</p> <p>Cross boundary issue with Arun</p> <p>Cross boundary issue with Havant (Hampshire)</p> <p>Cross boundary issue with South Downs National Park</p>
Funding Sources	<p>Central government grant</p> <p>Chichester District Council requires developer contributions towards the cost of education provision for any development which gives rise to increased need if the current capacity of the existing schools exceeds 95%.</p> <p>New Primary schools at West of Chichester; Southbourne and Tangmere Strategic Site Allocations will be funded through S106.</p> <p>Infrastructure associated with the overall growth of the area may be funded from the CIL as identified in the draft Regulation 123 list.</p>
Key Issues	<p>West Sussex County has indicated that at a certain level, large-scale strategic development will require new and additional educational facilities, while other development may require improved</p>

	<p>facilities.</p> <p>There is considerable pupil movement in the south of the plan area, making detailed planning more difficult. Chichester District adjoins Hampshire and Surrey and has good rail and road links which aid pupil movement across the area and between local authorities. The availability of church schools also attracts children from some distance.</p> <p>Developer contributions from S106 do not reflect the true cost of providing a new school and these are topped up with the basic need grant if available.</p> <p><b>Bourne.</b> The Planning Area will continue to operate very close to its overall capacity whilst the large year groups from previous years work their way through the system.</p> <p>There are a number of housing developments going ahead and planned for across the Planning Area which will be monitored for their effect on the schools and their capacities. There may be the need to create some additional space within the Planning Area at a later date including at secondary.</p> <p><b>Chichester</b> The Planning Area will be operating very close to its overall capacity for the foreseeable future with some schools operating over their capacity.</p> <p><b>Manhood</b> The current housing developments have added immense pressure to the primary schools in the Planning Area at primary level. The provision of additional capacity is required to meet the needs of the residents.</p>
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<b>Education – Secondary Schools</b>	
Lead Organisation(s)	West Sussex County Council (Children and Young People Services) Organisation(s)
Main Sources of Information	Planning School Places 2018
Existing Provision	<p>There are 6 secondary schools serving the plan area:</p> <ul style="list-style-type: none"> <li>• Bishop Luffa Church of England School, Chichester (<b>academy</b>)</li> <li>• Chichester High School (<b>academy</b>)</li> </ul>

	<ul style="list-style-type: none"> <li>• The Academy, Selsey (<b>academy</b>)</li> <li>• Chichester Free School (<b>Free School</b>)</li> <li>• Bourne Community College</li> </ul> <p>There is one secondary school within the South Downs National Park where the catchment area extends into the Chichester Local Plan Area:</p> <ul style="list-style-type: none"> <li>• Midhurst Rother College, Midhurst (<b>academy</b>)</li> </ul> <p>There are a number of private (fee-paying) secondary schools located in the plan area and beyond.</p>
Future requirements	Currently the secondary schools in the Chichester Planning Area could all accommodate additional pupils either by way of expansion or in the accommodation they already have, especially the high school academy in Chichester which is low on pupil numbers at present.
Cross Boundary Issues	<p>The District adjoins the neighbouring educational authorities of Hampshire and Surrey. There are good rail and road links which aid pupil movement across the area and between local authorities. Secondary schools serving the north of the plan area are located in Horsham District (The Weald, Billingshurst) and Surrey.</p> <p>In Arun District, St Philip Howard Catholic High School (Barnham) and Ormiston Six Villages Academy may also cater for pupils from the Chichester Local Plan area.</p>
Funding Sources	<p>Central government Basic Need Grant</p> <p>S106</p> <p>Basic need grant topped up by CIL for school places as identified in the regulation 123 list.</p>
Key Issues	<p>West Sussex County Council has indicated that at a certain level, large-scale strategic development will require new and additional educational facilities, while other development may require improved facilities.</p> <p>There is considerable pupil movement in Chichester, making detailed planning more difficult. The availability of church schools also attracts children from some distance.</p> <p>There will be the need to create some additional space within the District at a later date including at secondary.</p>

<b>Education – Post 16</b>	
Lead Organisation(s)	<p>WSSC  Chichester College  LEP  Bishop Luffa School  Chichester Free School  Chichester High School  Midhurst Rother College</p>
Main Sources of Information	<p>Planning School Places 2018  Chichester College Group</p>
Existing Provision	<p>Planning School Places (WSSC, 2018) states that the County Council has a statutory duty to secure sufficient suitable education and training opportunities to meet the reasonable needs of young people in the County. Young people are defined as those who are over compulsory school age but are under 19, or aged 19-25 for those children with Special Educational Needs and Disability (SEND). The County Council does not have a duty to cater for higher education (HE) students at universities. The responsibilities for HE planning sits with the Higher Education Funding Council for England (HEFCE)</p> <p>In Chichester the following establishments have post 16 provision:</p> <p><b>Sixth Form Provision</b>  Bishop Luffa  Chichester Free School  Chichester High School  Midhurst Rother College</p> <p><b>FE Colleges</b>  Chichester College - Delivery of education to 14-16 years olds, 16-18 years olds, 19+ learners, foundation learners and international students. Provision ranges from foundation to Level 7, statutory education and adult and community learning.  The total student population is C15,000.</p>
Future requirements	<p>Given the level of development anticipated in the Local Plan Review expansion of sixth form provision will be required later in the plan period.</p> <p>At Chichester College there will be a requirement to replace some very sub-standard teaching accommodation and the refurbishment of buildings to accommodate new courses. Motor vehicle is</p>



	currently taught off-site at Terminus Road and this needs to be brought back to campus but will require significant building works. Sufficient infrastructure will be required to handle an increase in student numbers, which will occur as the demographic increases
Cross Boundary Issues	Transport links – bus and rail
Funding Sources	The College receives its funding from the Education and Skills Funding Agency (ESFA), commercial income and grants.
Key Issues	Key issues for the college are as follows: Suitable and sufficient infrastructure to support the College requirements. The river Lavant is prone to flooding. Dependable transport to and from areas of student recruitment. Affordable car parking costs in local car parks. Traffic congestion from the A27 impacts on the smooth access of vehicles to and from the College site.

<b>Education – Special Schools</b>	
Lead Organisation(s)	West Sussex County Council
Main Sources of Information	
Existing Provision	There are 3 special schools serving the Plan area: <ul style="list-style-type: none"> <li>• Fordwater School - ages 2 to 19</li> <li>• Littlegreen School (within the South Downs National Park) - ages 7 to 14</li> <li>• St Anthony's School - ages 4 to 16</li> </ul>
Future requirements	
Cross Boundary Issues	Littlegreen School is in Compton within the South Downs National Park
Funding Sources	Central government grant  Funds may be available from the CIL, as identified in the draft regulation 123 list.
Key Issues	West Sussex County has indicated that large-scale strategic development may require new and additional educational facilities, while other development may require improved facilities.

<b>Education – Higher Education</b>	
Lead Organisation(s)	University of Chichester
Main Sources of Information	University of Chichester Strategic Plan 2018-25, Estate Strategy 2018-25
Existing Provision	Total number of students 5541, Undergraduate total 4651, Postgraduate total 890
Future requirements	As new undergraduate and postgraduate courses are developed at the University in the next five

	<p>years, there will be a requirement for new academic building provision at the Bishop Otter Campus. This will likely be located along the University's eastern boundary, associated with the construction of the north east link road into the University from Graylingwell Drive and the realignment and reorganisation of the University's main car park. The provision of future academic courses may necessitate some sensitive and appropriate redevelopment/repurposing of buildings, both academic and residential situated in the Conservation Area. The University also requires new student accommodation either on the campus or close to it. The University is aware that water pressure to the University Campus is at times less than adequate necessitating the use of storage tanks to meet demand. The issue can be overcome by using water storage, however, the adequacy of the water supply infrastructure to the area should be explored with the statutory undertaker, in this case Portsmouth Water.</p>
Cross Boundary Issues	Transport Links to the University Campus at Bognor Regis
Funding Sources	Student Fees, Student Accommodation Fees, Financial Institutions.
Key Issues	Availability of land for potential expansion - constraints on the University from the recently extended Conservation Area. Shortage of available and suitable student accommodation on or close to the University campus. Poor Water Supply pressure, sub-optimal fast rail links to London.

## 10. Health

Community Healthcare/Primary Care																									
Lead Organisation(s)	Coastal West Sussex Clinical Commissioning Group																								
Main Sources of Information	Coastal West Sussex Clinical Commissioning Group																								
Existing Provision	<ul style="list-style-type: none"> <li>• Southbourne Surgery</li> <li>• The Medical Centre (East Wittering)</li> <li>• Selsey Medical Group – Selsey Medical Centre</li> <li>• Tangmere Medical Centre</li> <li>• Lavant Road Surgery – Chichester</li> <li>• Parklands Surgery – Chichester</li> <li>• Langley House – Chichester</li> <li>• Cathedral Medical Group – Chichester</li> <li>• Loxwood Medical Practice</li> </ul> <p>There are two surgeries within the South Downs National Park which may accommodate patients from the Chichester Local Plan area:</p> <ul style="list-style-type: none"> <li>• Riverbank Medical Centre – Midhurst</li> <li>• The Surgery – Petworth</li> </ul> <p>The surgeries below serve not only their settlement but surrounding areas. The situation within the plan area is as follows:</p> <table border="1"> <thead> <tr> <th>Practice Name</th> <th>List Size at Sept 2017</th> <th>Status</th> </tr> </thead> <tbody> <tr> <td>Cathedral</td> <td>13,454</td> <td>Near capacity</td> </tr> <tr> <td>Langley House</td> <td>11,673</td> <td>List closed</td> </tr> <tr> <td>Lavant Road</td> <td>12,497</td> <td>Near capacity</td> </tr> <tr> <td>Parklands</td> <td>10,054</td> <td>Near capacity</td> </tr> <tr> <td>Tangmere</td> <td>5,049</td> <td>Currently has some capacity</td> </tr> <tr> <td>Southbourne</td> <td>10,031</td> <td>Currently has some capacity</td> </tr> <tr> <td>Witterings</td> <td>10,260</td> <td>Currently has</td> </tr> </tbody> </table>	Practice Name	List Size at Sept 2017	Status	Cathedral	13,454	Near capacity	Langley House	11,673	List closed	Lavant Road	12,497	Near capacity	Parklands	10,054	Near capacity	Tangmere	5,049	Currently has some capacity	Southbourne	10,031	Currently has some capacity	Witterings	10,260	Currently has
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			some capacity	
	Selsey	12,400	Currently has some capacity	
	Loxwood	5,758 (List size October 2018)	Currently has capacity, but this will be impacted by major cross-boundary developments in Surrey.	
Future requirements	<p>All new housing / infrastructure has a direct impact on health care in the region. All residents will register with a GP when moving to a new home. At present, Primary Care services are run by General Practitioners (GP's) as a partnership. These are stand-alone businesses that are funded materially from CCG's (Clinical Commissioning Groups), who do so as Co-Commissioner partners of NHS England. A significant number of premises that GP's run services from are based in modified old established 'houses' e.g. in Chichester City, which in some cases are in adjoining properties linked together with the remainder being either ageing or recently i.e. within 10 years, built for purpose premises. Many GP surgeries are operating at or near capacity thus requiring additional investment to cater for future additional housing growth.</p> <p>There is an identified need for Primary Care facilities to serve the Whitehouse Farm and other city developments, which will be considered alongside the appraisal of options for the development of the Primary Care estate including potential to relocate services to the proposed Southern Gateway development and also minor works at Southbourne and Tangmere surgeries.</p>			
Cross Boundary Issues	<p>Ongoing and potential future housing development in Emsworth, Hampshire may impact on primary healthcare services in Southbourne arising from patients exercising choice.</p> <p>On-going and potential new developments in Waverley and Guildford will impact on primary healthcare services in Loxwood, particularly as the Cranleigh Medical Centre is at capacity and does not intend to provide any additional place.</p>			
Funding Sources	<p>At present, Primary Care services are run by General Practitioners (GP's) as a partnership. These are stand-alone businesses that are funded materially from CCG's (Clinical Commissioning Groups), who do so as Co-Commissioner partners of NHS England. Historically and current state is that the premises that GP's run services from are based on old established 'houses' linked together (modified) with some ageing built for purpose premises.</p>			

The CCG does not have direct capital funding for Primary Care services. There are limited and scarce funds available that have to be applied for at a regional / national level. Capital funding may become available through the Sussex and East Surrey Sustainability and Transformation Partnership (STP). Whilst projects for health provision at Southern Gateway and west of city centre are on the prioritised list, there is no guarantee of receipt of funding given the significant shortfall in capital funding across all NHS estate, including hospital, community and mental health, as well as primary care.

Criteria such as new developments and developer contributions are a key factor in decision making, as the funding available needs to be directed to area of need (and funding is scarce). The key question from central NHS funds is “what funding has been secured from housing development” when applying for any central capital investment.

The funding for new builds or Premises extensions/infrastructure comes from materially 2 sources, linked on the whole to new housing development growth.

- i. S.106 funds (or CIL equivalent)
- ii. CCG revenue allocation

Revenue funds from the NHS are used to run and maintain services that continually have a higher demand than the resource available. Health funds are provided and used for the existing population of the area and thus housing growth infrastructure costs are sourced and necessary from housing developments.

Revenue funds for Health organisations are limited and challenging currently. Many NHS bodies did not meet the requirement to break even financially, and in 2016/17 Coastal West Sussex CCG was one of those bodies. As such, funding for the foreseeable future will be exceedingly limited, as there remains a requirement to payback any financial gaps and at the same time there is a requirement still to make year on year efficiency savings (cash releasing).

NHS/Local Improvement Finance Trust (LIFT)/Third Party Development - not yet clearly defined. However, this funding will be prioritised to address condition and capacity of existing infrastructure to deliver existing patient needs, not growth.

	Infrastructure related to the overall growth of the area may be funded from the CIL as identified in the draft Regulation 123 list. This includes a minimum of £1.75m towards facilities at or serving the Whitehouse Farm development at the West of Chichester Strategic Development Location.
Key Issues	<p>The estate in Chichester is 'old' and does not readily support the patient numbers. Patient demand is high in Chichester and outlying areas with all four city centre surgeries at or nearing capacity; moreover one surgery has closed its list size which is impacting on capacity at the remaining surgeries.</p> <p>The Coastal West Sussex Clinical Commissioning Group is planning to undertake a feasibility study for the Chichester area.</p>

<b>St. Richard's Hospital</b>	
Lead Organisation(s)	Western Sussex Hospitals NHS Foundation Trust
Main Sources of Information	Western Sussex Hospitals NHS Foundation Trust
Existing Provision	<p>St Richard's Hospital has 467 beds and provides a full range of acute hospital care, including accident and emergency services, acute medical care, maternity and children's services and a range of surgical specialties.</p> <p>It also has a purpose built NHS Treatment Centre on site which offers safe, fast, pre-booked day and short stay surgery and diagnostic procedures.</p> <p>The area served by St Richard's Hospital is around 400 sq miles. It covers the whole of the Chichester Local Plan area. It consists of the coastal areas of Selsey, Chichester Harbour, Littlehampton and Bognor Regis, together with the city of Chichester and the South Downs market towns of Midhurst, Billingshurst, Pulborough, Arundel and Petworth. Patients from East Hampshire also access St. Richard's Hospital.</p>
Future requirements	<p>Western Sussex Hospitals NHS Foundation Trust is in the process of refreshing its clinical and Estate Strategies to: respond effectively to demographic growth; enhance patient experience and safety; maximise the use of current hospital buildings; and comply with statutory requirements. To do so, the following changes to the estate are likely, but not limited to:</p> <ul style="list-style-type: none"> <li>• Increase Accident and Emergency capacity, with opportunity to accommodate an Urgent Treatment Centre;</li> <li>• Improved outpatient department;</li> </ul>

