**Chichester District Council**

**Infrastructure Delivery Plan**

**Chichester Local Plan**

**2021 - 2039**

**CDC logo**

<http://www.chichester.gov.uk/planningpolicy> Updated April 2024

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**Introduction**

**Purpose**

* 1. The Infrastructure Delivery Plan (IDP) forms a key part of the evidence base to support the Chichester Local Plan 2021- 2039. It also influences the council’s spending decisions on the Community Infrastructure Levy (CIL). 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.
  2. The IDP supports the objectives outlined in the Local Plan on infrastructure needs within the Local Plan area (it excludes the parts of the district covered by the South Downs National Park (SDNP) as the SDNP has its own Local Plan). The Local Plan 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 IDP will identify the strategic infrastructure requirements for the plan area and where known who will provide it and when it is expected to be delivered.
  3. The IDP plays an important role in the preparation and adoption of a reviewed CIL Charging Schedule for the Chichester Local Plan areaby providing evidence of a need for infrastructure investment and forms the basic justification for setting a levy rate.
  4. The IDP may also help town and parish councils in the production or review of neighbourhood plans.
  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.
  6. In producing this IDP the council has worked with other organisations who are responsible for providing strategic infrastructure such as West Sussex County Council (WSCC), National Highways, public transport providers, emergency services, utility companies, developers, the local health authority, and many others.
  7. Once the Local Plan is adopted the infrastructure projects within this IDP will be refined and updated through the annual Infrastructure Business Plan (IBP) process. The tables below describe the housing numbers and distribution covered by this IDP.

**Housing Numbers and Distribution covered by this IDP**

**Numbers and Distribution South of the Local Plan area[[1]](#footnote-1)**

|  |  |  |  |
| --- | --- | --- | --- |
| **Allocation/Parish** | **Proposed Development** | **Allocation Type** | **HELAA Appendix 3** |
| **Chichester and Eastern Corridor** | | | |
| Boxgrove | 50 dwellings | NP Parish | Page 21-29 |
| Chichester City | 270 dwellings | NP Parish | Page 30-42 |
| West of Chichester (A6) | 1,600 dwellings (750 dwellings already permitted in Phase 1 under Application – 14/04301/OUT) | LP Allocation | Existing allocation |
| Land at Shopwyke (A7) | 585 Dwellings (All consented under application 15/03720/OUT) | LP Allocation | Existing allocation |
| Land East of Chichester (A8) | 680 dwellings | LP Allocation | Increased allocation |
| Land at Westhampnett (A9) | 500 dwellings (All consented under application 16/03791/OUT) | LP Allocation | Existing allocation |
| Land East of Rolls Royce | 7 ha employment land safeguarded for Rolls Royce | LP Allocation | Page 175 |
| Land at Maudlin Farm, Westhampnett (A10) | 265 dwellings | LP Allocation | Page 181 |
| Land South of Bognor Road | Up to 15ha employment land/ 28,000 sqm | LP Allocation | Page 115 |
| Southern Gateway (A4 and A5)) | 180 dwellings (110 Bus Station, Bus Depot, Basin Road car park, 70 Former Police playing field) | LP Allocation | Existing allocation |
| West of Tangmere (A14) | 1,300 dwellings (All under planning application 20/02893/OUT, resolution to grant 31st March 2021) | LP Allocation | Increased allocation |
| **Total** | **5,370 (including permissions)**  **3,545 dwellings (excluding permissions) / (2,245 excluding West of Tangmere)** | | |
| **Chichester Western Corridor** | | |  |
| Chidham and Hambrook (A12) | 300 dwellings (includes 26 dwellings granted under permission CH/20/01854/OUT Land at Chas Wood Nurseries and 118 granted under permission CH/20/01826/FUL at Land at Scant Road. | NP Parish | Page 43-54 |
| Fishbourne | 30 dwellings | NP Parish | Page 61-71 |
| Highgrove Farm, Bosham (A11) | 300 (250 dwellings LP allocation plus 50 Site Allocations DPD allocation) | LP Allocation/ Site Allocation DPD | Page 15 |
| Southbourne (A13) | 1050 dwellings | NP Parish | Page 141 -163 |
| Westbourne | 30 dwellings | NP Parish | Page  168-174 |
| **Total** | **1,710 (including permissions) 1,566 dwellings (excluding permissions)** | | |
| **Manhood Peninsula** | | |  |
| Runcton Horticultural Development Area Extension | 30ha horticultural land | LP Allocation | N/A |
| North Mundham | 50 dwellings (includes 39 granted under 20/01686/FUL) | NP Parish | Page 104-118 |
|  |  | | |

**North of the Plan Area**

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| **Plan Area North of the South Downs National Park** | | | | | |
| **Parish** |  |  |  | **Allocation Type** | **HELAA Appendix 3** |
| **Kirdford** | 50 dwellings |  |  | NP Parish | Page 90-94 |
| **Loxwood** | 220 dwellings |  |  | NP Parish | Page 95-103 |
| **Plaistow and Ifold** | 25 dwellings |  |  | NP Parish | Page  132-135 |
| **Wisborough Green** | 75 dwellings |  |  | NP Parish | Page  186-190 |
| **Total** | **370 dwellings** |  |  |  |  |

**National Policy Context**

* 1. The National Planning Policy Framework (NPPF) sets out the planning policy framework for local planning authorities to follow both when making plans and when determining planning applications.
  2. It refers to the three dimensions to sustainable development. The economic role for planning includes, *“…and by identifying and coordinating the provision of infrastructure.”*
  3. The NPPF recognises the importance of timely liaison with the infrastructure and service providers during the plan making process: *“Plans should: c) be shaped by early, proportionate and effective engagement between plan makers and … infrastructure providers and operators and statutory consultees”*
  4. The NPPF states that, *“Strategic policies should…, and make provision for:*

*b) infrastructure for transport, telecommunications, security, waste management, water supply, wastewater, flood risk and*

*c) coastal change management, and the provision of minerals and energy (including heat);*

*community facilities (such as health, education and cultural infrastructure; and*

*d) ….green infrastructure….”*

* 1. The NPPF refers to the importance of joint working between plan making authorities, and engagement with infrastructure providers on strategic matters to help determine where additional infrastructure is necessary.
  2. The NPPF deals with developer contributions, it makes it clear that plans should set out what is expected in the way of infrastructure from development and that this should not undermine the deliverability of the plan.
  3. The NPPF states that. “Planning policies should: c) *seek to address potential barriers to investment, such as inadequate infrastructure, services…”.* The availability and capacity of existing infrastructure and services is therefore of concern.
  4. The future resilience of infrastructure to the impacts of climate change is also to be taken account of in plan making with the NPPF mentioning as examples, “*providing space for physical protection measures, or making provision for the possible future relocation of vulnerable development and infrastructure.”*
  5. 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 [...]."*

**Sub-Regional Context**

* 1. Chichester District Council (CDC) is part of the West Sussex and Greater Brighton Strategic Planning Board (CWS&GB). This was formed in October 2012 to identify and manage strategic planning issues within that area and to support better integration and alignment of strategic spatial and investment priorities. It was initially made up of the coastal West Sussex planning authorities (LPAs), together with Brighton and Hove City Council and Lewes District Council. It has since expanded to include Crawley Borough Council, Mid Sussex and Horsham District Council and the South Downs National Park Authority, reflecting the functional strategic relationship these areas have with Coastal West Sussex and the Greater Brighton area.
  2. Its remit is to identify and manage spatial issues that impact on more than one local planning area within West Sussex and Greater Brighton and support better integration and alignment of strategic spatial and investment priorities in West Sussex and Greater Brighton, ensuring that there is a clear and defined route through the statutory local planning process, where necessary.
  3. The West Sussex and Greater Brighton area sits within the Coast 2 Capital Local Economic Partnership (LEP)[[2]](#footnote-2). Several of the West Sussex and Greater Brighton partner authorities are members of the Greater Brighton City Region (Arun, Adur, Worthing, Brighton and Hove, Lewes, Mid Sussex, and Crawley). The north-west authorities of Crawley, Horsham and Mid-Sussex are also located within the Gatwick Diamond area.
  4. The West Sussex and Greater Brighton Strategic Planning Board has been engaged in addressing key strategic matters as set out in LSS2 in order to address the Duty to Cooperate challenges presented by a constrained geography and to ensure that strategic cross-boundary infrastructure can be delivered in a timely way to support sustainable development, including transport, water supply, flooding, wastewater, education and healthy, and addressing planning issues such as the provision of housing, climate change, biodiversity networks, water and nutrient neutrality, and the safeguarding of mineral reserves. The Strategic Planning Board agreed to commence work on Local Strategic Statement 3 (LSS3), which will cover the period 2030 – 2050, with the commissioning of evidence base studies.  This includes a study of projected housing and employment needs, transport impact, infrastructure needs and spatial options to deliver the development needs and infrastructure.