	<ul style="list-style-type: none"> <li>• Increase ward capacity;</li> <li>• Improved size, capacity and functionality of operating theatres;</li> <li>• Improved women and children's services capacity;</li> <li>• Enhance diagnostic provision such as imaging capacity;</li> <li>• Redesign and rebuild of the sterile services unit.</li> </ul>
Cross Boundary Issues	Arun and Hampshire
Funding Sources	In addition to Western Sussex Hospitals NHS Foundation Trust own internal generated capital funding, the Trust will seek to access additional external NHS funding and Community Infrastructure Levy.
Key Issues	<p>It is essential that there is sufficient acute hospital provision at St. Richard's to meet the needs of the growing population resulting from predicted housing growth in the Chichester Local Plan Area. St. Richard's Hospital will also need to respond to both the housing growth planned by other District and Borough housing areas in the area, as well as to the significant demographic changes expected during the same period. Within the Coastal West Sussex Area, the number of residents aged 65 to 84 is predicted to increase by 39% from 104,000 to 145,000, and for those over 85 predicted to increase by 114% from 20,000 to 42,000 over the plan period</p> <p>Both housing growth and an ageing population are likely to have a significant impact on St Richard's Hospital. The impact of the housing growth will depend upon the demographic makeup of the new residents, as younger households will have different health needs to that of older ones. If however, for illustrative purposes, there were a net increase in bed requirements of 2% a year, this would equate to an additional 175 beds or approximately 7 new wards by 2034 together with the associated clinical support functions. Affordable housing for keyworkers would also be a critical component for ensuring sufficiency of staffing to meet this type of growth.</p> <p>The hospital site is also relatively constrained by the surrounding residential and student accommodation. Therefore, working with partners taking a whole system approach will be crucial to meeting the anticipated increase in demand.</p>

## 11. Social Infrastructure

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



	<p><b>Hockey</b></p> <ul style="list-style-type: none"> <li>• Access to two additional sand based Artificial Grass Pitches as a hub site for Hockey in Chichester City.</li> </ul>
Cross Boundary Issues	
Funding Sources	<p>Chichester District Council</p> <p>Government grants</p> <p>Developer contributions through S106 for site specific requirements.</p> <p>Infrastructure related to the overall growth of the area may be funded from the CIL as identified in the draft Regulation 123 list.</p> <p>External funding (e.g. Trusts; private provision, Lottery funding, Governing Body funding)</p>
Key Issues	<p>CDC needs to ensure that it has sufficient indoor and outdoor leisure activities and premises to cater for both residents and visitor requirements in the future. It is likely that demand for leisure facilities will increase in the future so it is important that this demand is met.</p> <p>The recommendations of the Open Space Study, Indoor Sports and Playing Pitch Strategy (2018) have been taken into account in the preparation of the Chichester Local Plan Review.</p> <p>It is proposed through the Local Plan Review that developers will be required to contribute towards the provision of open space, sports and recreation facilities and provide facilities on larger development sites. The Council will work with towns and parishes preparing Neighbourhood Plans to identify suitable sites for the provision of sport and leisure facilities where particular deficiencies and local needs have been identified.</p>

<b>Community Facilities</b>	
Lead Organisation(s)	Chichester District Council, in consultation with Parish Councils
Main Sources of Information	Chichester District Council annual Community Facilities Audit; Chichester District Council Assessing Need and Demand for indoor sports facilities, June 2018
Existing Provision	Within the Plan Area there are numerous community buildings in community ownership, providing a wide range of local facilities and accommodating an even wider range of local groups and organisations.

	<p>Many of these facilities were built historically when community sizes were smaller, and accommodating increased demand from development requires expansion or adaption.</p>
Future requirements	<p>The Community Facilities Audit maps the planned improvements to many of the buildings by their respective owners, although often these will be responsive to housing developments.</p> <p>With larger developments, CDC would look to ensure appropriate provision within the site for the cohesion and sustainability that offers to new communities.</p>
Cross Boundary Issues	
Funding Sources	<p>Developer contributions through S106 where provision is necessary to make the development acceptable in planning terms.</p> <p>Infrastructure related to the overall growth of the area may be funded from the CIL as identified in the draft Regulation 123 list.</p> <p>Chichester District Council</p> <p>External funding (national funders e.g. Lottery, Trusts and other funders)</p> <p>Local fundraising – recognising the benefits to existing residents</p>
Key Issues	<p>CDC needs to ensure that adequate provision is made for community assembly and social activity to cater for the needs of future residents. Housing development creates additional demand, and consultation with the providers helps to establish the extent to which existing facilities can accommodate, or accommodate with some enhancement, or identify that new facilities need to be created. The annual Community Facilities Audit was devised to provide a database of this information to inform planning consultations.</p> <p>The District Council will work with parishes preparing Neighbourhood Plans to identify opportunities for the enhancement of existing provision or new facilities.</p>

## 12. Green Infrastructure

<b>Green Infrastructure (GI)</b>	
Lead Organisation(s)	<p>Chichester District Council</p> <p>West Sussex County Council</p> <p>Natural England</p> <p>Chichester Harbour Conservancy</p> <p>South Downs National Park Authority</p>
Main Sources of Information	<p>Open Space, Indoor Sports and Playing Pitch Strategy Study 2018</p> <p>Natural England Green Infrastructure Guidance</p> <p>South East River Basin Management Plan</p> <p>Chichester Harbour AONB Management Plan 2014-2019</p> <p>Chichester AONB Landscape Character Assessment, 2005 and CDC Landscape Capacity Assessments (2009 and 2011) – a review of which is to be published later in 2018.</p> <p>WSCC Landscape Studies</p> <p>South Downs National Park key objectives and emerging Local Plan</p>
Existing Provision	<ul style="list-style-type: none"> <li>• Chichester Harbour Area of Outstanding Natural Beauty</li> <li>• South Downs National Park</li> <li>• Parks and Gardens</li> <li>• Natural and Semi-Natural Green Space</li> <li>• Amenity Greenspace</li> <li>• Allotments and Community Gardens</li> <li>• Green Corridors</li> <li>• Beaches and seafront</li> <li>• Wetland areas, waterways and ditches</li> </ul>

	<ul style="list-style-type: none"> <li>• Canals, river corridors, tributaries and valleys of the River Lavant, River Kird and River Ems</li> <li>• Public Rights of Way</li> </ul>
Future requirements	Potential for improvement/enhancements to areas through Green Infrastructure. Green Infrastructure will be provided through Strategic Development Locations and small scale development at settlement hubs and service villages. This will contribute to existing GI and enhance or improve other areas.
Cross Boundary Issues	SDNP Arun Havant (Hampshire) Waverley (Surrey) Horsham
Funding Sources	<p>Developer contributions through S106 where provision is necessary on site to make the development acceptable in planning terms.</p> <p>Infrastructure related to the overall growth of the area may be funded from the CIL as identified in the draft Regulation 123 list.</p>
Key Issues	<p>Green infrastructure encompasses the full range of natural and historic landscape, including waterways, woodlands, and green corridors, and access to and between these features. It brings many social, economic and environmental benefits, attracting investment, jobs and people. For example, well-designed and integrated green infrastructure can assist with promoting a sense of community and providing opportunities for recreation.</p> <p>Natural England promotes green infrastructure as an important component of the infrastructure required to support sustainable growth. It also has an important role in enabling landscapes to become more responsive to climate change, such as absorbing CO2, heat and flood control. It remains important to protect and where possible enhance areas that are important and valued for their nature, flora, fauna, geological and biodiversity conservation.</p> <p>Green infrastructure must be adequately resourced up front to meet capital and on-going revenue needs. Multi-functional land use is key to achieving value for money by planning, creating and managing areas to produce multiple public and environmental benefits, sharing resources between sites and combining investment from different sectors.</p> <p>The requirement for open space, sport and recreation facilities is likely to continue, not least because the need to build at higher densities will require the continued provision of high quality open space. Enhanced access provision can assist with connecting local communities as well as individuals'</p>

	<p>personal health needs.</p> <p>GI, in the form of public rights of way, also provide access to services, commuting facilities, and support many local businesses, such as cycle hire shops and equestrian supplies. Public rights of way provide a range of multi-functional benefits (health, economy, reduced pollution, biodiversity).</p> <p>The Local Plan is the delivery mechanism for ensuring GI is provided as part of development, linking with existing GI, enhancing or improving other areas and ensuring mitigation for those areas that where GI will be lost through development.</p> <p>A Green Infrastructure Strategy will be produced in order to provide a detailed strategy for implementing the delivery of an integrated green infrastructure network.</p>
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<b>Mitigation under the Habitats Regulations Assessment</b>	
Lead Organisation(s)	<p>Solent Recreation Mitigation Partnership (including Chichester District Council and Natural England), operating as Bird Aware Solent.</p> <p>Pagham Harbour Mitigation Partnership (between Chichester District Council and Arun District Council)</p>
Main Sources of Information	<p>Bird Aware Solent Website <a href="http://www.birdaware.org/">http://www.birdaware.org/</a></p> <p>Bird Aware Solent Strategy 2018 <a href="http://www.birdaware.org/strategy">http://www.birdaware.org/strategy</a></p> <p>Map – Special Protection Areas (SPA) in the Bird Aware Solent region <a href="http://www.birdaware.org/CHttpHandler.ashx?id=27400&amp;p=0">http://www.birdaware.org/CHttpHandler.ashx?id=27400&amp;p=0</a></p> <p>Pagham Harbour Joint Scheme of Mitigation <a href="http://chichester.moderngov.co.uk/ielIssueDetails.aspx?IId=4976&amp;Opt=3">http://chichester.moderngov.co.uk/ielIssueDetails.aspx?IId=4976&amp;Opt=3</a></p>
Existing Provision	<p>Policy DM30: Development and Disturbance of Birds in Chichester and Langstone Harbours Special Protection Areas has been written to ensure that impacts from recreational disturbance are mitigated.</p> <p>Development that results in net new residential and holiday accommodation within the Chichester Harbour SPA zone of influence (5.6km) can opt to mitigate the impact of additional recreational</p>

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

<b>Flood Defences</b>	
Lead Organisation(s)	<p>Chichester District Council</p> <p>West Sussex County Council</p> <p>Environment Agency</p>
Main Sources of Information	<p>Beachy Head to Selsey Bill Shoreline Management Plan</p> <p>North Solent Shoreline Management Plan (2010)</p> <p>Chichester District Strategic Flood Risk Assessment 2018</p> <p>The Pagham to East Head Coastal Defence Strategy</p>
Existing Provision	<p>The Manhood 16km coastline is actively protected. This is mostly Chichester District Council's frontage but the Environment Agency manages 5km over the Medmerry and Pagham frontages.</p>
Future requirements	<p>The Manhood Peninsula Surface Water Management Plan will be undertaken by West Sussex County Council as Lead Local Flood Authority.</p> <p>The Environment Agency continually monitors the risk of fluvial and coastal flooding to communities in the Manhood Peninsula and produces up to date flood mapping.</p> <p>A beach management plan in the Selsey/Bracklesham/Wittering is being undertaken by CDC.</p> <p>The community in Bosham, in partnership with West Sussex County Council, the Environment Agency, Chichester District Council and Chichester Harbour Conservancy aims to build a small section of sea wall as an extension to the existing Trippett Sea Wall; however funding for this has not yet been secured.</p> <p>Works will be required in the next 5+ years to protect Apuldram's STW.</p>
Cross Boundary Issues	<p>Havant (Hampshire)</p> <p>Arun</p>
Funding Sources	<p>Defra's Flood Defence Grant in Aid (FDGiA) is the key source of funding for the Environment Agency's flood and coastal risk management (FCRM) works. However due to partnership funding rules, FDGiA is extremely unlikely to fund 100% of any FCRM schemes in Chichester District.</p>

	<p>Contributions will be required from other funding sources, including from the community, for any future works or schemes.</p> <p>Developer contributions through S106 where provision is necessary to make the development acceptable in planning terms.</p> <p>Infrastructure related to the overall growth of the area may be funded from the CIL as identified in the draft Regulation 123 list.</p>
Key Issues	<p>Failure to provide adequate flood defences could lead to extensive property damage and possible land loss within Chichester District.</p> <p>The onset of climate change needs to be mitigated for and the implementation of a long term, deliverable strategy will help to achieve this.</p> <p>The Local Plan will provide the policy framework to mitigate against the adverse effects of climate change by locating new development in areas that are less prone to flooding. This will include development on the coast where a lack of adequate seas defences could lead to property damage.</p> <p>The Local Plan recognises the benefits of green infrastructure - such as SUDs and permeable surfaces - being incorporated within developments to reduce the possibility of flooding.</p>

<b>Allotments</b>	
Lead Organisation(s)	Parish and Town Councils
Main Sources of Information	Open Space, Indoor Sports and Playing Pitch Strategy Study 2018
Existing Provision	There 14.36 hectares of allotments at present. The Open Space Study 2018 identified a shortfall of 12.92 hectares of allotments across the District.
Future requirements	Protection of existing allotments through Local Plan policies, with the possible provision of allotments/community orchards through strategic and small Site Allocations and Neighbourhood Plans.
Cross Boundary Issues	
Funding Sources	<p>CDC</p> <p>Developer contributions through S106 for on-site provision.</p>



	<p>Infrastructure related to the overall growth of the area may be funded from the CIL as identified in the draft Regulation 123 list.</p>
Key Issues	<p>Allotment gardening makes an important contribution to the quality of people's lives. It has an important role to play in creating and maintaining healthy neighbourhoods and sustainable communities.</p> <p>It can provide health benefits improving both physical and mental health, providing a source of recreation and contributing to green and open space provision. Allotments can also help in adapting to and mitigating the adverse impacts of climate change by encouraging the provision of locally sourced food.</p> <p>Responsibility for the management of allotments lies with Parish, City and Town Councils.</p>

### 13. Public Services

<b>Emergency Services - Police</b>	
Lead Organisation(s)	Sussex Police
Main Sources of Information	Sussex Police
Existing Provision	<p>Stations at:</p> <ul style="list-style-type: none"> <li>• Chichester</li> <li>• Selsey</li> <li>• Chichester Custody Centre – private Finance Initiative building providing custodial services for West Sussex.</li> </ul> <p>In the South Downs National Park at:</p> <ul style="list-style-type: none"> <li>• Midhurst</li> <li>• Petworth</li> </ul>
Future requirements	<p><b>ESTATE</b></p> <p><b>Chichester Police Station</b></p> <p>Financial support to fill funding gap of <b>£400,000</b> to deliver the necessary refurbishment works at Chichester Police station. This project will cost £1.3m to deliver and a maximum budget of £900,000 has been secured. This will provide an adequate level of future proofing for the police station and increase capacity of this site by a minimum of 20 staff.</p> <p><b>Projected additional personnel requirements</b></p> <p>Sussex Police calculations project that a minimum of 27 new dedicated or divisional officer and 8 staff roles would be required to mitigate the growth outlined in Chichester over the development plan period. This equates to a minimum cost of <b>£288,886</b> for training and equipping new officers and staff (not including revenue costs).</p> <p><b>Vehicles</b></p> <p>The average capital cost of a new vehicle is £17,000 (not including fuel and maintenance). The guideline for the majority of marked vehicles is to replace every four years or 125,000 miles. The condition of vehicles at the end of their police life varies. However, Sussex Police forecast that they will redeem, on average 5% of a vehicles value on disposal.</p> <p>The development will require fleet investment far exceeding 4 years therefore Sussex Police would</p>

	<p>require at least an 8 year life of provision. This contribution is justified because there is insufficient funding within the police's revenue income to take on the capital cost after just four years, without diverting money from elsewhere. Sussex Police estimate that the 4 year lifetime cost per vehicle is approximately £42,240 including running costs and capital charges.</p> <p><b>ANPR Cameras</b></p> <ol style="list-style-type: none"> <li>1) A27 Chichester bypass 2 x dual lane reading cameras</li> <li>2) A286 Chichester to Lavant road 1 x dual lane camera</li> <li>3) B2178 Chichester 1 x dual Lane camera</li> <li>4) A285 Chichester near Sainsbury's 1 x dual Lane camera</li> <li>5) Claypit Lane Chichester 1 x dual Lane camera</li> <li>6) A285 Tinwood area 1 x dual lane camera</li> <li>7) B2179 West Wittering 1 x dual lane camera</li> <li>8) A286 Birdham 1 x dual lane camera</li> <li>9) Tangmere Lane 1 x dual lane camera</li> </ol>
Cross Boundary Issues	With Surrey and Hampshire
Funding Sources	<p>Council tax precepts (revenue)</p> <p>Police Capital Grants – Home Office Grant</p> <p>Capital receipts from sales</p> <p>Police Reserves</p> <p>S106 for infrastructure that is necessary to make the development acceptable in planning terms.</p> <p>Infrastructure related to the overall growth of the area may be funded from the CIL as identified in the draft Regulation 123 list.</p>
Key Issues	Sussex Police has a number of Crime Prevention Design Advisors who champion a scheme called

	<p>‘Secure by Design’. Through design, the scheme aims to enhance security, reduce crime, create a safe and sustainable community and reduce demands on police resources. Design and access statements that are required for many planning applications should demonstrate how crime prevention measures have been considered.</p> <p>There will need to be an increase in IT infrastructure and investment in mobile data to provide a response to an increasing population and more sharing and investment with local authority and other key partner facilities.</p> <p>Not only does an increase in population affect local policing, it also draws upon other resources based outside of Chichester, such as Roads Policing, Firearms response, Custody provision and the arrangements of a PFI facility. It also means that there is increased demand and that will mean an impact on Community Safety.</p>
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<b>Emergency Services – Fire and Rescue Service</b>	
Lead Organisation(s)	West Sussex County Council is the fire authority with statutory responsibility under the Fire and Rescue Services Act 2004.
Main Sources of Information	West Sussex Fire and Rescue Integrated Risk Management Plan 2018-2022
Existing Provision	<p>Stations at:</p> <ul style="list-style-type: none"> <li>• Chichester: Service Headquarters, Immediate Response and retained Duty System</li> <li>• East Wittering – On call Duty System</li> <li>• Selsey – On call Duty System</li> </ul> <p>In the South Downs National Park at:</p> <ul style="list-style-type: none"> <li>• Midhurst – On call Duty System</li> <li>• Petworth – On call Duty System</li> </ul> <p>Outside the plan area at:</p> <ul style="list-style-type: none"> <li>• Billingshurst – On call Duty System</li> <li>• Dunsfold – Surrey Fire &amp; Rescue Service</li> <li>• Emsworth – Hampshire Fire &amp; Rescue Service</li> <li>• Haslemere – Surrey Fire &amp; Rescue Service</li> </ul>

	As the Statutory Harbour Authority, the Chichester Harbour Conservancy assists the emergency services on water through the work of its Harbour Patrol Team.
Future requirements	West Sussex Fire and Rescue Service has recently formulated their Integrated Risk Management Plan 2018-2022. This plan sets out how WSFRS intends to drive continuous improvement and analyses current and projected future risk. This review may result in the need to relocate or revise the current fire cover provision within the Chichester District. This is at a very early stage, with station locations and crewing arrangements interdependent across the whole county. It is currently too early in the process to predict any further changes at this time.
Cross Boundary Issues	Hampshire Fire & Rescue Service Surrey Fire & Rescue Service
Funding Sources	<p>Funding for WSFRS currently comes from two main sources:</p> <ul style="list-style-type: none"> <li>• Grant funding from government to WSCC</li> <li>• Council Tax</li> </ul> <p>The way funding is received from government is changing. The County Council will no longer receive money from the revenue support grant, a government grant given to WSCC which can be used to finance revenue expenditure on any service. This grant funding has been gradually declining over the past four years. Instead this element will be determined by the amount of business rates it can collect. Therefore the county needs to be a prosperous place and an attractive place to do business. There is no additional precept for the fire and rescue service on council tax bills in West Sussex. The fire and rescue budget is considered as part of the wider provision of county council services.</p> <p>Developers will also be required to contribute towards works that may be needed to fulfil the fire authority's duty to ensure the provision of an adequate access and supply of water for fire fighting. In addition, Community Infrastructure Levy funding may be required to make a proportionate contribution towards the provision of new fire fighting services or facilities to enable the fire and rescue service to meet its statutory requirements and prescribed standards of fire cover for the area. The costs are based on the additional population coming from the new development.</p> <p>S106 where provision is necessary to make the development acceptable in planning terms.</p> <p>Infrastructure related to the overall growth of the area may be funded from the CIL as identified in the draft Regulation 123 list.</p>
Key Issues	Most of the Local Plan Area is currently classified as a low/medium critical fire risk. Developers will need to continue to liaise with the County Council Highways Department to ensure that suitable

	<p>access to a new development is provided.</p> <p>There may also be the need to carry out work to ensure that sufficient supplies of water in terms of volume and pressure are available. The developer should provide the infrastructure required to serve a new development.</p> <p>The increase in housing will increase the workload in terms of Community Safety and fire prevention.</p> <p>The impact of any accompanying infrastructure (eg schools, shops, leisure facilities) will further increase the demand of WSFRS Business Fire Safety team in auditing, fire protection and enforcement.</p> <p>Some of the developments are also in rural locations and it would be important to the Fire Service that suitable accompanying provision for firefighting water (hydrant network) be included as part of the plan.</p> <p>The WSFRS recommend the installation of fire sprinkler systems into new properties, particularly in areas where travel distance from a Fire Station is significant.</p>
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<b>Emergency Services – Ambulance</b>	
Lead Organisation(s)	South East Coast Ambulance Service NHS Trust (SECAMB)
Main Sources of Information	South East Coast Ambulance Service NHS Trust
Existing Provision	Premises at: <ul style="list-style-type: none"> <li>• Make Ready Centre at Tangmere</li> <li>• Ambulance Community Response Post Chichester South</li> <li>• Ambulance Community Response Post Chichester North</li> </ul>
Future requirements	In the South Downs National Park at: Midhurst Fire Station, where an Ambulance Community Response Posts is being developed in partnership with the West Sussex Fire & Rescue Service
Cross Boundary Issues	None in terms of premises.
Funding Sources	Service level agreements with the region’s Clinical Commissioning Groups, hospitals and mental health trusts.

	Infrastructure related to the overall growth of the area may be funded from the CIL as identified in the draft regulation 123 list.
Key Issues	<p>The Trust responds to 999 calls from the public, urgent calls from health professionals and in Kent and Sussex. The Service:</p> <ul style="list-style-type: none"> <li>• Covers a geographical area of 3,600 square miles (Brighton &amp; Hove, East Sussex, West Sussex, Kent, Surrey, and North East Hampshire)</li> <li>• Serves a resident population of 4.5 million</li> <li>• Employs over 3,200 staff working across 70 sites in Kent, Surrey and Sussex.</li> <li>• Received 688,714 emergency calls in 2010/11</li> </ul> <p>There have been increasing demands on the ambulance service and it is predicted that these will continue to rise, particularly in response to the increasingly ageing population in the region.</p>

<b>Libraries</b>	
Lead Organisation(s)	West Sussex County Council
Main Sources of Information	West Sussex County Council
Existing Provision	There are existing local libraries at; Chichester, Selsey, Southbourne and the Witterings. There is also a mobile library service provision throughout the District.
Future requirements	Planned provision of new library infrastructure in the District is through shared community space in SDLs. Improvements will be required to Southbourne library and Chichester Library.
Cross Boundary Issues	
Funding Sources	<p>West Sussex County Council</p> <p>Infrastructure related to the overall growth of the area may be funded from the CIL as identified in the Regulation 123 list. Improvements to Southbourne library required as a direct result of the new SDL at Southbourne will be required through S106.</p>
Key Issues	The County Council is continuing to explore opportunities for shared provision and use of buildings, expanding the virtual offer (e books and on-line services), the provision of unstaffed collections with self-service terminals in community buildings and a reassessment of the effectiveness of current library locations. In general this will mean a much more flexible approach to providing access to the Library Service than merely expanding or building more libraries. The requirement for infrastructure

	<p>to support additional developments will need to be equally flexible and creative. Solutions could include funding to support an expansion to the virtual offer, or to enable the creation of partnership opportunities that require conversions and alterations to provide access to the service rather than the physical building of additional space.</p> <p>The residential development proposed at the strategic development locations is likely to create additional demand for library provision. A flexible approach is needed whereby this provision is identified as part of a new community centre or school. This approach should be considered for Tangmere, West of Chichester and development in the north east section of the City. If a dual use (school and public) library is felt to be the best solution then provision is best incorporated at the point of design of a new school, rather than retrofitting to an existing school. Depending on the type of housing proposed for Southbourne, it may be appropriate to expand and enhance existing library provision including Southbourne Library and accommodate a Children &amp; Family Centre.</p>
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<b>Cemeteries &amp; Crematorium</b>	
Lead Organisation(s)	Chichester District Council Contract Services (Cemeteries) Dignity (Crematorium)
Main Sources of Information	Chichester District Council
Existing Provision	Portfield Cemetery has sufficient provision within the existing cemetery for the next 5 years.  Church run cemeteries – capacity varies  Petworth Cemetery (in the South Downs National Park) has sufficient provision for the next 100 years.  Chichester Crematorium is run by Dignity, a private company
Future requirements	An extension to Portfield Cemetery Expansion of Chichester Crematorium
Cross Boundary Issues	Some residents in the western part of Chichester choose to use the new Crematorium at Havant
Funding Sources	The Council owns the land for the extension, and the neighbouring developer will provide the boundary fencing.  Cemetery fees for grave spaces.



	50% of the costs are met by Chichester City Council (at Portfield)
Key Issues	The Council is responsible for cemetery provision. Other than the planned extension to Portfield Cemetery, there are no further requirements during the plan period.

<b>Waste Planning</b>	
Lead Organisation(s)	West Sussex County Council
Main Sources of Information	<p>West Sussex County Council and the South Downs National Park Authority Waste Local Plan (adopted April 2014)</p> <p>The Waste Local Plan has been produced in partnership between West Sussex County Council and the South Downs National Park Authority.</p> <p>The West Sussex Waste Local Plan covers the period to 2031 and sets out the vision and strategic objectives for waste planning.</p> <p>The Waste Local Plan was adopted on 11 April 2014 and is now part of the Development Plan for West Sussex and the basis for all planning decisions relating to waste development in the Plan area.</p>
Existing Provision	<p>West Sussex County Council, as Waste Disposal Authority, is responsible for co-ordinating and managing the disposal of municipal waste, which includes household, some commercial waste, and waste deposited at Household Waste Recycling Sites. Infrastructure in the District includes Household Waste Recycling Sites at Westhampnett near Chichester (co-located with a Waste Transfer Station) and at Midhurst.</p> <p>Municipal waste in the District is collected by Chichester District Council (the Waste Collection Authority).</p> <p>There is an existing network of waste management sites across the county which handle waste outside the control of the County Council. The Waste Local Plan includes a key diagram indicating the location of the main sites.</p>
Future requirements	Policy W10 of the West Sussex Waste Local Plan Submission is concerned with strategic waste site allocations required to meet future forecast demand for waste treatment and disposal in the County. Along with a few other sites in the County, land at the Fuel Depot, Bognor Road, Chichester is proposed for allocation for a waste management facility. The allocation is supported by a range of

	<p>development management principles which indicate that the site is suitable, in principle, for the development of proposals for the transfer, recycling, and/or treatment of waste (including the recycling of inert waste).</p> <p>The former fuel depot is approximately 4.8 hectares of land outside the defined built-up area. The waste management capacity achieved will depend upon the type of facility and chosen technology. The development principles for the site include height restrictions to protect views of Chichester Cathedral spire and to the South Downs National Park, and no direct access onto the A27.</p>
Cross Boundary Issues	The Household Waste Recycling Site will be used by residents in the southern parts of the South Downs National Park.
Funding Sources	<p>West Sussex County Council</p> <p>Chichester District Council</p>
Key Issues	The County Council's Chichester (Westhampnett) Household Waste Recycling Site (co-located with a Waste Transfer Station) was improved in 2005. There is a requirement to improve this site to provide additional capacity to support demands from future housing growth across the area, which has been identified in the Infrastructure Business Plan.

## 14. Utility Services

<b>Wastewater treatment and sewerage</b>	
Lead Organisation(s)	Southern Water Thames Water
Main Sources of Information	Southern Water  Thames Water  Chichester Water Quality Group  Position Statement on Wastewater and Delivering Development in the Local Plan.
Existing Provision	<p>Waste water treatment is not constrained in pure engineering or economic terms but constraints exist relating to licencing of discharges to controlled waters, where extra discharge may pose a risk to protected waters, especially Natura 2000 sites (Special Protection Areas and Special Areas of Conservation) and RAMSAR sites. Additional treatment capacity could be provided but may require new technologies. The 5 year funding mechanism provides a suitable method to adapt to new development, giving time for assessment of impacts.</p> <p><b>Wastewater sewerage system</b> - Southern Water is the statutory sewerage undertaker for most of West Sussex. There is a sewerage system, which is operated mainly under gravity, throughout Chichester Local Plan Area with limited spare capacity at Tangmere and Chichester (Apuldram) Wastewater Treatment Works (WwTW).</p> <p>The existing infrastructure capacity is adequate to serve existing development in the Plan Area. The Environment Agency will shortly be issuing a new position statement to prevent environmental harm and safeguard the special water environment of Chichester Harbour, whereby new development outside the Settlement Boundaries of Chichester, Fishbourne and Stockbridge will not drain to the Apuldram WwTW. It is expected that larger scale development will be directed to alternative WwTW catchments, notably Tangmere WwTW via the new sewer pipeline connection once operational. Some minor development could connect to the works as per the 2018 Position Statement on Wastewater and Delivering Development in the Local Plan (Apuldram WwTW).</p> <p>Thames Water is the statutory sewerage undertaker for a small part of the northern area of the</p>

	District and are is hence a “ <b>specific consultation body</b> ” in accordance with the Town & Country Planning (Local Planning) Regulations 2012.
Future requirements	<p>Southern Water submitted a new Business Plan to Ofwat in 2018 to cover the period 2020 to 2025.</p> <p>A scheme to upgrade the Tangmere WwTW has been delivered and a new pipeline will soon be operational to enable new development within an expanded catchment area to be connected to the Tangmere WwTW.</p> <p>Developers are encouraged to contact Southern Water or Thames Water (as appropriate) as early as possible to discuss their development proposals and intended delivery programme to assist with identifying any potential wastewater and water network reinforcement requirements. Where there is capacity constraint the Local Planning Authority will, where appropriate, apply phasing conditions to any approval to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of the relevant phase of development.</p>
Cross Boundary Issues	<p>During the preparation of Havant’s IDP, the capacity of wastewater treatment facilities was investigated. The Thornham WwTW at Southbourne currently serves a small proportion (&lt;5%) of Havant Borough, in and around Emsworth. While it is estimated that there will be sufficient capacity at Budds Farm to treat waste water arising from new development in Havant Borough, the need for some additional capacity at Thornham WwTW for new developments in the Emsworth area shouldn’t be ruled out. CDC has undertaken a review of all WwTW serving the Local Plan Area including Thornham and will be discussing the potential for upgrades across the plan area with Southern Water.</p>
Funding Sources	<p>For local infrastructure: Developer charging system has recently changed. An element of the connection charge per property covers the cost on a regional basis of providing infrastructure enhancements to accommodate additional flows.</p> <p>Charges for connection services are split into two categories:</p> <p><b>Network reinforcement charges</b> - the charges for work that is needed on the existing water or sewer network to provide for new development-related growth. These will be recovered through a new ‘infrastructure charge’<sup>1</sup>, which will be fixed for both water and wastewater connections. The new infrastructure charge for wastewater connections on developments &gt;20 houses is £765 per property and &lt;20 houses is £550 per property. Water connections are £200 per property and this charge is waived on water efficient development (achieving 110 l/p/d or less).</p>

	<p><b>Site specific charges</b> - the charges for all work carried out on the development site and the pipework required to connect the new homes to the existing water main or sewer at a defined point of connection. This includes:</p> <ul style="list-style-type: none"> <li>• new water service connections</li> <li>• new water mains</li> <li>• new drainage connections</li> <li>• new sewers</li> <li>• diversions of existing water mains and sewers that need to be moved on a development site.</li> </ul> <p>Further details can be found in the following link:  <a href="https://www.southernwater.co.uk/media/default/PDFs/new-connection-charging-arrangements-18-19.pdf">https://www.southernwater.co.uk/media/default/PDFs/new-connection-charging-arrangements-18-19.pdf</a></p> <p>Strategic infrastructure is financed by Southern Water through the Price Review process. Ofwat – the economic regulator of the water sector in England and Wales ensures that water companies can finance their functions, and regulates the prices customers pay by setting price limits every five years.</p>
Key Issues	<p>Southern Water has recently upgraded the existing infrastructure at Tangmere to increase its capacity.</p> <p>Ultraviolet treatment has been installed and is operational on the storm overflow at Chichester (Apuldram) WwTW. This will offer some limited capacity for development.</p> <p>In terms of sewerage (i.e. the underground sewer pipes and associated facilities that convey wastewater from individual homes and businesses to the works for treatment), capacity to service individual development sites will need to be assessed on a site by site basis.</p> <p>Additional wastewater treatment and sewerage capacity would need to be provided to meet demand from new development. Development must be co-ordinated with provision of this infrastructure.</p> <p>Southern Water can plan and fund additional wastewater treatment capacity through the water industry’s periodic price review process. This is carried out by Ofwat, the water industry’s economic regulator, every five years. Delivery of additional capacity is therefore achievable, provided Southern Water’s investment proposals to Ofwat are necessary to support future development. Strategic development draining to Tangmere WwTW would need to be phased post 2020 to allow time to deliver the transfer pipework to this works.</p>

	<p>In terms of local sewerage infrastructure, the charging system for developers has recently changed. An element of the connection charge per property covers the cost, on a regional basis, of providing infrastructure enhancements to accommodate additional flows. The developer is expected to meet the off-site cost of connecting to the existing network. Charges are offset to recognise the future income from new customers. There is a need for improvements to the existing system, including the maintenance of pipe networks.</p> <p>Sewerage infrastructure is a particularly significant issue for the proposed strategic sites that are located around Chichester city, if flows are required to be transferred to Tangmere WwTW.</p>
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<b>Water supply</b>	
Lead Organisation(s)	Portsmouth Water Thames Water
Main Sources of Information	Portsmouth Water Southern Water Thames Water
Existing Provision	<p><b>Water resources</b> - Portsmouth Water is responsible for the supply of clean drinking water in the southern part of the plan area. Thames Water's water resource serves a small part in the north of the plan area, and Southern Water supplies water to the north eastern parishes in the plan area.</p> <p><b>Water distribution system</b> - Per Capita Consumption (PCC) is falling and despite a rising population Portsmouth Water is able to meet current and future demands for housing. The Company is operating within its abstraction licenses and has carried out a wide program of sustainability investigations and environmental improvements.</p> <p>Portsmouth Water's Water Resources Management Plan is based on Government population forecasts and Local Authority housing numbers. There is an integrated distribution system with the ability to transfer water from one part of the Company to another.</p>
Future requirements	Portsmouth Water has spare capacity and some of this is currently transferred to Southern Water via two bulk supplies. Further housing development, within the Chichester area, is included forecasts but no new resources are needed to meet this growth.