**Local Policy Context**

* 1. The Local Plan identifies strategic infrastructure provision as one of its key objectives.

1.22 Local Plan Policy I1: 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 I1: Infrastructure Provision**

The Council will work with partner organisations to coordinate provision to ensure that individual and cumulative development is supported by the timely provision of adequate infrastructure, facilities and services. The Infrastructure Delivery Plan will be used to identify the timing and nature 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.

New development will be expected to provide for the on and off-site infrastructure, facilities and services required as a result of the development. Provision should be made in accordance with a phasing and implementation plan where necessary. All such requirements will be secured by way of condition or legal agreement.

Development proposals will be permitted that:

1. Make effective use of existing infrastructure, facilities, and services, including opportunities for co-location, sharing and multi-functional use of services and facilities;
2. Provide for the on and off-site infrastructure, facilities and services required as a result of the development;
3. Safeguard the requirements of infrastructure providers, including but not limited to:

* Renewable energy;
* Gigabit-capable electronic communications networks;
* Electricity power lines;
* High pressure gas mains;
* Educational facilities;
* Health facilities;
* Aquifer protection areas;
* Highways and cycle lanes, and
* Flood defences and SuDS infrastructure.

(iv) Appropriate mitigation and adaptation measures should be made following a risk assessment (natural-hazards-infrastructure.pdf (publishing.service.gov.uk) to build in resilience for infrastructure over its lifetime to take account of the impacts of climate change such as flooding events from heavy rainfall, rivers and rising sea levels, increased drought, sustained and high wind speeds and extremes of temperature and water scarcity;

(v) To consider and meet as appropriate the in-perpetuity costs of infrastructure and arrangements for its future management and maintenance. The ongoing costs of infrastructure management and maintenance that is the responsibility of statutory providers and utility companies will continue to be met by those businesses;

1. Agree a programme of delivery with the relevant infrastructure provider before development begins including coordination of financial and physical contributions;
2. Ensure new development benefits from gigabit-capable broadband infrastructure where such facilities are locally available at the point of occupation;
3. Improve accessibility to necessary facilities and services by sustainable travel modes from the outset.
   1. In response to representations made to Policy I1 in the Local Plan published in January 2023 (under Regulation 19), the council are proposing changes to the wording of criteria iv, v and vii of Policy I1. These changes are set out in the council’s suggested modifications schedule and will be submitted alongside the Local Plan to be considered by the Inspector as part of the examination process.

**Infrastructure Typology and Providers**

**Providers**

2.1 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 IDP will help coordinate services as it will identify who will be delivering what and by when.

2.2 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.

2.3 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.

2.4 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.

2.5 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 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 and Road).

2.6 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.

2.7 WSCC 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.

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

2.9For the purpose of this document, the definition of key infrastructure categories, and the typology within each group and provider, is set out in the table below:

**Table 1: Infrastructure Typology and Providers**

| **Category** | **Typology** | **Provider** |
| --- | --- | --- |
| Transport | Roads | National Highways (strategic road network)  WSCC (local road network) |
| Bus | Stagecoach  Compass Travel  WSCC |
| Rail networks | Network Rail  Southern (Govia Thameslink) Railway |
| Cycling and walking infrastructure | WSCC Sustrans  CDC |
| Education | Further Education | Chichester College |
| Higher Education | University of Chichester |
| Secondary education | WSCC  Private Schools and Academies  Free Schools |
| Primary education | WSCC  Private Schools and Academies  Free Schools |
| Early Years | WSCC  Various private nursery & pre-school providers  Voluntary sector |
| Special Educational Needs and Disability (SEND) | WSCC |
| Health | Acute care and general hospitals | Western Sussex Hospitals NHS Foundation Trust |
| Community and Mental Health facilities | NHS Sussex – Sussex Health and Care |
| Primary Care facilities i.e. General Practitioner (GP) practices | NHS Sussex – Sussex Health and Care Various GP surgeries |
| Social Infrastructure | Social and Community facilities | Parish Councils  Private Companies/Organisations |
| Built Sports and leisure facilities | CDC  Parish Councils  Private Companies |
| Built Community facilities | Parish Councils  Organisations |
| Green Infrastructure | Open Spaces, Parks & Playing pitches | CDC  Parish, City & Town Councils  Private Companies  Educational establishments |
| Allotments | Parish, City & Town Councils |
| 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.  Flood defences | Solent Recreation Mitigation Partnership  Chichester District Council & Natural England operating as Bird Aware Solent  Pagham Harbour Mitigation Partnership (between Chichester District Council & Arun District Council)  Environment Agency  CDC |
| Rivers and streams (blue corridors) | Environment Agency  Riparian owners |
| Coastal flood defences | Environment Agency  CDC |
| Public and Community Services | Emergency services - Police | Sussex Police |
| Emergency services – Fire & Rescue | West Sussex County Council Fire & Rescue |
| Emergency services - Ambulance | South East Coast Ambulance Service NHS Trust (SECamb) |
| Libraries | WSCC |
| Cemeteries and crematoria | CDC runs Portfield and Petworth Cemeteries  Church owned and run Churchyards  Dignity Crematorium (Private Company) |
| Waste management and disposal | WSCC |
| Utility Services | Wastewater treatment and sewerage | Southern Water |
| Water supply | Portsmouth Water  Thames Water  Southern Water |
| Electricity | Scottish & Southern Energy Power Distribution (SSE) |
| Gas | Scotia Gas Network (SGN) |
| Telecommunications/Digital infrastructure | BT Openreach |

**Identifying the Issues**

2.10 A pro-forma together with explanatory letter, a draft housing distribution and map of the 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 Local Plan to 2039; and
* timescale for the improvements to be implemented.

**Format of the Infrastructure Delivery Plan**

2.11 Section B provides further details on strategic infrastructure provision and funding sources for the various infrastructure categories. It identifies the key issues for the Local Plan 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.

2.12 Section C sets out the infrastructure delivery schedules for each of the strategic site allocations in the Local Plan, followed by a schedule of general plan area-wide infrastructure delivery.

2.13 Section C seeks to prioritise projects to distinguish those projects critical to enabling development and mitigating infrastructure compared to those that are important to deliver good place making principles but would be appropriate to deliver at a later date. The table below defines how the infrastructure was prioritised.

**Table 2: Infrastructure Prioritisation Categories**

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

**Infrastructure Costs**

2.14 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. It should be noted that in many cases the draft costs are not yet known.

2.15 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 and shown in the table below.

**Table 3: Infrastructure costs by type**

| **Infrastructure Category** | **Draft Total Cost[[3]](#footnote-3)** | **Funding source** | | | | |
| --- | --- | --- | --- | --- | --- | --- |
|  |  | **S106** | **CIL** | **S106 & CIL** | **S278** | **Other (which could also include some S106 and CIL)** |
| Transport | 209,291,153 | 4,989,500 | 380,000 | 5,422,000 | 17,544,093 | 180,955,560 |
| Education | 70,543,305[[4]](#footnote-4) [[5]](#footnote-5) | 52,043,305 |  |  |  | 18,500,000 |
| Health | 196,374,633 |  | 8,374,633 |  |  | 188,000,000 |
| Social Infrastructure | 14,800,000 | 8,000,000 |  |  |  | 6,800,000 |
| Green Infrastructure | 29,054,728 | 20,374,728 | 85,000 |  |  | 8,595,000 |
| Habitats Regulations Mitigation | 5,802,535 | 5,671,035 |  |  |  | 131,500 |
| Public Services | 6,924,535 | 200,000 | 6,724,535 |  |  |  |
| Utility Services | 27,441,000 |  |  |  |  | 27,441,000 |
| **Draft Infrastructure Total** | **£560,231,888** | **£91,278,568** | **£15,564,168** | **£5,422,000** | **£17,544,093** | **£430,423,060** |

**Infrastructure Position Statement**

**Transport**

| **Transport elements – Strategic Road Network (SRN)** | |
| --- | --- |
| Lead Organisation(s) | National Highways; WSCC |
| Main Sources of Information | Peter Brett Associates (PBA) (now Stantec) – Chichester Local Plan Transport Studies 2018 - 2024 |
| Existing Provision | A27 – the east to west trunk road running across the southern part of the Local Plan area |
| Future requirements | There have been longstanding plans by National Highways to resolve the congestion problems of the A27 corridor, including the Chichester Bypass. At a national level, previous plans to deliver a national roads scheme on the A27 at Chichester were withdrawn due to a lack of consensus locally.  National Highways have included the A27 Chichester bypass improvements as a ‘pipeline scheme’ for possible inclusion in their Road Investment Strategy (RIS 4). This means that there is no current commitment to carry out any national improvement works on the A27. Should the A27 bypass improvements scheme be included in RIS 4 (beyond 2030), it will be necessary to coordinate Local Plan transport improvements with the eventual preferred National Highways scheme for the A27 bypass when this is known, both physically and in terms of funding.  In 2018 the council published the Transport Study of Strategic Development Options and Sustainable Transport Measures produced by Peter Brett Associates (Stantec) to inform the Local Plan. This study sought to understand the impacts on the existing highway network of the planned level of growth in the Local Plan, and to identify suitable mitigation measures accordingly. Committed development, together with planned mitigation schemes, in neighbouring Arun District and Havant Borough was factored into the modelling work undertaken.  The Study identified mitigation measures required to satisfactorily address impacts arising from the emerging growth strategy. The total estimated costs for the mitigation measures at that time ranged from £50.57 million to £67.1 million. By far the most significant scheme identified was for the A27 Corridor including a Stockbridge Link Road. The mitigation schemes (including the Stockbridge Link Road which would remove a large number of trips from the A27 and at key junctions) would not resolve the longstanding capacity issues relating to the A27, but instead simply retain the level of queues and delays ensuring the situation did not deteriorate further as a result of planned development.  Further Transport Studies have been carried out since the 2018 Study and have informed the conclusions that the full costs of the A27 mitigation cannot be borne by developer contributions alone. The council, therefore, considered with the highway authorities an ‘infrastructure constrained’ approach to development, which would deliver improvements only to Fishbourne Roundabout with the Terminus Road Link and to Bognor Road Roundabout with the Vinnetrow Road Link. This would have left the remaining identified junction improvements at Stockbridge and Whyke Roundabouts and the Stockbridge Link Road unimplemented until additional funding could be identified.  Since the original A27 schemes were developed there has been a shift away from the approach of ‘predict and provide’ which forecasts the predicted growth in traffic and provides mitigation based on forecast growth to delivering sustainable transport, shared mobility and digital/technological solutions. The actual schemes to be delivered on the A27 and elsewhere will now be determined as part of a monitor and manage approach.  A key part of the monitor and manage approach is a Transport Infrastructure Management Group (TIMG), which includes the council, WSCC and National Highways. The Group will develop the new evidence base which will identify a coordinated and viable package of transport measures to support the plan.  The indicative package of A27 junction improvements is costed at up to £71,030,000 (Transport Study, 2024), which in the absence of additional funding is not viable through developer contributions alone. Through the monitor and manage approach, these schemes will be considered alongside local/sustainable mitigation measures identified in the council’s monitor and manage framework. |
| 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, Hampshire County Council (in its capacity as local highway authority) and the South Downs National Park Authority. The impact of planned development in these neighbouring authorities has been taken into account in the planned improvements within the Chichester Local Plan area. Neighbouring local authorities will be invited to future TIMG meetings as appropriate to discuss cross-boundary issues. |
| Funding Sources | Potential sources of funding include: Regional Growth Fund, Road Investment Strategy, Housing Infrastructure Fund, government grants, and Developer contributions through S106/S278 where viable. |
| Key Issues | National Highways is responsible for the A27 trunk road, including the Chichester Bypass.  The objectives of the Chichester Local Plan 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.  The Council works in partnership with National Highways and WSCC to pursue 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. |

| **Transport Elements – Local Road Network** | |
| --- | --- |
| Lead Organisation(s) | WSCC |
| Main Sources of Information | Peter Brett Associates (PBA) (now Stantec) – Chichester Local Plan Transport Studies 2018 - 2024  Chichester Strategic Infrastructure Package for current planned improvements |
| Existing Provision | WSCC is the designated local highway authority for the Plan Area. It has responsibility for the provision and maintenance of most of the local transport infrastructure in the Plan Area. |
| Future requirements | There are a number of improvements needed to the local road network as set out in this IDP. As set out under the SRN, the TIMG will consider local/sustainable mitigation measures either in addition to or as alternatives to enhancements of the SRN. |
| 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. The A259 section in Hampshire is the responsibility of Hampshire County Council in its capacity as the local highway authority. There is therefore a need for the council to continue working with Hampshire County Council as a neighbouring local highway authority to discuss cross-boundary transport issues associated with the A259 which runs westwards through Emsworth and to the A27 Warblington junction in Hampshire. |
| Funding Sources | WSCC capital programmes  Local Sustainable Transport Fund (LSTF)  Local Transport Capital Funding  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.  Infrastructure associated with the overall growth of the area may be funded from the CIL. |
| Key Issues | WSCC has responsibility for the provision and maintenance of most of the Plan Area’s local transport infrastructure.  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.  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.  The Local Plan and IDP will assist the council and WSCC in identifying road transport infrastructure requirements and how they can be delivered, i.e. through developer contributions and other funding sources.  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.  Implementation of behaviour change measures to reduce the use of the private car (Smarter Choices). |

| **Transport elements – Rail Services** | |
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| Lead Organisation(s) | Southern – train operating company  Network Rail – main infrastructure provider |
| Main Sources of Information | Network Rail - [West Sussex Connectivity Modular Strategic Study](https://protect-eu.mimecast.com/s/Mka1C1YPyfOmqwFLHleT?domain=sacuksprodnrdigital0001.blob.core.windows.net) |
| Existing Provision | 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.  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. |
| 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 has increased 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 | Trips to Barnham Station from the east of Chichester in Oving, and Tangmere will require regular and reliable bus routes to the station to prevent additional car traffic to the station. The Transport for South East Strategic Investment Plan and proposals of strengthening east to west rail connectivity between Brighton and Southampton will support faster inter-urban and long- distance journeys via Chichester. |
| Funding Sources | Network rail is funded like for like renewals and maintenance. 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 | 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.  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.  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.  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 & cyclists. Impact on local shops and services (including emergency access) would also need to be carefully considered and overall appropriate mitigation put in place.  The preferred option at all crossings to mitigate against the risk increase would be closure of the crossing (either road or footpath) via suitable diversion or by the provision of a bridge or underpass wherever possible. Where this is not possible, risk control measures commensurate with the increase in risk at any given location should be put in place.  The provision of detailed plans by the developer giving precise locations with site access and egress during construction and following occupation should be provided to Network Rail at the earliest opportunity in order that impact may be thoroughly assessed.  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 will be undertaking Route Studies as part of their Long-Term Planning Process which will update the Route Utilisation Strategy process: [Network Rail's Route Studies to Long Term Planning Process for the Route Utilisation Strategy process](https://www.networkrail.co.uk/running-the-railway/our-routes/sussex/sussex-railway-upgrade-plan/) |