	<p>Portsmouth Water will, however, need to develop additional sources, such as Havant Thicket Reservoir, and demand management to meet additional bulk supplies to Southern Water. These bulk supplies are driven by sustainability reductions to Southern Water's licences in the South Hampshire area.</p> <p>Individual housing sites will need to be assessed for on and off site mains when the details are known. Funding for these mains is obtained from the developers but the sites around Chichester do not vary much in terms of closeness to trunk mains or storage.</p>
Cross Boundary Issues	<p>Havant Borough Council has allocated this land in its adopted and draft Local Plans, and understands that this is now likely to come forward, following an agreement for Portsmouth Water to supply Southern Water. Please see update here: <a href="https://www.portsmouthwater.co.uk/havant-thicket-reservoir/news/">https://www.portsmouthwater.co.uk/havant-thicket-reservoir/news/</a></p>
Funding Sources	<p>Developer contributions for on and off site mains are paid directly to the Water Companies. There is no need for funding through the planning process.</p>
Key Issues	<p>Portsmouth Water published its Draft Water Resources Management Plan (WRMP 2019) in March 2018 and carried out a twelve week consultation. The new plan also shows falling per capita consumption and stable demand over the planning period. The WRMP 2019 does not include compulsory metering as the area of supply is not 'Seriously Water Stressed'. It does include optional metering and encourages customers to be more water efficient. Portsmouth Water has proposed to reduce leakage by 15% by the introduction of district metering and targeted leak repairs.</p> <p>Portsmouth Water has allowed for investment in the new mains and for new water supplies such as Havant Thicket Reservoir and enhanced ground water supplies. Further sustainability reductions are not required and the Environment Agency's National Environment Programme has been completed.</p> <p>Developers need to contact Portsmouth Water regarding water supplies and the potential need for off-site mains reinforcements. These reinforcements will be paid for by the developer rather than the existing customers. Additional funds are collected via 'Infrastructure Charges' to pay for other parts of the supply system.</p> <p>The water supply in Chichester District is from existing source works, and would be managed through existing reservoirs and storage capacity. The additional bulk supplies do not require any further infrastructure in Chichester District.</p>

	<p>Water resources are not a restriction on development in the Chichester area. However, as further details are known about the proposed strategic sites the council liaison should take place with Portsmouth Water to allow the main capacity to be checked.</p> <p>Portsmouth Water has not allowed for significant growth in horticultural demand in its Water Resources Management Plan 2019. Horticultural development could require additional main laying but the majority of water will come from onsite facilities such as boreholes and rainwater harvesting.</p>
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<b>Gas supply</b>	
Lead Organisation(s)	<p>Scotia Gas Networks (SGN)</p> <p>SGN is a gas distribution company that operates over 74,000km of gas mains and services in Scotland and the South of England.</p> <p>In addition to the National Transmission System owned by National Grid, SGN own the local Transmission System in the area. This system operates between 16Bar and 38Bar and has Pressure reduction installations at Chichester, Birdham, Shripney, Emsworth and Stedham. At these stations the Distribution system of 7 Bar and below take over the role of meeting demand for towns and villages in the local area.</p> <p>Thereafter, the distribution system consists of three pressure tiers:</p> <ol style="list-style-type: none"> <li>1. Intermediate pressure, operating between 7 bar* and 2 bar</li> <li>2. Medium pressure, operating between 2 bar and 75 mbar (mbar); and</li> <li>3. Low pressure, operating below 75 mbar</li> </ol> <p>* 'Bar' is a unit of pressure.</p>
Main Sources of Information	<p>Scotia Gas Networks - For additional information please visit the company website –</p> <p><a href="http://www.sgn.co.uk/Our-Services/Our-Services/">www.sgn.co.uk/Our-Services/Our-Services/</a></p>
Existing Provision	<p>Scotia Gas Networks confirm that the existing network is adequate to serve existing development.</p>
Future requirements	<p>If more capacity is required, reinforcement to the network can be carried out to accommodate any level of development.</p>
Cross Boundary Issues	
Funding Sources	<p>Developer contributions</p>



	<p>Ofgem</p> <p>Scotia Gas Networks- Each connection and associated capacity request will be assessed on its own individual merits. Should any new request require an element of system reinforcement, the system requirements will then be quantified. This will then be subjected to SGN's economic assessment model, using the identified gas demand for the development. Where the costs of the system enhancements are less than the level of investment generated by the load, SGN will fund the cost of these works. Where the opposite is true, then the developer will be required to contribute to the cost.</p>
Key Issues	<p>Scotia Gas is responsible for both the transmission and distribution infrastructure in the whole of Chichester but there are some areas where mains gas is not available. There is a requirement for gradual replacement of cast iron gas mains pipes.</p> <p>The timing of any capacity improvement or reinforcement works is dependent upon the rate of development. Due to the nature of this business it is not permitted to invest speculatively but can take account of local development plans when undertaking or carrying out work in the area. Improvements will be provided by the utilities companies as required, although some additional infrastructure required to enable development will be funded by developers through connection charges.</p> <p>The Local Plan identifies the location, scale and timing of development, so this can be incorporated in SGN's strategic design.</p>

<b>Electricity supply</b>	
Lead Organisation(s)	Southern Energy Power Distribution (SEPD)
Main Sources of Information	Southern Energy Power Distribution
Existing Provision	Southern Energy Power Distribution confirms that the existing network capacity for the Chichester area is adequate for meeting existing customer's demand.
Future requirements	Southern Energy Power Distribution has no identified major spending plans. The projected increase in load growth is anticipated to be accommodated from existing capacity. There has been a reduction in loads in recent years, thought to be due to improved energy efficiency and the downturn in the economy.
Cross Boundary Issues	

Funding Sources	<p>Developer contributions</p> <p>Ofgem</p> <p>Southern Energy Power Distribution</p>
Key Issues	<p>Where existing infrastructure is inadequate to support the increased demands from new development, the costs of any necessary upstream reinforcement required would normally be apportioned between the developer and Distribution Network Operator (DNO) in accordance with the current Statement of Charging Methodology agreed with the industry regulator (OFGEM). Maximum timescales in these instances would not normally exceed around 2 years and should not therefore impede delivery of any proposed housing development.</p> <p>Where overhead lines cross development sites, these will, with the exception of 400kV tower lines, normally be owned and operated by Scottish and Southern Electricity Networks. In order to minimise costs wherever possible, existing overhead lines can remain in place with uses such as open space, parking, garages or public highways generally being permitted in proximity to the overhead lines. Where this is not practicable, or where developers choose to lay out their proposals otherwise, then agreement will be needed as to how these will be dealt with, including agreeing costs and identifying suitable alternative routing for the circuits. The existing customer base should not be burdened by any costs arising from new development proposals.</p> <p>To ensure certainty of delivery of a development site, any anticipated relocation of existing overhead lines should be formally agreed with Scottish and Southern Electricity Networks prior to submission of a planning application.</p>

<b>Telecommunications</b>	
Lead Organisation(s)	<p>Mobile Operators Association</p> <p>Various broadband providers</p> <p>West Sussex County Council</p> <p>BT</p>
Main Sources of Information	Various

	Internet
Existing Provision	Each of the major networks provides standard coverage across the Local Plan Area.  Broadband via BT's copperwire phone network is available in all areas of the Local Plan Area.
Future requirements	West Sussex County Council has contracted with BT Telecommunications plc to build the necessary communications infrastructure to provide improved broadband services. The £30million project is being funded by West Sussex County Council, the government and BT Telecommunications plc.  West Sussex Gigabit - Pure optical fibre broadband to improve connectivity to public services
Cross Boundary Issues	
Funding Sources	Mobile telephone services are provided by telecommunications companies as required at their own cost.  West Sussex County Council  BT  Central Government
Key Issues	The mobile network is under expansion with more base stations required as part of the programme to enhance the infrastructure for the existing mobile generation (3G) and create a new network for 4G. New base stations are required as each cell can only support a finite number of mobile calls at any one time. Mobile phone operators publish roll-out plans every year, identifying existing and proposed base stations in the area; however these do not give a clear indication of long-term requirements. The companies responsible for telecommunications services will normally be able to provide the requisite infrastructure to serve new development through exercising their statutory powers and by agreement with the relevant parties.  The broadband network now covers most households, although at varying speeds, and the Government is committed to ensuring that everyone can benefit from the new services that technology such as this can provide.  Fibre broadband will be rolled out to around 96.5 per cent of West Sussex homes and businesses by the end of 2018, following a multi-million partnership project between West Sussex County Council and BT. The Better Connected West Sussex Broadband project builds on BT's on-going commercial

	<p>fibres deployment across the county, and will have provided broadband infrastructure to over 47,000 premises with superfast speeds of at least 24Mbps the end of the project..</p> <p>Advanced, high quality communications infrastructure is essential for economic growth. The development of high-speed broadband technology and other communication networks also plays a vital role in enhancing the provision of local community facilities and services. The Local Plan recognises the importance of delivering super-fast broadband to rural areas, and development should facilitate where possible the growth of new and existing telecommunications systems to ensure people have a choice of providers and services.</p>
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## 15. Strategic Site Allocations

### Land West of Chichester – Local Plan Review Policy SA1

15.1 This site is allocated for 1,600 dwellings and has been carried forward from the adopted Local Plan. (It is allocated in the adopted Local Plan for residential development of 1,250 dwellings during the plan period to 2029, and it has outline planning permission (phase 1) for 750 homes with a signed S106 agreement). This leaves a further 350 homes to be delivered (phase 2) by 2035 with a range of infrastructure including leisure, green infrastructure, social and community facilities. The development is planned as an extension to the city, taking the form of a new neighbourhood. The table below shows the infrastructure required for the remaining 850 homes.

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)
Transport	Cycling connectivity	Improvements to the existing network, ensuring good links to new networks and improved connectivity across the city linking strategic sites. Enhancements for both commuters and recreational cyclists			Developer contributions through S106	Developer
	Site specific mitigation to the local road network to include improvements to Sherborne Road and St. Paul's Road and junction. Also junction improvements to Cathedral Way/Via Ravenna	To mitigate the impacts of the increase in traffic generated by this Development  Cathedral Way/Via Ravenna PBA transport study	In line with phasing of development	Cathedral Way/Via Ravenna £372,500  Sherborne Road/St. Paul's Road £540,000	Developer contributions through S106/S278	West Sussex County Council
	St. Paul's cycle	Part of a local	In line with	£140,000	Developer	West Sussex County

	route	transport infrastructure package designed to complement the Smarter Choices package aimed at reducing congestion and increasing the use of sustainable modes of transport	phasing of development		contributions through S106/S278	Council
	Parklands cycle route	Part of a local transport infrastructure package designed to complement the Smarter Choices package aimed at reducing congestion and increasing the use of sustainable modes of transport	In line with phasing of development	£440,000	Developer contributions through S106	West Sussex County Council
	Site specific provision of public transport to serve the site and link it to the city	To mitigate the impacts of the increase in traffic generated by this development	In line with phasing of development	£500,000	Developer contributions through S106	West Sussex County Council
	Site specific improvements to the Strategic Road Network	To mitigate the impacts of the increase in traffic generated by this development	In line with phasing of development	TBC	TBC	Highways England and West Sussex County Council
	Site specific car club and electric vehicle points	To mitigate the impacts of the increase in traffic generated by this	In line with phasing of development		Developer contributions through S106	West Sussex County Council
Total Transport				£1,992,500		

Infrastructure Costs						
Education	Primary School	A new school site for a 1FE or 2FE primary school (dependent on the quantum of development). The site should make provision for a capacity of 2FE	In line with site development	£6m (1FE) £10.6m (2FE)	Developer contributions through S106  Basic Need Grant	West Sussex County Council
	Early Years	Will be based on educational assessment				West Sussex County Council
	Secondary	Will be based on educational assessment				West Sussex County Council
	Special Educational Needs	Will be based on educational assessment				West Sussex County Council
	Sixth Form	Will be based on educational assessment				West Sussex County Council
Total Education Costs				£10,600,000		
Health	NHS Medical Centre West of Chichester SDL IBP/398	To accommodate new residents/patients from planned developments, which will be supplemented by additional funding to enable restructure and consolidation of Primary Care resources to serve Chichester over the next 20 years, as per	In line with Phase 1 of site development (2018-2025)	£4.5m,	NHS sources/LIFT/third party development (£2.75m expected to be funded by LIFT CIL contribution of £1.75m	Coastal West Sussex Clinical Commissioning Group

		the emergent GP estate strategy				
Total Health Infrastructure Costs				£4,500,000		
Social Infrastructure	New Community Hall of sufficient size to accommodate a variety of recreational and social activities – a minimum of 18m x 10m, capacity of around 150 – 200 seated, with small meeting room, kitchen, storage and toilet facilities commensurate with size, with provision for disabled users and car parking. Overall a net minimum of 300 sq m. Provision should be able to accommodate a badminton court.	The Open Space, Indoor Sports & Playing Pitch Strategy 2018  Could be linked to community health and well-being hub and with medical centre complex		£0.5 - £1m	S106	Developer
Total Social Infrastructure Costs				£1m		
Green Infrastructure	Ecological connectivity	On site Improvements and enhancements to the existing network, ensuring connectivity is restored or maintained and	Post 2019		Developer contributions through S106	Developer



		improved access for health and well-being.				
	Country Park	Provision of Alternative Greenspace required to mitigate Habitat Regulations Assessment and meet recreational needs of new development	In line with phasing of site development	£3 – 3.5m	S106	Developer
	Allotments	Provision of 6,120 sqm of allotments to meet future demand from increased population	In line with phasing of site development	£136,721	S106	Developer
	Amenity/Natural open space	Provision of 20,400 sqm of amenity/natural green space to meet future demand from increased population	In line with phasing of site development	£412,896	S106	Developer
	Parks & Recreation Grounds	Provision of 24,480 sqm of parks and recreational grounds to meet future demand from increased population	In line with phasing of site development	£2,275,171	S106	Developer
	Play Space (Children)	Provision of 1,020 sqm of play space for children and 1,020 sqm for youth to meet future demand from increased population	In line with phasing of site development	£344,270	S106	Developer
Total Green Infrastructure Costs				£6,669,078		

Habitats Mitigation	Chichester and Pagham Harbours Recreational Disturbance Mitigation	Mitigation for the impact of recreational activities arising from development in the Special Protection Areas (Solent-wide Wardens)	50% on commencement of development and 50% before 51% of the site is occupied	£564 as an average per dwelling at 850 dwellings=£479,400	Developer S106	
Total Habitats Mitigation Costs				£479,400		
Public Services	Provision of site specific Fire Hydrants /CCTV	Provision required to protect public safety	In line with phasing of development		Developer contributions through S106	West Sussex Fire Service
	Libraries	Provision required within shared community space			CIL	West Sussex County Council
Total Public Services Costs						
Utility Services						
Total Utility Services Costs						
<b>Total Costs</b>				<b>25,240,958</b>		

## Land West of Tangmere – Local Plan Review Policy SA14

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

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)
Transport	Site specific mitigation to the local road network	To mitigate the impacts of the increase in traffic generated by this development	In line with phasing of site development		Developer contributions  Through S106/S278	West Sussex County Council
	Chichester – Tangmere Cycle route	Part of a local transport infrastructure package designed to complement the Smarter Choices package aimed at reducing congestion and increasing the use of sustainable modes of transport	In line with phasing of site development	£630,000	Developer contributions  Through S106/S278	West Sussex County Council
	Site specific provision of public transport to serve the site through S106 and link it to the city	To mitigate the impacts of the increase in traffic generated by this development	In line with phasing of site development		Developer contributions  Through S106	West Sussex County Council
	Site specific improvements to	To mitigate the impacts of the	In line with phasing of site development	TBC	Developer contributions	Highways England and West Sussex

	the Strategic Road Network	increase in traffic generated by this development			Through S106/S278	County Council
	Site specific car club and electric vehicle points	To mitigate the impacts of the increase in traffic generated by this development	In line with phasing of site development		Developer contributions Through S106/S278	West Sussex County Council
	Cycling connectivity	Improvements to the existing network, ensuring good links to new networks and improved connectivity across the city linking strategic sites.			Developer contributions Through S106	West Sussex County Council
	Create bridleway linking Shopwyke with Tangmere and Oving villages (as Oving and Shopwyke).				S106	West Sussex County Council
	Create bridleway linking Shopwyke with Tangmere and Oving villages (as Oving and Shopwyke).				S106	West Sussex County Council
Total Transport Costs				£630,000		
Education	Primary School	A new school site for a 1FE expandable to 2FE primary school for the strategic development location,	In line with phasing of site development	£6m (1 Form Entry) £10,6m (2 Form Entry)	Developer contributions through S106 Basic Needs Grant	West Sussex County Council

		It is estimated that 132 additional places may be required for children aged 4 - 16, but this will be refined at a later date once more detailed information is known.				
	Early Years	<p>53 places as a result of the SDL.</p> <p>The Parish Housing Plan would increase this requirement by a further 10 places to 63.</p> <p>It is considered that there is potentially the ability to accommodate the development level proposed within the already proposed developments, ideally linking to the primary school provision.</p>			Developer contributions through S106	West Sussex County Council
	Secondary	Will be based on educational assessment			Basic Needs Grant CIL	West Sussex County Council
	Special Educational Needs	Will be based on educational assessment			Basic Needs Grant CIL	West Sussex County Council
	Sixth Form	Will be based on educational assessment			Basic Needs Grant CIL	West Sussex County Council

Total Education Costs				£10,600,000		
Health	Improvements at Tangmere Surgery to provide additional primary care infrastructure	To accommodate additional patients resulting from new housing in the catchment boundary of Tangmere Surgery	In line with phasing of site development post 2025	£1,428,677	Potential CIL	Coastal West Sussex Clinical Commissioning Group
Total Health Costs				£1,428,677		
Social Infrastructure	New Community Hall of sufficient size to accommodate a variety of recreational and social activities – a minimum of 18m x 10m, capacity of around 150 – 200 seated, with small meeting room, kitchen, storage and toilet facilities commensurate with size, with provision for disabled users and car parking. Overall a net minimum of 300 sq m. Provision should be able to accommodate a badminton court.	Through masterplanning  Could be linked to community health and well-being hub	In line with phase 1 site development	£2m	S106	Through masterplanning
	Provision of 4 court badminton hall with ancillary facilities	Could be linked to community hall provision	In line with phase 1 site development	£2.41m	S106	Through masterplanning

Total Social Infrastructure Costs				£4,410,000		
	Ecological Connectivity	Improvements and enhancements to the existing network, ensuring Ecological connectivity or through S106 connectivity is restored or maintained and improved access for health and well-being	Post 2019		Developer contributions  Through S106	Developer
	Allotments	Provision of 9,360 sqm of allotments to meet future demand from increased population	In line with phasing of site development	£209,102	S106	Developer
	Amenity/Natural open space	Provision of 31,200 sqm of amenity/natural green space to meet future demand from increased population	In line with phasing of site development	£631,488	S106	Developer
	Parks & Recreation Grounds	Provision of 37,400 sqm of parks and recreational grounds to meet future demand from increased population	In line with phasing of site development	£3,479,674	S106	Developer
	Play Space (Children)	Provision of 1,560 sqm of play space for children and 1,560 sqm for youth to meet future demand	In line with phasing of site development	£526,532	S106	Developer

		from increased population				
Total Green Infrastructure Costs				£4,846,796		
Public Services	Provision of site specific Fire Hydrants /CCTV	Provision required to protect public safety	In line with phasing of development		Developer contributions Through S106	West Sussex Fire
Total Public Services Infrastructure Costs						
Utility Services	Connection to Tangmere WwTW	The development is reliant on additional wastewater capacity at Tangmere WwTW following its expansion/upgrade in August 2018	Post 2019		Southern Water looks to the development to provide the local sewerage infrastructure required to serve it. Future income from customers is taken into account, so that the development will only need to fund a proportion of the total cost.	Utility Services
Total Utility Services Costs						
<b>Total Costs</b>				<b>£28,735,432</b>		



## Southern Gateway – Local Plan Review Policy SA5

15.3 The site is allocated for residential development of 350 dwellings during the plan period to 2035, and a range of infrastructure including leisure, green infrastructure, social and community facilities.

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)
Transport	<p>Closure of Stockbridge Road level crossing to general traffic by introduction bus gate to Stockbridge Road. Realignment of Basin Rd with new junction on Stockbridge Rd &amp; modification of Southgate Gyratory</p> <p>Replace bus station with new bus &amp; taxi interchange immediately north &amp; south of Railway Station</p> <p>2 new bus laybys along Avenue de Chartres for additional coach parking.</p> <p>Cycle and pedestrian improvements</p>	Southern Gateway Masterplan SPD	2020 onwards	£5.3m	LEP West Sussex County Council Selected Developer	CDC/ West Sussex County Council

	<p>around the railway station.</p> <p>Cycle and pedestrian improvements to the city centre via South Street, Market Avenue, and Chichester Gate.</p>					
Total Transport Costs				£5,300,000		
Education	<p>Contributions would be required for expansion of primary and secondary schools if feasible and required.</p>	<p>At the current time pupil place planning indicates that there would be sufficient space or expansion capacity to accommodate the child product from the strategic allocation of 350 dwellings in the Southern Gateway. This applies to both primary &amp; secondary provision.</p> <p>It is estimated that 157 additional places may be required for children aged 4-16, but this will be refined at a later date once more detailed</p>			Basic Needs Grant CIL	West Sussex County Council

		information is known.				
	<p>Early Years and Childcare sufficiency planning indicates that there is insufficient space within existing provision to serve this proposed development.</p> <p>Contributions would be sought for expansion of 18 Early Years &amp; Childcare places to meet local provision.</p>				CIL	
Total Education Costs						
Health	Provision of additional primary care infrastructure	To accommodate new residents/patients from planned developments, which will be supplemented by additional funding to enable restructure and consolidation of Primary Care resources to serve Chichester over the next 20 years, as per our emergent GP estate strategy	In line with Phase 1 of site development	£383,456	Potential CIL contribution of £383,456	Coastal West Sussex Clinical Commissioning Group
Total Health Infrastructure Costs				£383,456		

Social Infrastructure	Public realm improvements with soft and hard landscaping and public art	Southern Gateway Masterplan SPD	2021		Developer	Developer
	New Community Hall of sufficient size to accommodate a variety of recreational and social activities – a minimum of 18m x 10m, capacity of around 150 – 200 seated, with small meeting room, kitchen, storage and toilet facilities commensurate with size, with provision for disabled users and car parking. Overall a net minimum of 300 sq m. Provision should be able to accommodate a badminton court.	Open Space Study, Indoor Sports and Playing Pitch Strategy (2018)			£0.5 - £1m	S106
Total Social Infrastructure Costs				£1,000,000		
Green Infrastructure	Flood attenuation and mitigation measures on former boys High School together with	Southern Gateway Masterplan SPD	2020	tbc	Developer	Developer

	landscaping works					
	Allotments	Provision of 2,520 sqm of allotments to meet future demand from increased population – this may need to be provided off-site through a financial contribution	In line with phasing of site development	£56,297	Developer	Developer
	Amenity/Natural open space	Provision of 8,400 sqm of amenity/natural green space to meet future demand from increased population – this may need to be provided off-site through a financial contribution	In line with phasing of site development	£170,016	Developer	Developer
	Parks & Recreation Grounds	Provision of 10,080 sqm of parks and recreational grounds to meet future demand from increased population – this may need to be provided off-site through a financial contribution	In line with phasing of site development	£936,835	Developer	Developer
	Play Space (Children)	Provision of 420 sqm of play space for children and 420 sqm for youth to meet future demand from increased population	In line with phasing of site development	£141,758	Developer	Developer
	Reprovision of sand	Playing Pitch Strategy		£825,000 - £1m	Developer	Developer

	based AGP. Also provision of new 3G AGP as a result of the new housing	2018		pitch  Changing facilities £255,000 - £655,000.		
	New artificial cricket wicket at Chichester High School	Playing Pitch Strategy 2018		£20,000	Developer	Developer
Total Green Infrastructure Costs				£2,979,906		
Habitats Regulations Mitigation	Habitats Regulations Mitigation			£564 per dwelling at 350 dwellings = £197,400	Developer S106	
Total Habitats Regulations Mitigation				£197,400		
Public Services	Library facilities – improvements to Chichester Library			tbc	CIL contribution	West Sussex County Council
Total Public Services Costs						
Utility Services						
Total Utility Services Costs						
<b>Total Costs</b>				<b>£9,960,762</b>		

## Southbourne Parish – Local Plan Review Policy SA13

15.4 The site is allocated for residential development of 1,250 dwellings during the plan period to 2035, and a range of infrastructure including leisure, green infrastructure, social and community facilities.

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)
Transport	Create bridleway (by upgrading existing footpath) to link Hambrook Hill South with Woodmancote Lane over A27 (as Chidham and Hambrook, and Westbourne).				S106	West Sussex County Council
	Create bridleway (by upgrading existing footpath) to link Lumley with Westbourne over A27 (as Westbourne).				S106	West Sussex County Council
	Create bridleway (by upgrading existing footpath) to link Cot Lane with Farm Lane and Prinsted Lane (as Chidham and Hambrook).				S106	West Sussex County Council
Total Transport Costs						
Education	Land for a 1 form entry (FE)	It is estimated that 540 additional places			S106	West Sussex County Council

	expandable to 2FE Primary School and pro rata share of the build costs would be required.	may be required for children aged 4-16, but this will be refined at a later date once more detailed information is known.				
	Expansion of Southbourne secondary school may be possible. Contributions would be required for expansion of secondary schools if feasible and required.				Basic Needs Grant CIL	West Sussex County Council
	A further capacity of 86 Early Years and Childcare places would be required to accommodate the development. Where appropriate, preferably linking to the primary school provision. School based provision could either be run by the school or a private or voluntary provider. This is in addition to the additional 15 places as part of the previously stated	At the current time early years and childcare sufficiency planning indicates that there is insufficient space within existing provision to serve this proposed development.			S106	West Sussex County Council



	Strategic site at Southbourne. These two requirements could be combined to make one 101 place full day care nursery.					
Total Education Costs						
Health	Provision of additional primary care infrastructure at Southbourne Surgery Phase 1	To accommodate influx of additional patients from new housing totalling 350 dwellings within the catchment boundary of Southbourne Surgery identified in IDP 2014-29	In line with phasing of site development	£0.37m	Potential CIL	Coastal West Sussex Clinical Commissioning Group
	Provision of additional primary care infrastructure at Southbourne Surgery Phase 2	To accommodate influx of additional patients from new housing, totalling 1250 dwellings, within the catchment boundary of Southbourne Surgery identified in IDP 2016-35)	In line with phasing of site development	£1,369,486	Potential CIL	Coastal West Sussex Clinical Commissioning Group
Total Health Costs				£1,739,486		
Social Infrastructure	New Community Hall of sufficient size to accommodate a variety of recreational and social activities – a	Open Space. Indoor Sports & Playing Pitch Strategy 2018		£0.5 - £1m	S106	Developer

	minimum of 18m x 10m, capacity of around 150 – 200 seated, with small meeting room, kitchen, storage and toilet facilities commensurate with size, with provision for disabled users and car parking. Overall a net minimum of 300 sq m. Provision should be able to accommodate a badminton court.					
Total Social Infrastructure Costs				£1,000,000		
	Allotments	Provision of 9,000 sqm of allotments to meet future demand from increased population	In line with phasing of site development	£201,060	S106	Developer
	Amenity/Natural open space	Provision of 30,000 sqm of amenity/natural green space to meet future demand from increased population	In line with phasing of site development	£607,200	S106	Developer
	Parks & Recreation Grounds	Provision of 36,000 sqm of parks and recreational grounds to meet future demand from increased population	In line with phasing of site development	£3,345,840	S106	Developer

	Play Space (Children)	Provision of 1,500 sqm of play space for children and 1,500 sqm for youth to meet future demand from increased population	In line with phasing of site development Developer	£506,280	S106	Developer
Total Green Infrastructure Costs				£4,660,380		
Habitats Regulations Mitigation	Habitats Regulations Mitigation			£564 per dwelling 1,250 dwellings = £705,000	Developer S106	
Total Habitats Regulations Mitigation				£705,000		
Public Services	Library facilities – remodelling of existing Southbourne library	To accommodate influx of new residents from SDL			CIL contribution	West Sussex County Council
Total Public Services Costs						
Utility Services						
Total Utility Services Costs						
<b>Total Costs</b>				<b>£8,104,866</b>		

## East Wittering Parish – Local Plan Review Policy SA8

15.5 The site is allocated for residential development of 350 dwellings during the plan period to 2035, and a range of infrastructure including leisure, green infrastructure, social and community facilities.