| **Transport elements – Bus Services** | |
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| Lead Organisation(s) | WSCC  Stagecoach Bus Company  Compass Travel |
| Main Sources of Information | National strategic and policy initiatives set at Government level |
| Existing Provision | The city has one major provider of bus services, Stagecoach South, who run routes to all areas of the District.   * 51 Chichester to Selsey (15 minutes frequency) * 52/53 Chichester to the Witterings (15 minutes frequency) * 55 Chichester to Tangmere (20-25 minutes frequency) * 56 Chichester to Bosham (1 hour 30 minutes frequency) * 60 Chichester to Midhurst (30 minutes frequency)   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.  Compass Travel provides services on a contracted basis, often in rural areas where services are not commercially viable.  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.  New low floor accessible buses have been purchased by Stagecoach, and operate on routes into 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.  The 700 Stagecoach service provides an important cross boundary transport link with Hampshire. New development should provide improved bus infrastructure and bus passenger waiting facilities. The council will maintain a dialogue with Hampshire County Council and bus operators on this issue.  It is important to ensure a good and well serviced network of bus routes to strategic locations across into Arun and beyond to ensure reduced car use as well as travel to key nodes such as commuter parking at neighbouring authority train stations. |
| Funding Sources | WSCC  Developer contributions – site specific measures will be funded through S106.  Infrastructure associated with the overall growth of the area may be funded from CIL.  Government grants (e.g. Local Sustainable Transport Fund).  Bus operators. |
| Key Issues | 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.  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.  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.  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.  Stagecoach is faced with the problem of crossing the A27, which creates delays thus reducing the service it is able to offer its customers. |

| **Transport elements – Walking and Cycling** | |
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| Lead Organisation(s) | WSCC  CDC |
| Main Sources of Information | Chichester City Local Cycling & Walking Infrastructure Plan Jan 2021 (Chichester City LCWIP)  WSCC Walking and Cycling Strategy 2016 – 2026 and (WSCC W&CS)  WSCC Local Cycling and Walking Infrastructure Plan (WSCC Draft LCWIP) 2021.  West Sussex Transport Plan 2022-2036 |
| Existing Provision | The audit carried out for the Chichester City LCWIP reported that while there are areas where cycling is relatively safe and convenient, these are generally surrounded by roads that only confident cyclists are prepared to use. This especially applies to the A286 inner ring-road which restricts cycling (and indeed walking) access between the central area of Chichester and the rest of the City. Roads acting as barriers are compounded by other physical features such as the railway. In the outlying parts of the city, especially the more rural areas, there are little or no alternatives to using unsuitable roads classified as Level 3 or beyond (i.e. only suitable for less risk-averse cyclists).  Although many of the pedestrian links assessed in the Chichester City LCWIP walking audit were considered good or adequate, 14 out of 99 links scored as poor, using the Walking Route Audit Tool (WRAT) i.e. needing to be addressed to make walking in the core centre of Chichester attractive and convenient for both residents and visitors.  The National Cycle Network (NCN) Route 2 passes through the District, joining 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. WSCC and National Highways are currently working on a scheme to improve the quality of provision between Chichester and Emsworth. 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.  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 and currently terminates at West Dean though SDNPA has planning permission to extent the path north of the West Dean tunnel to the South Downs Way at Cocking.  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 (which connects to Route 88 to Selsey via North Mundham).  Routes have recently been constructed in Westhampnett connecting to a route via Barnfield Drive/the retail estate to the city centre. A short link through Jubilee Gardens has also been upgraded to enable cycling. Routes through the city centre using quieter roads avoiding the pedestrianised area were delivered using LSTF funding. Improvements to crossing facilities were put in place around the railway station and forecourt area.  To encourage and support the use of the cycle network there are education, skills and information initiatives for children and adults. These include Online Cycle Journey Planners and Bikeability training.  Safer routes to schools initiatives have been rolled out to a number of schools in the district and a project delivered by Living Streets encouraged active travel to schools and higher education facilities in recent years.  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. |
| Future requirements | The Chichester City LCWIP has identified infrastructure to improve the network within Chichester City and along links to some of the adjacent parishes. The WSCC Draft LCWIP has identified infrastructure improvements to a selection of primary corridors as the initial focus for investment. (Within Chichester district the following routes have been identified: A259 Emsworth to Chichester, Selsey to Chichester Greenway and A259 Bognor Regis to Chichester).  Cycling and walking improvements are being considered for both the Northgate and Southgate gyratories to make them safer for cyclists to use as part of regeneration projects (Northgate proposals and Southern Gateway Project).  Projects planned as part of the Strategic Transport Investment Programme (STiP) and Local Transport Investment Programme (LTiP) will be progressed over the coming years using a range of potential funding streams including DfT Active Travel Funds.  **Chichester city**:  9 prioritised routes proposed in the Chichester City LCWIP intended to be taken sequentially through feasibility studies, detailed design, grant bids for delivery and delivery over the plan period (routes A, B, E, F, G, H, K, N and Q).  **Tangmere:**  Enhanced routes between Chichester and Tangmere delivered as part of Tangmere strategic development site delivery and as part of Shopwhyke area developments.  **Selsey Greenway**  WSCC working with Selsey Community Forum/Sustrans to deliver route from Selsey to Chichester avoiding B2145)  **SDNPA**  Link to SDNPA proposals for enhancements to Centurion Way, Midhurst by pass, Midhurst to Petersfield link |
| Cross Boundary Issues | Cycling and pedestrian links to the South Downs National Park via Centurion Way, SDNP route between Midhurst and Petersfield, and other cycle routes linking Chichester to Havant and Bognor Regis in Arun District.  Arun District Council prepared an Active Travel Study in 2021 which includes routes which will connect with Chichester District. Arun District Council is looking to promote Active Travel within the district as a way to improve routes to key trip generators, including schools, leisure destinations, public transport nodes, and to employment. A significant volume of commuter traffic would move from Arun to Chichester, so it is important that trips by car can be replaced by bicycle, or connections are improved to increase bus and rail trips. There are some routes which already have developer funding, including the Barnham to Chichester Link route.  The Bersted to Chichester scheme is an important connection between Arun and Chichester and could be upgraded to improve safety and efficiency of this route. This is a route that WSCC is looking to consider through the review of the West Sussex Cycling and Walking Strategy, through the West Sussex Draft LCWIP.  The Havant LCWIP identifies a priority corridor which could connect and extend the A259 Chichester to Emsworth proposals into Emsworth and beyond to provide a key sustainable transport route. |
| Funding Sources | WSCC  Whilst WSCC as Highway 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.  Developer contributions - Site specific measures will be funded through S106.  Infrastructure associated with the overall growth of the area may be funded from the CIL  Active Travel Fund (ATF) and other Government funding sources  West Sussex Business Rate Pool Funding  Sustrans |
| Key Issues | A key issue for the Local Plan is increasing accessibility, reducing the need to travel. 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.  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.  National and local policy recognises the positive contribution to national 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.  The Government recognises the importance of improved environments 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.  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.  Consideration should also be given to horse riders, both on and off road usage, who contribute significantly within local economies and are vulnerable road users.  Footpaths, cycle-ways and bridleways are often part of the GI network and within this network they can help bring many multifunctional benefits.  The Local Plan 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 routes where possible should be built to current standards (LTN1/20) and 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.  The Local Plan can also support the West Sussex Transport Plan in seeking Travel Plans from all development proposals that generate significant amounts of movement, including measures to encourage walking and cycling. Cumulative traffic impacts can be evident from both small and large scale development. |