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)
Transport	Create bridleway to link Bracklesham Barn with Medmerry to avoid use of Clappers Lane.				S106	West Sussex County Council
	Create bridleway to link Church Road with Stubcroft Lane with link to caravan park on Bracklesham Lane.				S106	West Sussex County Council
	Create bridleway to link East Wittering with Birdham.				S106	West Sussex County Council
Total Transport Costs						
Education	Contributions would be required for expansion of primary and secondary schools if feasible and required.	It is estimated that 157 additional places may be required for children aged 4-16, but this will be refined at a later date once more detailed information is known.			Basic Needs Grant CIL	West Sussex County Council
	The secondary school that's serves the Manhood Peninsula currently				Basic Needs Grant CIL	West Sussex County Council

	<p>has capacity to cater for additional pupils from the proposed developments. However it should be noted that it is currently undergoing a rebuild programme following a fire at the site. At this time we are not aware of the final capacity of the school. Financial contributions towards expansion may be required.</p>					
	<p>An additional 18 Early Years and Childcare places are required as part of the strategic site, and an additional 5 places within the rest of the parish. This is in addition to the additional 9 places as part of the previously stated strategic site at East Wittering. These three requirements could be combined to make one 32 place full day care</p>					<p>West Sussex County Council</p>

	nursery which would be more sustainable.					
Total Education Costs						
Health	Provision of additional primary care infrastructure at The Witterings Surgery	To accommodate additional patients from new housing, totalling 350 dwellings, within the catchment boundary of Southbourne Surgery identified in IDP 2016-35)	In line with phasing of site development	£383,456	Potential CIL	Coastal West Sussex Clinical Commissioning Group
Total Health Costs				£383,456		
Social Infrastructure	Depending on location either extension of St Pauls RC Church Hall in West Wittering or new Community Hall of sufficient size to accommodate a variety of recreational and social activities – a minimum of 18m x 10m, capacity of around 150 – 200 seated, with small meeting room, kitchen, storage and toilet facilities commensurate with size, with provision	Open Space, Indoor Sports& Playing Pitch Strategy 2018		£0.5 - £1m	S106	Developer

	for disabled users and car parking. Overall a net minimum of 300 sq m. Provision should be able to accommodate a badminton court.					
Total Social Infrastructure Costs				£1,000,000		
Green Infrastructure	Allotments	Provision of 2,520 sqm of allotments to meet future demand from increased population	In line with phasing of site development	£56,297	S106	Developer
	Amenity/Natural open space	Provision of 8,400 sqm of amenity/natural green space to meet future demand from increased population	In line with phasing of site development	£170,016	S106	Developer
	Parks & Recreation Grounds	Provision of 10,080 sqm of parks and recreational grounds to meet future demand from increased population	In line with phasing of site development	£936,835	S106	Developer
	Play Space (Children)	Provision of 420 sqm of play space for children and 420 sqm for youth to meet future demand from increased population	In line with phasing of site development	£141,758	S106	Developer
Total Green Infrastructure Costs				£1,304,906		

Habitats Regulations Mitigation	Habitats Regulations Mitigation			£564 per dwelling 350 dwellings = £197,400	Developer \$106	
Total Habitats Regulations Mitigation				£197,400		
Public Services						
Total Public Services Costs						
Utility Services						
Total Utility Services Costs						
<b>Total Costs</b>				<b>£2,885,762</b>		



## Land East of Chichester – Local Plan Review Policy SA3

15.6 The site is allocated for residential development of 600 dwellings during the plan period to 2035, and a range of infrastructure including leisure, green infrastructure, social and community facilities.

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)
Transport	Create bridleway linking development with Coach Road (South) (so as to use the permitted but not yet delivered bridge over A27 – this bridge should be up-graded to accommodate horse riders also).				S106	West Sussex County Council
	Create bridleway linking Shopwyke with Tangmere and Oving villages (as Oving and Tangmere).				S106	West Sussex County Council
Total Transport Costs						
Education	Land for a 1 form entry (FE) expandable to 2FE Primary School and pro rata share of the build costs would be required.				S106	West Sussex County Council
	Contributions would be required				Basic Needs Grant CIL	West Sussex County Council

	for expansion secondary schools if feasible and required.					
	<p>A further capacity of 30 Early Years and Childcare places would be required to accommodate the development, and a further 3 relating to Parish Numbers. Where appropriate, preferably linking to the primary school provision. School based provision could either be run by the school or a private or voluntary provider.</p> <p>This is in addition to the additional 25 places as part of the previously stated Strategic site at Shopwhyke. These three requirements could be combined to make one large 58 place full day care nursery.</p>	<p>At the current time Early Years and Childcare sufficiency planning indicates that there is insufficient space within existing provision to serve this proposed development.</p>			S106 linked to new primary school	West Sussex County Council
Total Education Costs						
Health	Provision of	To accommodate new	In line with Phase 1	£657,353	Potential CIL	Coastal West Sussex

	additional primary care infrastructure	residents/patients from planned developments, which will be supplemented by additional funding to enable restructure and consolidation of Primary Care resources to serve Chichester over the next 20 years, as per our emergent GP estate strategy	of site development		contribution	Clinical Commissioning Group
Total Health Costs				£657,353		
Social infrastructure	If not provided on the Shopwyke Lakes Development, a new Community Hall of sufficient size to accommodate a variety of recreational and social activities – a minimum of 18m x 10m, capacity of around 150 – 200 seated, with small meeting room, kitchen, storage and toilet facilities commensurate with size, with provision for disabled users and car parking. Overall a net	Open Space, Indoor Sports & Playing Pitch Strategy 2018  Could be linked to community health and well-being hub and with medical centre complex		£0.5 - £1m	£106	Developer

	minimum of 300 sq m. Provision should be able to accommodate a badminton court.					
Total Social Infrastructure Costs				£1,000,000		
Green Infrastructure	Allotments	Provision of 4,320 sqm of allotments to meet future demand from increased population	In line with phasing of site development	£96,509	S106	Developer
	Amenity/Natural open space	Provision of 14,400 sqm of amenity/natural green space to meet future demand from increased population	In line with phasing of site development	£291,456	S106	Developer
	Parks & Recreation Grounds	Provision of 17,280 sqm of parks and recreational grounds to meet future demand from increased population	In line with phasing of site development	£1,606,003	S106	Developer
	Play Space (Children)	Provision of 720 sqm of play space for children and 720 sqm for youth to meet future demand from increased population	In line with phasing of site development	£243,014	S106	Developer
Total Green Infrastructure Costs				£2,236,983		
Habitats Regulations Mitigation	Habitats Regulations Mitigation			£564 per dwelling 600 dwellings = £338,400	Developer S106	

Total Habitats Regulations Mitigation				£338,400		
Public Services	Library facilities – improvements to Chichester Library				CIL	WSCC
Total Public Services Costs						
Utility Services						
Total Utility Services Costs						
<b>Total Costs</b>				<b>£4,232,735</b>		

## Land North of Park Farm, Selsey – Local Plan Review Policy SA12

15.7 The site is allocated for residential development of a minimum of 250 dwellings during the plan period to 2035, and a range of infrastructure including leisure, green infrastructure, social and community facilities.

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)
Transport	Create bridleway (by upgrading existing footpath) linking Medmerry along Golf Links Lane with B2145 and Paddock Lane				S106	West Sussex County Council
	Create bridleway (by upgrading existing footpath) linking Medmerry along Golf Links Lane with B2145 and Paddock Lane				S106	West Sussex County Council
Total Transport Costs						
Education	Contributions (and possibly land if required) would be sought to meet the Primary school pupil product from the development in the most appropriate form once this can be clarified.	There are currently capacity issues in the area for primary aged pupils. Agreement will need to be sought from the Academy sponsors for the schools in this part of the manhood peninsula to expand should these proposals move forward. Further			CIL	West Sussex County Council

		<p>capacity would be required to accommodate the development.</p> <p>It is estimated that 108 additional places may be required for children aged 4-16, but this will be refined at a later date once more detailed information is known.</p>				
	Contributions would be required for expansion of secondary schools if feasible and required.				Basic Needs Grant CIL	West Sussex County Council
	<p>An additional 26 Early Years and Childcare places.</p> <p>The other strategic site in Selsey requires contributions towards the expansion of places in the area (8 Early Years and Childcare places). With the addition of 250 homes this would see an increased need for an</p>	Based on current capacity issues in the Selsey area, there would be insufficient capacity to meet the need of this development and contributions towards either expansion of places or new provision would be required.			CIL	West Sussex County Council

	<p>additional 13 places, a total of 21 places. Based on current capacity issues in the Selsey area, there would be insufficient capacity to meet the need of this development and contributions towards either expansion of places or new provision would be required.</p> <p>The Parish Housing Plan would increase this requirement by a further 5 places.</p>					
Total Education Costs						
Health	The existing health care practice has adequate capacity.					
Total Health Costs						
Social Infrastructure	An extension to the Selsey Centre to make it of sufficient size to accommodate a variety of recreational and social activities – a minimum of 18m x	Open Space, Indoor Sports & Playing Pitch Strategy 2018		£500,000	S106	Developer



	10m, capacity of around 150 – 200 seated, with small meeting room, kitchen, storage and toilet facilities commensurate with size, with provision for disabled users and car parking. Overall a net minimum of 300 sq m. Provision should be able to accommodate a badminton court.					
Total Social Infrastructure Costs				£500,000		
Green Infrastructure	Allotments	Provision of 1,800 sqm of allotments to meet future demand from increased population	In line with phasing of site development	£40,212	S106	Developer
	Amenity/Natural open space	Provision of 6,000 sqm of amenity/natural green space to meet future demand from increased population	In line with phasing of site development	£121,440	S106	Developer
	Parks & Recreation Grounds	Provision of 7,200 sqm of parks and recreational grounds to meet future demand from increased population	In line with phasing of site development	£669,168	S106	Developer
	Play Space	Provision of 300 sqm	In line with phasing	£101,256	S106	Developer

	(Children)	of play space for children and 300 sqm for youth to meet future demand from increased population	of site development			
Total Green Infrastructure Costs				£932,076		
Habitats Regulations Mitigation	Habitats Regulations Mitigation			£882 per dwelling 250 dwellings = £220,500	Developer \$106	
Total Habitats Regulations Mitigation				£220,500		
Public Services						
Total Public Services Costs						
Utility Services						
Total Utility Services Costs						
<b>Total Costs</b>				<b>£1,652,576</b>		

## Chidham and Hambrook Parish – Local Plan Review Policy SA10

15.8 The site is allocated for residential development of 500 dwellings during the plan period to 2035, and a range of infrastructure including leisure, green infrastructure, social and community facilities.

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)
Transport	Create easy mobility access route on existing footpath around Chidham peninsula.				S106	West Sussex County Council
	Create bridleway to link Cot Lane with Farm Lane and Prinsted Lane (as Southbourne).				S106	West Sussex County Council
	Create bridleway (by upgrading existing footpath) to link Hambrook Hill South with Woodmancote Lane over A27 (as Southbourne and Westbourne).				S106	West Sussex County Council
	Create bridleway to link bridleways 3588 and 3594.				S106	West Sussex County Council
	Create footpath (but ideally bridleway) linking Cot Lane (footpath 218_1) with Chidham Lane.				S106	West Sussex County Council
<b>Total Transport</b>						

Costs						
Education	Contributions towards the build of the primary school at the Southbourne SDL would be required.	<p>The primary school that serves this area has recently been expanded and does not have the capacity to expand further. Pro rata financial contributions would be required from this development to mitigate impact on the new education provision in Southbourne.</p> <p>It is estimated that 216 additional places may be required for children aged 4-16, but this will be refined at a later date once more detailed information is known.</p>			CIL  Basic needs grant	WSCC
	Contributions would be required for expansion of secondary school if feasible.				CIL  Basic needs grant	WSCC
	A further capacity of 25 Early Years and Childcare places would be required to accommodate the development.				CIL	WSCC

Total Education Costs						
Health	Provision of additional primary care infrastructure at Southbourne Surgery	To accommodate influx of additional patients from new housing, totalling 500 dwellings, within the catchment boundary of Southbourne Surgery identified in IDP 2016-35)	In line with phasing of site development	£547,794	Potential CIL	Coastal West Sussex Clinical Commissioning Group
Total Health Costs				£547,794		
Social Infrastructure	Either a major extension to St Wilfrid's Church Hall or a new Community Hall of sufficient size to accommodate a variety of recreational and social activities – a minimum of 18m x 10m, capacity of around 150 – 200 seated, with small meeting room, kitchen, storage and toilet facilities commensurate with size, with provision for disabled users and car parking. Overall a net minimum of 300 sq m. Provision should	Open Space, Indoor Sports & Playing pitch Strategy 2018		£0.5 - £1m	S106	Developer

	be able to accommodate a badminton court.					
Total Social Infrastructure Costs				£1,000,000		
Green Infrastructure	Allotments	Provision of 3,600 sqm of allotments to meet future demand from increased population	In line with phasing of site development	£80,424	S106	Developer
	Amenity/Natural open space	Provision of 12,000 sqm of amenity/natural green space to meet future demand from increased population	In line with phasing of site development	£242,880	S106	Developer
	Parks & Recreation Grounds	Provision of 14,400 sqm of parks and recreational grounds to meet future demand from increased population	In line with phasing of site development	£1,338,336	S106	Developer
	Play Space (Children)	Provision of 600 sqm of play space for children and 600 sqm for youth to meet future demand from increased population	In line with phasing of site development	£202,512	S106	Developer
Total Green Infrastructure Costs				£1,864,152		
Habitats Regulations Mitigation	Habitats Regulations Mitigation			£564 per dwelling 500 dwellings = £282,000	Developer S106	
Total Habitats Regulations				£282,000		

Mitigation						
Public Services	Library facilities – improvements to Chichester Library				CIL contribution	West Sussex County Council
Total Public Services Costs						
Utility Services						
Total Utility Services Costs						
<b>Total Costs</b>				<b>£3,694,246</b>		

## Fishbourne Strategic Location – Local Plan Review Policy SA9

15.9 The site is allocated for residential development of 250 dwellings during the plan period to 2035, and a range of infrastructure including leisure, green infrastructure, social and community facilities.

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)
Transport	Create bridleway (by upgrading existing footpath) linking Walton Lane and Park Lane (as Broadbridge).				S106	West Sussex County Council
	Create bridleway (by upgrading existing footpath) linking Salthill Lane with Newlands Lane.				S106	West Sussex County Council
Total Transport Costs						
Education	Contributions would be required for expansion of primary and secondary schools if feasible and required.	<p>The primary school is currently at capacity, expansion of the school may be possible. Should the proposed development proceed financial contributions would be required to mitigate the impact of the development.</p> <p>It is estimated that 108 additional places</p>			Basic Needs Grant CIL	West Sussex County Council



		may be required for children aged 4-16, but this will be refined at a later date once more detailed information is known.				
	An additional 13 Early Years and Childcare places would be required to serve this development				CIL	West Sussex County Council
Total Education Costs						
Health	This development would not warrant a new health care practice, it would look to surrounding practices in Chichester and the Bournes.					
Total Health Costs						
Social Infrastructure	Some enhancements to the existing Fishbourne Centre to accommodate a variety of recreational and social activities.	Open Space, Indoor Sports & Playing Pitch Strategy 2018		£0.5m	S106	Developer
Total Social Infrastructure				£500,000		
Green	Allotments	Provision of 1,800	In line with phasing	£40,212	S106	Developer

Infrastructure		sqm of allotments to meet future demand from increased population	of site development			
	Amenity/Natural open space	Provision of 6,000 sqm of amenity/natural green space to meet future demand from increased population	In line with phasing of site development	£121,440	S106	Developer
	Parks & Recreation Grounds	Provision of 7,200 sqm of parks and recreational grounds to meet future demand from increased population	In line with phasing of site development	£669,168	S106	Developer
	Play Space (Children)	Provision of 300 sqm of play space for children and 300 sqm for youth to meet future demand from increased population	In line with phasing of site development	£101,256	S106	Developer
Total Green Infrastructure				£932,076		
Habitats Regulations Mitigation	Habitats Regulations Mitigation			£564 per dwelling 250 dwellings = £141,000	Developer S106	
Total Habitats Regulations Mitigation				£141,000		
Public Services	Library facilities – improvements to Chichester Library				CIL contribution	WSCC
Total Public Services Costs						

Utility Services						
Total Utility Services Costs						
<b>Total Costs</b>				<b>£1,573,076</b>		

## Highgrove Farm, Bosham Strategic Location – Local Plan Review Policy SA7

15.10 The site is allocated for residential development of 250 dwellings during the plan period to 2035, and a range of infrastructure including leisure, green infrastructure, social and community facilities.