**Education**

| **Education – Early Years Provision** | |
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| Lead Organisation(s) | WSCC  Private sector  Voluntary sector |
| Main Sources of Information | Securing Sufficient Childcare in West Sussex April 2020 – March 2021  <https://www.westsussex.gov.uk/media/10685/childcare_suff.pdf> |
| Existing Provision | At the time of document preparation current data shows that there was sufficient childcare to meet the needs of families needing or wanting it.  There are two Children and Family Centres located in the Chichester Local Plan area, located at:   * St. James Road, Chichester * East Street, Selsey   Early Years provision is at:  Chichester:   * Chichester Nursery School Children and Family Centre (Local Authority run)   The following are all run by private providers:   * The Cooperative Childcare * Chantry House Nursery School * Teddy Wilf’s Nursery School * First Steps Childcare * St. Richard’s School Nursery Unit * The Little Blue Door * Welcome House * Chichester Montessori * 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   Southbourne   * Little Stars * Green Roots Nursery & Pre-school * Loveders Nursery School   Birdham   * Birdham Pre-School   East Wittering and Bracklesham   * Ladybirds Nursery * 4+ Nursery Class   Runcton   * Sunbeams Pre-School   Selsey   * The Pink Cottage * Auntie Ro’s Playgroup   Thorney Island   * Thorney Island Nursery   There are also 55 registered childminders operating in the area. |
| Future requirements | 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 has 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).  **Demand for places:**  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.  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.  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).  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  Further information can be found in Appendix 2 of this document:  <https://www.westsussex.gov.uk/media/10685/childcare_suff.pdf> |
| Cross Boundary Issues | Education is provided across boundaries with the South Downs National Park, Havant and Arun. |
| Funding Sources | Sources of funding include:   * Early Years Capital Fund * Public sector * Private sector * CIL * S106 |
| Key Issues | 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. |

| **Education – Primary Schools** | |
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| Lead Organisation(s) | WSCC |
| Main Sources of Information | Planning School Places (WSCC) |
| Existing Provision | There are 30 primary schools serving the plan area:   * Birdham CE Primary School, Birdham * Bosham Primary School, Bosham * Boxgrove CE Primary School, Boxgrove * Camelsdale First School, Camelsdale * St. Joseph’s Junior School, Chichester **(academy)** * Chichester Free School, Chichester * Chidham Parochial Primary School, Chidham * East Wittering Community Primary School, East Wittering * Fishbourne CE Primary School, Fishbourne * Jessie Younghusband Primary School, Chichester * Kingsham Primary School, Chichester **(academy)** * St. Joseph’s Infant School, Chichester **(academy)** * Loxwood Primary School, Loxwood * Medmerry Primary School, Selsey **(academy)** * North Mundham Primary School, Chichester * Parklands Community Primary School, Chichester * Plaistow and Kirdford Primary School, Plaistow * Portfield Primary Academy, Chichester **(academy)** * Rumboldswhyke CE Infants' School, Chichester **(academy)** * St Richard's RC Primary School, Chichester * Seal Primary Academy, Selsey **(academy)** * Sidlesham Primary School, Sidlesham * Southbourne Infant School, Southbourne * Southbourne Junior School, Southbourne * Tangmere Academy, Tangmere **(academy)** * The March CE Primary School, Westhampnett * Thorney Island Community Primary School, Thorney Island * West Wittering Parochial CE School, West Wittering * Westbourne Primary School, Westbourne * Wisborough Green Primary School, Wisborough Green   There are 4 primary schools within the South Downs National Park where the catchment area extends into the Chichester District Local Plan area:   * Compton Primary School, Compton * Funtington Primary School, West Ashling * Lavant CE Primary School, Chichester * Petworth CE Primary School, Petworth   There are a number of private (fee-paying) primary schools located in the plan area. |
| Future requirements | New Primary School: West of Chichester Strategic Site Allocation  New Primary School: Tangmere Strategic Site Allocation  New Primary School: East of Chichester  New Primary School at Southbourne |
| Cross Boundary Issues | Cross boundary consideration with Horsham, Arun, Waverley (Surrey), Havant and East Hampshire (Hampshire) and the South Downs National Park |
| Funding Sources | The Local Education Authority is responsible for the overall commissioning of school places and to ensure there are sufficient places both in mainstream and specialist facilities to cater for all children in their area whose parents request a place.  WSCC as the Local Education Authority acts as a commissioner of education rather than a provider of new schools. It has the statutory duty to make education provision available for each pupil and elects to provide a school place for each child, within the local catchment area where possible.  It is the responsibility of the council as the Local Planning Authority to ensure land is allocated for education provision. Therefore, mitigation for land and contributions should be clearly set out in Local Plan policy requirements and allocations for school sites will be expected to be free from constraints and provided full serviced at nil value.  WSCC expects developers’ contributions to mitigate the cost of education services required as a direct consequence of the residential developments.  Developer contributions will be required 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% or if development will cause capacity to exceed 95%.  New Primary schools required as a result of development on strategic sites will be provided via S106.  Infrastructure associated with the overall growth of the area (school places) may be funded from the CIL.  Capital funding |
| Key Issues | WSCC has indicated that at a certain level, large-scale strategic development will require new and additional educational facilities, while other development may require expansion of facilities.  There is considerable pupil movement in the south of the plan area, making detailed planning more difficult. The Local Plan area 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.  **Bourne**.  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.  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 school capacity. The provision of additional capacity is required to meet the needs of the residents.  **Chichester** The Planning Area will be operating very close to its overall capacity for the foreseeable future with some schools operating over their capacity.  **Manhood**  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. |

| **Education – Secondary Schools** | |
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| Lead Organisation(s) | WSCC (Children and Young People Services) Organisation(s) |
| Main Sources of Information | Planning School Places (WSCC) |
| Existing Provision | There are 6 secondary schools serving the plan area:   * Bishop Luffa Church of England School, Chichester **(academy)** * Chichester High School **(academy)** * The Academy, Selsey **(academy)** * Chichester Free School **(Free School)** * Bourne Community College   There are two secondary schools outside the Local Plan Area where the catchment area extends into the Chichester Local Plan Area:   * Midhurst Rother College, Midhurst **(academy)** * The Weald Secondary School, Billingshurst   There are a number of private (fee-paying) secondary schools located in the plan area and beyond. |
| Future requirements | Currently the secondary schools in the Chichester Planning Area could accommodate additional pupils either by way of expansion or in the accommodation they already have. |
| Cross Boundary Issues | The Local Plan area 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. 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.  The cumulative impact of cross-boundary development on school places will need to be addressed. |
| Funding Sources | S106  CIL  Capital funding |
| Key Issues | WSCC 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.  There is considerable pupil movement in Chichester, making detailed planning more difficult. The availability of church schools also attracts children from some distance.  There will be the need to create some additional space within the District at a later date including at secondary. |

| **Education – Post 16** | |
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| Lead Organisation(s) | WSCC  Chichester College  Bishop Luffa School  Chichester High School  Midhurst Rother College |
| Main Sources of Information | Planning School Places (WSCC)  Chichester College Group |
| Existing Provision | Planning School Places 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)  In Chichester the following establishments have post 16 provision:  **Sixth Form Provision**  Bishop Luffa  Chichester High School  Midhurst Rother College  **FE Colleges**  Chichester College - Delivery of education to 14-16 year olds, 16-18 year 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. |
| Future requirements | Given the level of development anticipated in the Local Plan expansion of sixth form provision will be required later in the plan period.  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 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.  S106  CIL |
| 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. |

| **Education – Special Schools** | |
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| Lead Organisation(s) | WSCC |
| Main Sources of Information | <https://www.westsussex.gov.uk/media/15073/send_requirements.pdf> |
| Existing Provision | There are 3 special schools serving the Plan area:   * Fordwater School - ages 2 to 19 * Littlegreen School (within the South Downs National Park) - ages 7 to 14 * St Anthony's School - ages 4 to 16 |
| Future requirements | Further places require funding from development |
| Cross Boundary Issues | Littlegreen School is in Compton within the South Downs National Park |
| Funding Sources | S106  CIL  Capital funding |
| Key Issues | WSCC requires all development to deliver or contribute to new and/or additional SEND educational facilities. |

| **Education – Higher Education** | |
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| 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 5987, Undergraduate total 4802, Postgraduate total 1185 |
| Future requirements | As new undergraduate and postgraduate courses are developed at the University in the next five 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. |
| 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. |