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)
Transport	Create bridleway (by upgrading existing footpath) linking Walton Lane and Park Lane (as Fishbourne).				S106	West Sussex County Council
Total Transport Costs						
Education	Existing primary school relocated to a new site on the SDL and expanded capable of accommodating 2FE.	This part of the district sits between two planning areas (Chichester & Bourne) the cumulative impact needs to be considered across Fishbourne, Broadbridge & Bosham. Neither of the schools across these sites have capacity for additional pupils. The total of the proposed dwellings would mean land for a 1FE expandable to 2FE primary school would be required and pro rata financial			Land provided by developer  CIL  Basic Needs grant	West Sussex County Council

		<p>contributions for build costs for a 2FE core &amp; 1FE primary education facility would be required.</p> <p>It is estimated that 108 additional places may be required for children aged 4-16, but this will be refined at a later date once more detailed information is known.</p>				
	<p>A further capacity of 13 Early Years and Childcare places would be required to accommodate the development. Where appropriate, preferably linking to the primary school provision at Southbourne. School based provision could either be run by the school or a private or voluntary provider.</p>				S106 at new Primary School	
Total Education Costs						
Health	This development would not warrant					

	a new health care practice, it would be served by the existing practice.					
Total Health Costs						
Social Infrastructure	Enhancements to St Nicholas and Hamblin Hall.	Open Space, Indoor Sports & Playing Pitch Strategy 2018		£0.5	S106	
Total Social Infrastructure				£500,000		
Green Infrastructure	Allotments	Provision of 1,800 sqm of allotments to meet future demand from increased population	In line with phasing of site development	£40,212	S106	Developer
	Amenity/Natural open space	Provision of 6,000 sqm of amenity/natural green space to meet future demand from increased population	In line with phasing of site development	£121,440	S106	Developer
	Parks & Recreation Grounds	Provision of 7,200 sqm of parks and recreational grounds to meet future demand from increased population	In line with phasing of site development	£669,168	S106	Developer
	Play Space (Children)	Provision of 300 sqm of play space for children and 300 sqm for youth to meet future demand from increased population	In line with phasing of site development	£101,256	S106	Developer
Total Green				£932,076		

Infrastructure						
Habitats Regulations Mitigation	Habitats Regulations Mitigation			£564 per dwelling 250 dwellings = £141,000	Developer S106	
Total Habitats Regulations Mitigation				£141,000		
Public Services						
Total Public Services Costs						
Utility Services						
Total Utility Services Costs						
<b>Total Costs</b>				<b>£1,573,076</b>		

## Hunston Parish – Local Plan Review Policy SA11

15.11 The site is allocated for residential development of a minimum of 200 dwellings during the plan period to 2035, and a range of infrastructure, including leisure, green infrastructure, social and community facilities.

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)
Transport	Create bridleway (by upgrading existing footpath) linking Hunston with North Mundham (as North Mundham).				S106	West Sussex County Council
	Create bridleway (by upgrading existing footpath) linking Church Lane with Brimfast Lane and to Fisher (as North Mundham).				S106	West Sussex County Council
	Create bridleway linking A27 bridge with Water Lane and bridleway 192 (as North Mundham).				S106	West Sussex County Council
	Create bridleway (by upgrading existing footpath) linking A27 bridge with B2145 and canal towpath.				S106	West Sussex County Council
	Create bridleway (by upgrading existing footpath)				S106	West Sussex County Council



	linking Hunston with North Mundham (as Hunston).					
	Create bridleway (by upgrading existing footpath) linking Church Lane with Brimfast Lane and to Fisher (as Hunston).				S106	West Sussex County Council
	Create bridleway (by upgrading existing footpath) along Honer Lane linking to Church Lane, Pagham.				S106	West Sussex County Council
	Create bridleway linking A27 bridge with Water Lane and bridleway 192 (as Hunston).				S106	West Sussex County Council
Total Transport Costs						
Education	Contributions would be required for expansion of primary schools.	Any development within this area cannot currently be accommodated in the existing primary school serving the area. Should these proposals be taken forward additional land would need to be found to accommodate			Basic Needs Grant CIL	West Sussex County Council

		<p>expansion of the primary school that serves this planning area.</p> <p>It is estimated that 48 additional places may be required for children aged 4-16, but this will be refined at a later date once more detailed information is known.</p>				
	Contributions would be required for expansion of secondary schools if feasible and required.				Basic Needs Grant CIL	West Sussex County Council
	An additional 5 Early Years and Childcare places				CIL	West Sussex County Council
Total Education Costs						
Health	This development would not warrant a new healthcare practice as there is sufficient accommodation in Selsey.					
Total Health Costs						
Social Infrastructure	New Community Hall of sufficient size to	Open Space, Indoor Sports & Playing Pitch Strategy 2018		£0.5 - £1m	S106	Developer

	accommodate a variety of recreational and social activities – a minimum of 18m x 10m, capacity of around 150 – 200 seated, with small meeting room, kitchen, storage and toilet facilities commensurate with size, with provision for disabled users and car parking. Overall a net minimum of 300 sq m. Provision should be able to accommodate a badminton court.					
Total Social Infrastructure				£1,000,000		
	Allotments	Provision of 1,440 sqm of allotments to meet future demand from increased population	In line with phasing of site development	£32,170	S106	Developer
	Amenity/Natural open space	Provision of 4,800 sqm of amenity/natural green space to meet future demand from increased population	In line with phasing of site development	£97,152	S106	Developer
	Parks & Recreation Grounds	Provision of 5,760 sqm of parks and	In line with phasing of site development	£535,334	S106	Developer

		recreational grounds to meet future demand from increased population				
	Play Space (Children)	Provision of 240 sqm of play space for children and 240 sqm for youth to meet future demand from increased population	In line with phasing of site development	£81,004	S106	Developer
Total Green Infrastructure				£745,660		
Habitats Regulations Mitigation	Habitats Regulations Mitigation			£882 per dwelling 200 dwellings = £176,400	Developer S106	
Total Habitats Regulations Mitigation				£176,400		
Public Services						
Total Public Services Costs						
Utility Services						
Total Utility Services Costs						
<b>Total Costs</b>				<b>£2,022,060</b>		

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

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)
Transport	Series of small scale cycling, pedestrianisation and local road mitigation measures				S106	West Sussex County Council

	associated with Graylingwell SDL					
	Series of small scale cycling, pedestrianisation, public transport and local road mitigation measures associated with Shopwyke SDL				S106	West Sussex County Council
	Bus service between Westhampnett SDL and city centre				S106	West Sussex County Council
Total Transport Costs						
<b>Total Costs</b>				<b>£</b>		

## 16. Plan Area Infrastructure Needs

### Plan Area Wide Transport Infrastructure Needs

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

Please note – costs are indicative and presented at the highest range as set out in the PBA Transport Assessment 2018. These will continue to be discussed with Highways England and West Sussex County Council. The costs do not include a figure for any future maintenance.

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)
Strategic Road Network	A27 Chichester Bypass - Portfield Roundabout junction improvement	PBA Transport Assessment	Mid 2019	£2,310,000	Developer contributions via S278	Highways England
	A27 Chichester Bypass - Oving junction improvement	PBA Transport Assessment	Mid 2019	£1,290,000	Developer contributions via S278	Highways England
	A27 Chichester Bypass - Bognor Road Roundabout junction improvement including Vinnetrow Road Diversion	PBA Transport Assessment	2024-2025	£16,100,000	Developer contributions via S278	Highways England
	A27 Chichester Bypass – Whyke junction	PBA Transport Assessment	2024-2025	£4,820,000	Developer contributions via S278	Highways England

	improvement					
	A27 Chichester Bypass – Stockbridge Roundabout improvement	PBA Transport Assessment	2024-2025	£5,380,000	Developer contributions via S278	Highways England
	Stockbridge Link Road onto A27	PBA Transport Assessment	2024-2025	£23,170,000	Developer contributions via S278	West Sussex County Council & Highways England
	A27 Chichester Bypass – Fishbourne Roundabout improvement including Terminus Road/Cathedral Way	PBA Transport Assessment	2024-2025	£6,870,000	Developer contributions via S278	Highways England
Local Road Network	Westhampnett Road Junctions with St. Pancras/St. James to include culverting the river Lavant to allow road widening	WSCC Strategic Transport Investment Programme		£3,400,000	CIL	West Sussex County Council /CDC/ Brookhouse Group
	A286 New Park Road/A286 St Pancras Road junction	PBA Transport Assessment		£372,500	CIL	West Sussex County Council
	A286 Northgate/A286 Orchard Street junction	PBA Transport Assessment		£387,400	CIL	West Sussex County Council
	A286 Churchside/A286 Broyle Road junction	PBA Transport Assessment		£447,000	CIL	West Sussex County Council
	A286 Stockbridge/Terminus Road junction	PBA Transport Assessment		£298,000	CIL	West Sussex County Council
	Stockbridge Link Road/A286 Birdham Road junction	PBA Transport Assessment		£819,500	Developer S106	West Sussex County Council

	Provision of bus lane along A259 approaching Bognor Road roundabout	Chichester City Transport Strategy – to reduce car trips to city centre		£1,200,000	CIL	West Sussex County Council
	RTPI screens at key locations	Chichester City Transport Strategy – to reduce car trips to city centre		£120,000 for 12 screens	CIL	West Sussex County Council
	Variable Message Signing	Chichester City Transport Strategy – to reduce traffic congestion		£8,000	CIL	West Sussex County Council
	B2145/B2166 junction	PBA Transport Assessment		£223,500	CIL	West Sussex County Council
	B2145/B2201 junction	PBA Transport Assessment		£372,500	CIL	West Sussex County Council
	Sustainable Transport Corridor – city centre to Portfield and improvements to sustainable transport facilities on Oving Road corridor	To increase sustainable transport mode share. Considering improvements to road space allocation.		£500,000		West Sussex County Council
Cycle infrastructure	Gap filling to complete the Chichester Cycle Network	Chichester City Transport Strategy – to reduce short car trips to and from the city centre			CIL	West Sussex County Council
	City centre cycle parking	To increase short trips to the city centre		£250,000	CIL	West Sussex County Council
	Smarter Choices Bikelt projects	To increase short trips and modal shift		£310,000	CIL	West Sussex County Council
	Cycle routes at Portfield (£120,000) Summersdale	Chichester City Transport Strategy – to reduce short car		£550,000	CIL	West Sussex County Council



	(£230,000), Selsey (£tbc) , Witterings (£200,000).	trips to and from the city centre and between settlements				
	Hunston Road cycle scheme – shared use pedestrian/cycle path to link footbridge at Whyke Road roundabout with south of A27	Sustainable link across A27 to free school and for development south of the A27 into the city			CIL	West Sussex County Council
Parking	Reorganisation of parking in city	Road Space Audit Manage demand for parking for key routes in city centre		£500,000		West Sussex County Council
Public Rights of Way Network	Boxgrove - Create bridleway along footpath 284 with links to the village and to Tinwood Lane				CIL	West Sussex County Council
	Loxwood - Create bridleway alongside Wey and Arun Canal and improve existing (as Wisborough Green), with links to Rudgwick and the popular Downs Link bridleway				CIL	West Sussex County Council
	Oving - Create bridleway (by upgrading existing footpath) alongside the former canal, with links to proposed local				CIL	West Sussex County Council

	development in Bersted and Yapton					
	Oving - Create bridleway linking Shopwyke with Tangmere and Oving villages (as Shopwyke and Tangmere)				CIL	West Sussex County Council
	Oving - Create bridleway linking Tangmere with Oving and Runcton (as Tangmere)				CIL	West Sussex County Council
	Plaistow & Ifold - Create bridleway linking Plaistow with bridleway 635				CIL	West Sussex County Council
	Westbourne - Create bridleway (by upgrading existing footpath) to link Hambrook Hill South with Woodmancote Lane over A27 (as Chidham and Hambrook)				CIL	West Sussex County Council
	Westbourne -Create bridleway (by upgrading existing footpath) to link Lumley with Westbourne over A27 (as Southbourne)				CIL	West Sussex County Council
	Wisborough Green - Create bridleway alongside Wey and				CIL	West Sussex County Council

	Arun Canal and improve existing (as Loxwood), with link to Billingshurst					
<b>Total Costs</b>				<b>£42,761,900</b>		

### Education Infrastructure Needs – related to Parish housing requirements

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)
Early Years and Childcare places	<p>Chichester City – A further capacity of 25 Early Years and Childcare places would be required to accommodate the development. Contributions towards either expansion of places or new provision would be required.</p> <p>Loxwood – A further capacity of 25 Early Years and Childcare places would be required to accommodate the development. Contributions towards either expansion of places or new provision would be required.</p> <p>Birdham and Donnington – A further capacity of 13 Early Years and Childcare places across the two parishes would be required to accommodate the development. Contributions towards expansion of places would be required.</p>	At the current time early years and childcare sufficiency planning indicates that there is insufficient space within existing provision to serve this proposed development.			CIL	West Sussex County Council
Primary	Chichester City –				Basic Needs	West Sussex

Education	In order to cater for the combined number of proposed dwellings across the Chichester City area, land for a 1FE expandable to 2FE primary school will be required. The number of school places will be refined at a later date once more detailed information is known.				Grant CIL	County Council
	Western part of Manhood Peninsula – In order to cater for the combined number of proposed dwellings across the western half of the manhood peninsula financial contributions to expand East Wittering primary school by 1 1/2FE including ancillary accommodation requirements.				Basic Needs Grant CIL	West Sussex County Council
	Chidham & Hambrook/Funtington/Southbourne/Westbourne – In order to cater for the combined number of proposed dwellings across the Bourne area and including Bosham would require land for a new 3FE primary school. Pro- rata financial contributions from all the developments would be sought to mitigate their impact on the overall cost of the provision.				Basic Needs Grant CIL	West Sussex County Council
	Westhampnett area - In order to cater for the combined number of proposed dwellings across the eastern area of Chichester additional land (sufficient for a 3FE primary school) to enable a further 1FE expansion of the Tangmere school (related to the Tangmere strategic site allocation) to 3FE primary school will be required.  Pro-rata financial contributions for the building of the additional FE and additional ancillary spaces would be required.				Basic Needs Grant CIL	West Sussex County Council
Secondary Education	Chichester City area - If all of the proposed sites were to come forward the secondary school				Basic Needs Grant	West Sussex County

	<p>provision would be full in the Chichester Planning Area, expansion of any of the secondary schools in the area would need to be sought from the academy sponsors/regional schools commissioner. If agreement could not be reached then the local authority would require the district council to identify land for a new 6FE expandable to 8FE secondary school in the Chichester area. Each of the developments would have to ensure that sufficient contributions were made to fulfil the cost of building a new secondary school. It should be noted that the west manhood peninsula shares its catchment area for secondary provision with the Chichester Planning Area.</p>				CIL	Council
	<p>Broadbridge/ Chidham &amp; Hambrook/Funtington/Southbourne/Westbourne The secondary school serving this planning area is currently undergoing expansion. In order to mitigate the impact from the proposed number of dwellings the school would have to consider expansion by a further 3FE - this would require detailed feasibility studies to be undertaken to ensure there is sufficient land to accommodate the additional buildings.</p>				Basic Needs Grant CIL	West Sussex County Council
	<p>The secondary school that's serves both east &amp; west of the manhood peninsula currently has capacity to cater for additional pupils from the proposed developments. However it should be noted that it is currently undergoing a rebuild programme following a fire at the site. At this time WSCC is not aware of the final capacity of the school. A financial contributions towards expansion may be required.</p>				Basic Needs Grant CIL	West Sussex County Council
Special Educational	Chichester City Area - All of the new primary schools would require a special support centre to				Basic Needs Grant	West Sussex County

Needs	be provided as part of the school accommodation. Land and financial costs for the building of a new 9 class base special secondary school would also be required.				CIL	Council
	Financial contributions towards the expansion of the Special Support Centre at the Bourne Community College would be required subject to feasibility				Basic Needs Grant CIL	West Sussex County Council
University of Chichester	New student accommodation, preferably on campus or close to campus	To meet future student demand from first year undergraduates and an increasing demand from second and third year undergraduates	2021/2022		University funding, income strip financing	University of Chichester
	New academic buildings to support new undergraduate and postgraduate courses	To enhance the academic offering of the University and to meet the needs of the local, regional and national economy	2021/2022		Unknown at present	University of Chichester
	North Eastern Link Road	To provide a new access road to the campus and to reduce the number of vehicles using College Lane	2021	Unknown	Provided by developer as part of a section 106 agreement	Homes England and Linden Homes
	Redevelopment of the University's main car park, including the construction of a multi-deck car park	To provide car parking appropriate to the University's business needs and to encourage sustainable transport	2021/22		University funding	University of Chichester
Chichester College	New teaching building to support the delivery of STEM subjects. (Science, technology, engineering	To enable the effective delivery of	2019/2021		College funded	Chichester College Group

	and mathematics)	STEM related subjects up to foundation degree			supported by LEP grant funding	
	Enhancement to existing workshops	To enable the relocation of Motor Vehicle courses from the Chichester campus	2021/2023		College funded supported by LEP grant	Chichester College Group
<b>Total Costs</b>				<b>£</b>		

### Plan Area Wide Health Infrastructure Needs

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

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)
St. Richards Hospital	<p>Increase Accident and Emergency capacity, with opportunity to accommodate an Urgent Treatment Centre;</p> <p>Improved outpatient department; Increase ward capacity;</p> <p>Improved size, capacity and functionality for operating theatres;</p> <p>Improved women and children's services capacity;</p>	<p>This project is 'necessary' infrastructure. It is fundamental to the delivery of the emerging Local Plan, to ensure sufficiency of acute medical provision to meet the need of the increasing population within the proposed new homes. It does not need to be implemented 'up front' to unlock development and growth that could otherwise not take place. However,</p>	A phased basis between 2021 and 2029.	£166m	<p>Yet to be secured.</p> <p>The availability of capital and revenue funding within the NHS will be a significant constraint to developing acute services at St Richard's hospital. This will be a barrier to maintaining safe acute health services that are necessary in support the development</p>	Western Sussex Hospitals NHS Foundation Trust.