**Health**

| **Community Healthcare/Primary Care** | |
| --- | --- |
| Lead Organisation(s) | NHS Sussex – Sussex Health and Care |
| Main Sources of Information | NHS Sussex – Sussex Health and Care [https://www.nhsbsa.nhs.uk/access-our-data-products/catalyst](https://protect-eu.mimecast.com/s/Oul0C8o0JSjwG5Hn7TQc?domain=nhsbsa.nhs.uk) |
| Existing Provision | * Southbourne Surgery * The Medical Centre (East Wittering) * Selsey Medical Group – Selsey Medical Centre * Tangmere Medical Centre * Lavant Road Surgery – Chichester * Parklands Surgery – Chichester * Langley House – Chichester * Cathedral Medical Group – Chichester * Loxwood Medical Practice   There are two surgeries within the South Downs National Park which may accommodate patients from the Chichester Local Plan area:   * Riverbank Medical Centre – Midhurst * The Surgery – Petworth   The surgeries below serve not only their settlement but surrounding areas. (Current premises were size compliant when built, but with housing growth are below NHS size guide now but are supporting the Chichester population with open lists). The situation within the plan area is as follows:   | **Practice Name** | **List Size at March 2022** | **Status** | | --- | --- | --- | | Cathedral | 13,636 | Near capacity | | Langley House | 13,001 | List closed | | Lavant Road | 11,984 | Near capacity | | Parklands | 10,562 | Near capacity | | Tangmere | 6,724 | Currently has some capacity | | Southbourne | 10,830 | Currently has some capacity | | Witterings | 10,628 | Currently has some capacity | | Selsey | 12,712 | Currently has some capacity | | Loxwood | 6,354 | Currently has capacity, but this will be impacted by major cross-boundary developments in Surrey. | |
| Future requirements | 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 NHS Sussex – Sussex Health and Care. 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.  There is an identified need for Primary Care facilities to serve the Whitehouse Farm and other city developments, which includes the extension of Langley House GP practice, Southbourne Surgery and the relocation of the Cathedral GP practice to another site within Chichester City. In 2022 an opportunity for redeveloping a WSCC property (Willow Park) was tested, to complement existing city centre practices. |
| Cross Boundary Issues | Ongoing and potential future housing development in Emsworth, Hampshire may impact on primary healthcare services in Southbourne arising from patients exercising choice.  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 space. |
| Funding Sources | 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 NHS Sussex – Sussex Health and Care. 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.  NHS Sussex – Sussex Health and Care 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. At present this is materially smaller Improvement Grants.  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. S106 funds (or CIL equivalent)  ii. NHS Sussex – Sussex Health and Care 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. However, working with CDC and their working on CIL funds for projects NHS Sussex – Sussex Health and Care will be putting in new services for Chichester from 2021 onward and still requires the current premises to move forward.  Infrastructure related to the overall growth of the area may be funded from the CIL as identified in the CIL draft infrastructure list. |
| Key Issues | 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 (with actual size of premises a very limiting factor). Thus premises are a shared known key issue. To mitigate this current pressure, the redevelopment of Willow Park is being reviewed with stakeholders (CDC, WSCC and NHS Sussex – Sussex Health and Care). The CIL funding proposed for Langley should be possible to support development in 2022/23. |

| **St. Richard’s Hospital** | |
| --- | --- |
| Lead Organisation(s) | Western Sussex Hospitals NHS Foundation Trust |
| Main Sources of Information | Western Sussex Hospitals NHS Foundation Trust |
| Existing Provision | 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.  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.  The area served by St Richard's Hospital is around 400 square miles. It covers the whole of the 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. |
| Future requirements | 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:  • Increase Accident and Emergency capacity, with opportunity to accommodate an Urgent Treatment Centre;  • Improved outpatient department;  • Increase ward capacity;  • Improved size, capacity and functionality or operating theatres;  • Improved women and children’s services capacity;  • Enhance diagnostic provision such as imaging capacity;  • Redesign and rebuild of the sterile services unit. |
| Cross Boundary Issues | Arun and Hampshire |
| Funding Sources | In addition to Western Sussex Hospitals NHS Foundation Trust’s own internal generated capital funding, the Trust will seek to access additional external NHS funding and CIL. |
| Key Issues | 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 Local Plan Area.  St. Richard’s Hospital will also need to respond to both the housing growth planned by other District and Borough’s 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.  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.  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. |

**Social Infrastructure**

| **Sports, Leisure and Playing Pitch Facilities** | |
| --- | --- |
| Lead Organisation(s) | CDC  Sport England  Private Sector |
| Main Sources of Information | CDC  Chichester Open Space, Indoor Sports and Playing Pitch Strategy (2018) and update (2024) |
| Existing Provision | 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.  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. |
| Future requirements | **Football**  The Playing Pitch Strategy has identified a future need for the equivalent of 2-3 full size floodlit Artificial Grass Football Pitches. Possible sites:   * Bishop Luffa School (3G football & rugby share) * Oaklands Park stadia pitch (3G football) * Chichester High School/Southern Gateway (3G football) * Chichester College (9v9) * Bourne Community College (school/football)   Other opportunities include:   * Enhancements to facilities at Tangmere * On-site provision at Southern Gateway * Enhancements to off-site provision at Southbourne   **Cricket**   * Replacement cricket pitch at Graylingwell Park * Reinstatement of cricket ground at Oaklands Park   **Rugby**   * Access to another 2-3 rugby pitches   **Hockey**   * Access to two additional sand based Artificial Grass Pitches as a hub site for Hockey in Chichester City. |
| Cross Boundary Issues | There are cross-boundary issues with Arun and the South Downs National Park |
| Funding Sources | CDC  Government grants  Developer contributions through S106 for site specific requirements.  Infrastructure related to the overall growth of the area may be funded from the CIL.  External funding (e.g. Trusts; private provision, Lottery funding, Governing Body funding) |
| Key Issues | 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.  The recommendations of the Open Space Study, Indoor Sports and Playing Pitch Strategy (2018) and update (2024) have been taken into account in the preparation of the Local Plan.  It is proposed through the Local Plan 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. |

| **Community Facilities** | |
| --- | --- |
| Lead Organisation(s) | CDC, in consultation with Parish Councils |
| Main Sources of Information | CDC annual Community Facilities Audit;  CDC Assessing Need and Demand for indoor sports facilities (2018) and update (2024) |
| 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.  Many of these facilities were built historically when community sizes were smaller, and accommodating increased demand from development requires expansion or adaption. |
| Future requirements | 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.  With larger developments, CDC would look to ensure appropriate provision within the site for the cohesion and sustainability that offers to new communities. |
| Cross Boundary Issues |  |
| Funding Sources | Developer contributions through S106 where provision is necessary to make the development acceptable in planning terms.  Infrastructure related to the overall growth of the area may be funded from the CIL.  CDC  External funding (national funders e.g. Lottery, Trusts and other funders)  Local fundraising – recognising the benefits to existing residents |
| Key Issues | 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.  The council will work with parishes preparing neighbourhood plans to identify opportunities for the enhancement of existing provision or new facilities. |

**Green Infrastructure**

| **Green Infrastructure (GI)** | |
| --- | --- |
| Lead Organisation(s) | CDC  WSCC  Natural England  Chichester Harbour Conservancy  South Downs National Park Authority |
| Main Sources of Information | Open Space, Indoor Sports and Playing Pitch Strategy Study (2018) and update (2024)  Natural England Green Infrastructure Guidance  South East River Basin Management Plan  Chichester Harbour AONB Management Plan (2019-2024) <https://www.conservancy.co.uk/page/management-plan>  Chichester Harbour AONB joint SPD  Chichester AONB Landscape Character Assessment (2019) and CDC Landscape Capacity Assessments  WSCC Landscape Studies  South Downs National Park Local Plan |
| Existing Provision | * Chichester Harbour Area of Outstanding Natural Beauty * South Downs National Park * Parks and Gardens * Natural and Semi-Natural Green Space * Amenity Greenspace * Allotments and Community Gardens * Green Corridors * Beaches and seafront * Wetland areas, waterways and ditches * Canals, river corridors, tributaries and valleys of the River Lavant, River Kird and River Ems * Public Rights of Way |
| Future requirements | Potential for improvement/enhancements to areas through GI. GI will be provided through strategic site allocations and small scale development at settlement hubs and service villages. This will contribute to existing GI and enhance or improve other areas.  The Chichester Harbour Conservancy has future plans for:   * A new car park at Dell Quay; * Extension of the Itchenor Jetty and is currently seeking MMO Consent; * Extension to the Salterns Way between Shipton Green and West Wittering. |
| Cross Boundary Issues | SDNP  Arun  Havant (Hampshire)  Waverley (Surrey)  Horsham  Arun District Council is concerned about the loss of visual amenity and green views resulting from development on the edge of existing built forms to the east of Chichester District and thus requires landscape impact assessment and mitigation measures. |
| Funding Sources | Developer contributions through S106 where provision is necessary on site to make the development acceptable in planning terms.  Infrastructure related to the overall growth of the area may be funded from the CIL. |
| Key Issues | GI 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.  Natural England promotes GI 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.  GI 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.  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’ personal health needs.  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).  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.  A Green Infrastructure Strategy will be produced in order to provide a detailed strategy for implementing the delivery of an integrated green infrastructure network. |