	<p>Enhance diagnostic provision such as imaging capacity; Redesign and rebuild of the sterile services unit.</p>	<p>ongoing funding to support the planning and implementation of necessary changes in clinical service provision at St Richard's hospital is required. Without adequate clinical planning and the associated changes to the hospital estate, there will be a tipping point, when the infrastructure becomes critical to the safe provision of acute health care. The long lead time for the development means that whilst this can be implemented as the development takes place, it is essential to identify the funding available for this and commence detailed planning.</p>			<p>strategy for the area as set out in the emerging Local Plan.</p>	
<b>Total Costs</b>				<b>£166,000,000</b>		



### Plan Area Wide Social Infrastructure Needs

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

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)
Sport & Leisure facilities	Competition swimming pool (8 lane x 25m) and diving pit	Open Space, Indoor Sports & Playing Pitch Strategy, 2018		£4.4m	CIL, Local clubs, National Governing Bodies, Sport England, National Lottery	Chichester District Council, Culture & Sport.  If not Westgate it would be another organisation in partnership with Chichester District Council, Culture & Sport.
	Permanent indoor tennis facility	Open Space, Indoor Sports & Playing Pitch Strategy, 2018		£2.4m	CIL, National Governing Bodies, Sport England, National Lottery	Chichester District Council, Culture & Sport/Chichester Racquets & Fitness Club
<b>Total Costs</b>				<b>£6,800,000</b>		

### Plan Area Wide Green Infrastructure Needs

16.5 This includes the parish requirements.

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)
Natural Greenspace	Additional access paths at Brandy Hole Copse	With development at WHF, this infrastructure will be required to maintain the integrity of Chichester's only		20,000	CIL	Friends of Brandy Hole Copse/ Chichester District Council

		Local Nature Reserve				
	New bike fence to prevent bike access to the copse	With development at WHF, this infrastructure will be required to maintain the integrity of Chichester's only Local Nature Reserve		5,000	CIL	Friends of Brandy Hole Copse/ Chichester District Council
	Water vole Habitat for improved connectivity	With development at WHF, this infrastructure will be required to maintain the integrity of Chichester's only Local Nature Reserve		40,000	CIL	Bosham Local Group/ Chichester District Council
	Strategic Corridor Enhancements at Emsworth/The Ems	Enhancements to the strategic corridors, as identified in the Local Plan Review		40,000	CIL	Emsworth Local Group/ Chichester District Council
Flood Protection/defences	Bosham Harbour New In Land Defences	Protection against flooding	Post 2021	460,000	FCRM GiA/Contributions	Environment Agency
Parks and Green Spaces	West Wittering Cricket Club clubhouse enhancement.	Requirement for provision of showers for the officials changing rooms.		£50,000	CIL, Sports Club, Parish Council, National Governing Bodies, Sport England, National Lottery	West Wittering Parish Council/ Chichester District Council, Culture & Sport
	Loxwood Sports Association improvements to drainage and facilities required to progress up the league.	Chichester Playing Pitch Strategy, 2018. The football pitch is currently poor, which prevents the club to function and progress through the league.		£70,000	CIL, Sports Club, Parish Council, National Governing Bodies, Sport England, National Lottery	Loxwood Parish Council/ Chichester District Council, Culture & Sport

	The Green, Wisborough Green improvements to drainage and rebuild of sports pavilion and provision of additional training and pitch facilities.	Chichester Playing Pitch Strategy, 2018.		£965,000	CIL, Sports Club, Parish Council, National Governing Bodies, Sport England, National Lottery	Wisborough Green Parish Council/ Chichester District Council, Culture & Sport
	Oving Diamond Jubilee Ground pitch and pavilion reinstatement	PC have stated a need for a hub for sports teams and currently looking to identify funds for this.		£190,000	CIL, Sports Club, Parish Council, National Governing Bodies, Sport England, National Lottery	Oving Parish Council/ Chichester District Council, Culture & Sport
	White Pavilion Priory Park improvements to meet the needs of cricketers including women and girls	Chichester Playing Pitch Strategy, 2018. Lack of changing facilities and poor quality outfield.		£450,000	CIL, Sports Club, Parish Council, National Governing Bodies, Sport England, National Lottery	Chichester District Council, Culture & Sport
	The Street Recreation Ground, Boxgrove pavilion and cricket pitch improvements	Chichester Playing Pitch Strategy, 2018.		£70,000-120,000	CIL, Sports Club, Parish Council, National Governing Bodies, Sport England, National Lottery	Boxgrove Parish Council/ Chichester District Council, Culture & Sport
	University of Chichester improvements and upgrade to existing AGP.	Chichester Playing Pitch Strategy, 2018. The existing AGP is >15 years old and requires replacing. The University identifies this as a sand-based surface for hockey and multi-	Summer 2019	£200,000	University of Chichester, CIL, Sports Club, National Governing Bodies, Sport England, National Lottery	University of Chichester/ Chichester District Council, Culture & Sport

		sports and it is used extensively for teaching and recreation alongside Hockey matches (including community use)				
	University of Chichester new publically shared sports track	Chichester Playing Pitch Strategy, 2018. The J-Section provides teaching opportunity and some community training use (one or two days a week) for juniors as part of the Chichester Runners and Athletic and Road Running Club activities. A 6 or 8 lane athletics track would as a minimum provide academic teaching opportunity, an additional training facility for most of the BUCS competition sports, intra-mural practice and competition; it would support a high level of use and development by the Chichester Runners and Athletic Club, training use by local sports clubs		£1.4m – £1.6m	University of Chichester, CIL, Sports Club, National Governing Bodies, Sport England, National Lottery	University of Chichester/ Chichester District Council, Culture & Sport

		including schools' competition (primary and secondary) and area school sports days, and casual exercise and fitness use by students, staff and the community.				
	University of Chichester 3G AGP in addition to upgrading of existing sand based AGP	Chichester Playing Pitch Strategy, 2018. Option 1 - discussed with the Chichester City Football Club to convert their grass pitch to a 3G ATP (FA stadia grade and World Rugby 22 grade), ensuring equitable partnership sharing arrangements with the University and with the Rugby Club, subject to funding arrangements; the University would then locate a high quality full size grass pitch in the centre of the athletics track - sensible planning of a summer field events programme and restoration annually would be required. Option 2 With		c. £0.5m partner contribution to c. £1m cost	University of Chichester, CIL, Sports Club, National Governing Bodies, Sport England, National Lottery	University of Chichester/ Chichester District Council, Culture & Sport

		<p>the completion of the athletics track comes the opportunity to locate a floodlit full size 3G ATP (ground-graded for football training and matches and rugby training, on the track central area), subject to more detailed feasibility analysis; this would however require surround fencing and a pitch barrier, and athletics field events could not take place in the centre of the track. The identified need and demand for a community accessible floodlit 3G ATP in Chichester (with appropriate FA and RFU ground grading for football and rugby matches and training), which would include substantial use by the University.</p>				
	New Park Road toilets facilities	<p>Chichester Playing Pitch Strategy, 2018. New Park Road is used by juniors for mini soccer at the</p>		£50,000	<p>CIL, Sports Club, City Council, National Governing Bodies, Sport England, National</p>	<p>Chichester District Council, Culture &amp; Sport/Chichester City Colts Football Club</p>

		weekends for matches and during the week for training			Lottery	
	Oaklands Park rugby pitch improvements	Chichester Playing Pitch Strategy, 2018. Current rugby pitches cannot take existing usage. Improvements to pitch conditions may result in more capacity to meet current and future demand.		£100,000	CIL, Sports Club, City Council, National Governing Bodies, Sport England, National Lottery	Chichester District Council, Culture & Sport
	Oaklands Park cricket pitch reinstatement	Chichester Playing Pitch Strategy, 2018. It is currently of poor quality and potentially dangerous, and thus no longer sustains regular use, although it has been an important central venue in the past.		£70,000	CIL, Sports Club, City Council, National Governing Bodies, Sport England, National Lottery	Chichester District Council, Culture & Sport
	Monks Hill Recreation Ground Westbourne football pitch and changing	Chichester Playing Pitch Strategy, 2018.		£330,000	CIL, Sports Club, City Council, National Governing Bodies, Sport England, National Lottery	Westbourne Parish Council/ Chichester District Council, Culture & Sport
	Chichester College development of 9V9 AGP	Chichester Playing Pitch Strategy, 2018. Cannot meet existing demand for football.		£405,000	Chichester College, CIL, Sports Club, National Governing Bodies, Sport England, National Lottery	Chichester College/ Chichester District Council, Culture & Sport

	Chichester FC 3G AGP at Oaklands Park	Chichester Playing Pitch Strategy, 2018. Pitch becomes waterlogged quickly and cannot accommodate the number of required games and training for the club.		£890,000-955,000	CIL, Sports Club, City Council, National Governing Bodies, Sport England, National Lottery	Chichester District Council, Culture & Sport
	Bosham Recreation Ground – new site required for new grass football pitch and associated changing	Chichester Playing Pitch Strategy, 2018. Current site not suitable for upgrade of facilities required for club to progress. Ground also restricts number of youth sides to 2. Move supported by parish council.		£750,000	CIL, Sports Club, City Council, National Governing Bodies, Sport England, National Lottery	Bosham Parish Council/ Chichester District Council, Culture & Sport
	AGP on Bourne Community College site for community use in Southbourne	Chichester Playing Pitch Strategy, 2018 Needed to address shortfalls within the area.		£890,000+	CIL, Sports Club, City Council, National Governing Bodies, Sport England, National Lottery	Bourne Community College/ Chichester District Council, Culture & Sport
	Upgrade of grass and artificial cricket pitch Southbourne	Chichester Playing Pitch Strategy, 2018		£50,000	CIL, Sports Club, City Council, National Governing Bodies, Sport England, National Lottery	Southbourne Parish Council/ Chichester District Council, Culture & Sport
	Improvements to existing sports pavilion at Park Road Recreation	Chichester Playing Pitch Strategy, 2018		£50,000 - £100,000	CIL, Sports Club, City Council, National Governing Bodies, Sport	Southbourne Parish Council



	Ground Southbourne				England, National Lottery	
<b>Total Costs</b>				<b>£8,910,000</b>		

### Habitats Regulations Mitigation for parish housing requirements

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)
Habitats Regulation Mitigation	Bird Aware Solent	Habitats Regulations		482 dwellings at £564 = £271,848	Developer S106	
	Pagham Joint Scheme of Mitigation	Habitats Regulations		149 dwellings at £882 = £43,218	Developer S106	
	Pagham Harbour SPA and Medmerry cSPA Site protection and awareness infrastructure– (i) Additional fencing and access	Strategic fencing and access improvements to protect sensitive SPA habitats (eg. Vegetated shingle) from trampling and SPA breeding and wintering birds (eg. Little tern and oystercatcher and wintering brent geese). This will be achieved by focusing on key areas around Church Norton, Halseys and the North Wall at Pagham	By 2023	102,500	English Coastal Path may provide path improvement funds for coastal path sections. RSPB staff resource @ 7% of costs	RSPB
	Pagham Harbour SPA and Medmerry	Interpretation materials and viewing	By 2023	£29,000	RSPB staff resource @ 10% of costs	RSPB

	cSPA Site protection and awareness infrastructure– (ii) Interpretation and information	areas to provide information on international importance of the SPA and its wildlife, orientate visitors and focus visitor pressure on less sensitive areas whilst providing opportunities for people to have the opportunity to appreciate wildlife without disturbing it.				
<b>Total Costs</b>				<b>£490,666</b>		

### Plan Area Wide Public Services Needs

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

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)
Police	Refurbishment of existing Chichester Police Station	Financial support to fill funding gap of £400,000 to deliver the necessary refurbishment works at Chichester Police station. This project will cost £1.3m to deliver and a maximum budget of £900,000 has been secured. This will provide an adequate level of future proofing for the	Early 2019 onwards	1,300,000	900,000 has been secured leaving a shortfall of 400,000 which could be funded by other sources including CIL	Police

		police station and increase capacity of this site by a minimum of 20 staff.				
	Additional personnel	Sussex Police calculations project that a minimum of 27 new dedicated or divisional officer and 8 staff roles would be required to mitigate the growth outlined in Chichester over the development plan period. This equates to a minimum cost of £288,886 for training and equipping new officers and staff (not including revenue costs).		288,886		Police
	New police fleet vehicles	The average capital cost of a new vehicle is £17,000 (not including fuel and maintenance). Our guideline for the majority of marked vehicles is to replace every four years or £125,000 miles. The condition of vehicles at the end of their police life varies however Sussex Police forecast that they will redeem,		630,344.00	Capital funding from various sources including CIL	Police

		<p>on average 5% of a vehicles value on disposal.</p> <p>The development will require fleet investment far exceeding 4 years therefore Sussex Police would require at least an 8 year life of provision. This contribution is justified because there is insufficient funding within the police's revenue income to take on the capital cost after just four years, without diverting money from elsewhere. Sussex Police estimate that the 4 year lifetime cost per vehicle is approximately £42,240 including running costs and capital charges.</p> <p>£630,344 needed to give 8-year life of provision.</p>				
	Police ANPR cameras	Sussex Police are rolling out ANPR Cameras throughout		66,000	CIL	Police

		<p>Sussex to ensure criminals can be identified quickly and efficiently. The number and location of cameras is driven by the scale and location of the proposed development and the road network in the area.</p> <ol style="list-style-type: none"> <li>1) A27 Chichester bypass 2 x dual lane reading cameras £10,000</li> <li>2) A286 Chichester to Lavant road 1 x dual lane camera £7,000</li> <li>3) B2178 Chichester 1 x dual Lane camera £7,000</li> <li>4) A285 Chichester near</li> </ol>				
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		Sainsbury's 1 x dual Lane camera £7,000				
		5) Claypit Lane Chichester 1 x dual Lane camera £7,000				
		6) A285 Tinwood area 1 x dual lane camera £7,000				
		7) B2179 West Witterings 1 x dual lane camera £7,000				
		8) A286 Birdham 1 x dual lane camera £7,000				
		9) Tangmere Lane 1 x dual lane camera £7,000				
Ambulance Service						
<b>Total Costs</b>						<b>£2,285,230</b>

## Plan Area Wide Utility Services Needs

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

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/whom)
Gas	As this is high level assessment (Medium Pressure), the existing gas infrastructure can accommodate the suggested level of housing growth and distributions. At a more localized level, most sites and new customers may be supplied through the low pressure systems. Exact connection points would be explored with developer through the development of each site and therefore cannot be assessed in detail at this time. However, the cumulative impact of a number of site and scenarios in this report are likely to necessitate some investment at some		Within the current Regulatory Price Control (RIIO-GD1) period, i.e. 2013-2021 there are no plans to carry out any capital work within the immediate area.	The timing of any capacity improvement or reinforcement works is dependent upon the rate of development. Due to the nature of the business it is not permitted to invest speculatively but can take account of local development plans when undertaking or carrying out work in the area.	Developer contributions Ofgem Scotia Gas Networks - Each connection and associated capacity request will be assessed on its own individual merits. Should any new request require an element of system reinforcement, the system requirements will then be quantified. This will then be subjected to SGN's economic assessment model, using the identified gas demand for the development. Where the costs of the system enhancements are less than the level of investment generated by the load, SGN will fund	Scotia Gas Networks

	stage in the future for thereafter.				the cost of these works. Where the opposite is true, then a developer contribution will be required	
Electricity						
<b>Total Costs</b>				£		