| **Mitigation under the Habitats Regulations Assessment** | |
| --- | --- |
| Lead Organisation(s) | Solent Recreation Mitigation Partnership (including Chichester District Council and Natural England), operating as Bird Aware Solent.  Pagham Harbour Mitigation Partnership (between Chichester District Council and Arun District Council) |
| Main Sources of Information | [Bird Aware Solent Website](file:///C:\Users\kdower\AppData\Local\Microsoft\Windows\INetCache\Content.Outlook\OJRPGDPM\Bird%20Aware%20Solent%20Website)  <https://solent.birdaware.org/strategy>  [Map – Special Protection Areas (SPA) in the Bird Aware Solent region](http://www.birdaware.org/CHttpHandler.ashx?id=27400&p=0)  [Pagham Harbour Joint Scheme of Mitigation](http://chichester.moderngov.co.uk/ieIssueDetails.aspx?IId=4976&Opt=3) |
| Existing Provision | Policy NE7 Development and Disturbance of Birds in Chichester and Langstone Harbours, Pagham Harbour, Solent and Dorset Coast Special Protection Areas and Medmerry Compensatory Habitat seeks to ensure that impacts from recreational disturbance are mitigated.  Development that results in net new residential and holiday accommodation within the Chichester Harbour Special Protection Area (SPA) zone of influence (5.6km) can opt to mitigate the impact of additional recreational 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.  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.  To mitigate the impact of nitrates on Chichester Harbour, Policy NE19 (Nutrient Neutrality in Chichester Harbour) requires relevant new developments to demonstrate that they are nutrient neutral either by their own means or through contributions to an agreed nutrient mitigation scheme. A nutrient budget for the development proposed in the Local Plan, including the site allocations, has been prepared. |
| 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 | For Chichester and Langstone Harbours this issue is being dealt with through a partnership approach across the Solent authorities.  For Pagham Harbour this issue is being dealt with through a partnership approach between the council and Arun District Council. |
| Funding Sources | Developer contributions through S106. |
| Key Issues | 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.  CDC and SDNPA have policies in their Local Plans to protect and enhance these areas through development, delivered through small scale Green Infrastructure initiatives.  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. |

| **Flood Defences** | |
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| Lead Organisation(s) | CDC  WSCC  Environment Agency |
| Main Sources of Information | Beachy Head to Selsey Bill Shoreline Management Plan  North Solent Shoreline Management Plan (2010)  Chichester District Strategic Flood Risk Assessment  The Pagham to East Head Coastal Defence Strategy |
| Existing Provision | The Manhood 16km coastline is actively protected. This is mostly CDC's frontage but the Environment Agency manages 5km over the Medmerry and Pagham frontages. |
| Future requirements | The Manhood Peninsula Surface Water Management Plan will be undertaken by WSCC as Lead Local Flood Authority.  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.  A beach management plan in the Selsey/Bracklesham/Wittering is being undertaken by CDC.  Works will be required in the next 5+ years to protect Apuldram’s STW. |
| Cross Boundary Issues | Havant (Hampshire)  Arun |
| Funding Sources | 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.  Contributions will be required from other funding sources, including from the community, for any future works or schemes.  Developer contributions through S106 where provision is necessary to make the development acceptable in planning terms.  Infrastructure related to the overall growth of the area may be funded from the CIL. |
| Key Issues | Failure to provide adequate flood defences could lead to extensive property damage and possible land loss within Chichester District.  The onset of climate change needs to be mitigated for and the implementation of a long term, deliverable strategy will help to achieve this.  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.  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. |

| **Allotments** | |
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| Lead Organisation(s) | Parish and Town Councils |
| Main Sources of Information | Open Space, Indoor Sports and Playing Pitch Strategy Study (2018) and update (2024) |
| Existing Provision | There are 15.22 hectares of allotments at present. The Open Space Study update (2024) identified a shortfall of 14.22 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 | CDC  Developer contributions through S106 for on-site provision.  Infrastructure related to the overall growth of the area may be funded from the CIL. |
| Key Issues | 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.  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.  Responsibility for the management of allotments lies with Parish, City and Town Councils. |

**Public Services**

| **Emergency Services - Police** | |
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| Lead Organisation(s) | Sussex Police |
| Main Sources of Information | Sussex Police |
| Existing Provision | Stations at:   * Chichester * Selsey * Chichester Custody Centre – private Finance Initiative building providing custodial services for West Sussex.   In the South Downs National Park at:   * Midhurst * Petworth |
| Future requirements | **ESTATE**  **Chichester Police Station** Minor redecoration of Chichester police station including provision of wellbeing room and expanded locker-room.  **ANPR Cameras**   1. Salthill bridge – A27 Chichester bypass 2. A259 Cathedral Way, Chichester 3. Terminus road, Chichester 4. A286 Stockbridge road, Chichester 5. A259 Bognor road, Chichester 6. A285 Westhampnett Road, Chichester 7. A286 Lavant Road, Chichester 8. Madgewick Lane, Chichester |
| Cross Boundary Issues | With Surrey and Hampshire |
| Funding Sources | Council tax precepts (revenue)  Police Capital Grants – Home Office Grant  Capital receipts from sales  Police Reserves  S106 for infrastructure that is necessary to make the development acceptable in planning terms.  Infrastructure related to the overall growth of the area may be funded from the CIL. |
| Key Issues | Sussex Police has a number of Crime Prevention Design Advisors who champion a scheme called ‘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.  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.  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. |

| **Emergency Services – Fire and Rescue Service** | |
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| Lead Organisation(s) | WSCC is the fire authority with statutory responsibility under the Fire and Rescue Services Act 2004. |
| Main Sources of Information | West Sussex Fire and Rescue Community Risk Management Plan 2022-2026 |
| Existing Provision | Stations at:   * Chichester: Immediate Response and retained Duty System * East Wittering – Retained Duty System * Selsey – Retained Duty System   In the South Downs National Park at:   * Midhurst – Retained Duty System * Petworth – Retained Duty System   Outside the plan area at:   * Billingshurst – Retained Duty System * Dunsfold – Surrey Fire & Rescue Service * Emsworth – Hampshire Fire & Rescue Service * Haslemere – Surrey Fire & Rescue Service   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 Community Risk Management Plan 2022-2026 sets out how WSFRS intends to drive continuous improvement and analyses current and projected future risk. A review of this document may result in the need to relocate or revise the current fire cover provision within the Chichester District.  WSFRS has 5 strategic priorities in its plan:   1. Preventing fires in emergencies from happening; 2. Protecting people, firefighters and property by making buildings safe from fire as they can be; 3. Responding to fires in emergencies quickly and effectively; 4. The safe and valued workforce; 5. Making best use of resources. |
| Cross Boundary Issues | Hampshire Fire & Rescue Service  Surrey Fire & Rescue Service |
| Funding Sources | Funding for WSFRS currently comes from two main sources:   * Grant funding from government * Capital funding   Developers will 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 firefighting. In addition, CIL funding will be required to make a proportionate contribution towards the provision of new firefighting services or facilities to enable the fire and rescue service to meet its statutory requirements and prescribed standards of fire cover for the area.  S106 where provision is necessary to make the development acceptable in planning terms.  Infrastructure related to the overall growth of the area may be funded from the CIL. |
| 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 access to a new development is provided.  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.  The increase in housing will increase the workload in terms of Community Safety and fire prevention as well as emergency incidents.  The impact of any accompanying infrastructure (e.g. schools, shops, leisure facilities) will further increase the demand of WSFRS Business Fire Safety team in auditing, fire protection and enforcement.  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 any development.  The WSFRS recommend the installation of fire sprinkler systems into new properties, particularly in areas where travel distance from a Fire Station is significant. |

| **Emergency Services – Ambulance** | |
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| 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:   * Make Ready Centre at Tangmere * Ambulance Community Response Post Chichester South * Ambulance Community Response Post Chichester North |
| Future requirements | * Ambulance Community Response Post Birdham   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 NHS Sussex – Sussex Health and Care, hospitals and mental health trusts.  Infrastructure related to the overall growth of the area may be funded from the CIL. |
| Key Issues | The Trust responds to 999 calls from the public, urgent calls from health professionals and in Kent and Sussex. The Service:   * Covers a geographical area of 3,600 square miles (Brighton & Hove, East Sussex, West Sussex, Kent, Surrey, and North East Hampshire) * Serves a resident population of 4.9 million * Employs over 4,000 staff working across 110 sites in Kent, Surrey and Sussex. * Receive nearly 862,000 emergency calls every year   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. |

| **Libraries** | |
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| Lead Organisation(s) | WSCC |
| Main Sources of Information | WSCC |
| Existing Provision | There are existing local libraries at; Chichester, Selsey, Southbourne and the Witterings. |
| Future requirements | Planned provision of new library infrastructure in the district is through shared community space in strategic allocations. Improvements will be required to Southbourne library and Chichester Library. |
| Cross Boundary Issues |  |
| Funding Sources | WSCC  Infrastructure related to the overall growth of the area may be funded from the CIL. Facilities required to mitigate a Strategic Allocation site will be required through S106. |
| 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 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.  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 facility. This approach should be considered for all strategic locations.  Depending on the type of housing proposed for Southbourne, it may be appropriate to expand and enhance existing library provision including Southbourne Library. |

| **Cemeteries & Crematorium** | |
| --- | --- |
| Lead Organisation(s) | CDC Contract Services (Cemeteries)  Dignity (Crematorium) |
| Main Sources of Information | CDC |
| 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 Oaks’ Crematorium at Havant |
| Funding Sources | The Council owns the land for the cemetery 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. |

| **Waste Planning** | |
| --- | --- |
| Lead Organisation(s) | WSCC |
| Main Sources of Information | West Sussex Waste Local Plan (adopted April 2014)  The Waste Local Plan has been produced in partnership between WSCC and the South Downs National Park Authority.  The West Sussex Waste Local Plan covers the period to 2031 and sets out the vision and strategic objectives for waste planning.  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. |
| Existing Provision | WSCC, 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.  Municipal waste in the district is collected by CDC (the Waste Collection Authority).  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. |
| Future requirements | Policy W10 of the West Sussex Waste Local Plan allocates 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 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).  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.  Policy W2 of the West Sussex Waste Local Plan requires safeguarding of the existing waste sites and infrastructure from non-waste development. |
| 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 | WSCC  CDC  CIL  S106 |
| 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 cross boundary need to upgrade this facility to provide additional capacity to support demands from future housing growth across the area, as identified in the Infrastructure Business Plan. |

**Utility Services**

| **Wastewater treatment and sewerage** | |
| --- | --- |
| 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 | 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 or new strategies on the potential for alternative discharge/treatment locations. The 5 year funding mechanism provides a suitable method to adapt to new development, giving time for assessment of impacts.  Southern Water is the statutory sewerage undertaker for most of West Sussex. There is a sewerage system, which is operated mainly under gravity, throughout the Local Plan Area with limited spare capacity at Chichester (Apuldram) Wastewater Treatment Works (WwTW). Upgrades to Tangmere WwTW have now been completed, generating additional capacity to accommodate growth set out in the adopted Chichester Local Plan 2014-2029.  The existing infrastructure capacity is adequate to serve existing development in the Plan Area. A Position Statement on managing new housing development in the Apuldram (Chichester) Wastewater Treatment Works Catchment was issued by the Environment Agency and Southern Water in December 2018. This means that new development outside the Settlement Boundaries of Chichester, Fishbourne and Stockbridge will not drain to the Apuldram WwTW. Any development of 10 or more dwellings will need to demonstrate no net increase in flows to the sewer network of Apuldram WWTW. Larger scale development will be directed to alternative WwTW catchments, notably Tangmere WwTW via the new sewer pipeline connection once operational. An Infiltration Reduction Plan commenced in Chichester WTW catchment in 2021 which includes flow monitoring and sewer lining where infiltration points are identified. This plan is aimed at reducing the high levels of groundwater that currently enter the sewer network reducing system capacity and reduce the risk of untreated discharges into Chichester Harbour. The programme will be carried out over a 10 year period.  Loxwood, Plaistow and Ifold and Wisborough Green are served by the Loxwood WTW. Kirdford is served by the Kirdford WTW.  Thames Water is the statutory sewerage undertaker for a small part of the northern area of the district and are is hence a **“specific consultation body”** in accordance with the Town & Country Planning (Local Planning) Regulations 2012. |
| Future requirements | Southern Water submitted a Business Plan to Ofwat in 2018 to cover the period 2020 to 2025.  A scheme to upgrade the Tangmere WwTW has been completed and a new pipeline will soon be operational to enable new development within an expanded catchment area to serve new development at Tangmere and Chichester city. Work is nearing completion on a new pipeline to connect strategic development around Chichester city to Tangmere WwTW and the final section is expected to be completed by February 2023. Development utilising that pipeline would need to be phased accordingly.  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.  The Statement of Common Ground with Southern Water and the Environment Agency (2021) sets out that *“Loxwood is currently near its limits of capacity so development here will need careful consideration with Southern Water. Additional capacity can be planned for as needed in the next business plan”.*  It also states that *“Loxwood storm overflow performance improvements are also planned for the 2020-2025 period, and Southern Water is reviewing the impact of growth and determining network reinforcement required to enable new developments to connect”.*  The latest estimates of headroom at Loxwood indicate that it is over capacity by about 14 homes, however, this is based on a cautious approach. In the current investment period (AMP7, 2020 -25) there is a capital scheme at Loxwood to increase the full flow treatment which will significantly reduce storm overflows. A growth scheme, which would include applying for a new dry weather flow permit (DWF) is proposed for AMP8 (2025-30) but this still has to go through the price review process (PR24).  This suggests than growth in the villages served by Loxwood should be phased later in the plan period, but that this is not an overriding constraint to growth in the north.  Thames Water recommends that developers engage with them at the earliest opportunity (in line with the NPPF) to establish the following:   * The developments demand for Sewage/Wastewater Treatment and network infrastructure both on and off site and can it be met; and * The surface water drainage requirements and flood risk of the development both on and off site and can it be met.   Thames Water offer a free Pre-Planning service which confirms if capacity exists to serve the development or if upgrades are required for potable water, waste water and surface water requirements. Details on Thames Water’s free pre planning service are available at:  Link here > <https://developers.thameswater.co.uk/Developing-a-large-site/Planning-yourdevelopment/Water-and-wastewater-capacity> |
| Cross Boundary Issues | 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 (<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, which will form the basis of an updated Statement of Common Ground. |
| Funding Sources | For local infrastructure: Developer charging system changed in 2018. The connection charge per property contributes to funding any local network reinforcement required as a result of new development to accommodate the new developments additional flows into the sewer network.  Charges for connection services are split into two categories:  **Network reinforcement charges** - 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’1, which will be fixed for both water and wastewater connections. Southern Water’s current (2021/22) infrastructure charge for wastewater is £446 per property. Each water company sets its own per property infrastructure charge, and these are reviewed annually. The per property charges will be different in Thames Water’s region.  **Site specific charges** - 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:   * new water service connections * new water mains * new drainage connections * new sewers * diversions of existing water mains and sewers that need to be moved on a development site.   [Further details can be found on Southern Water's website](https://www.southernwater.co.uk/media/6595/new-connections-services-charging-arrangements-21_22-v12-2.pdf)  Strategic infrastructure (e.g. new or upgraded wastewater treatment works) 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. |
| Key Issues | Southern Water has completed upgrades to the existing infrastructure at Tangmere to increase its capacity.  Ultraviolet treatment has been installed and is operational on the storm overflow at Chichester (Apuldram) WwTW. This will offer some limited capacity for development.  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.  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.  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 as identified in the Local Plan.  In terms of local sewerage infrastructure, the charging system for developers has recently changed. There are two elements to the connection charges to developers; site specific (requisition) charges and the new infrastructure charge. The new infrastructure charge is a flat rate, calculated per property, and contributes to funding any network reinforcement required as a result of a new development, to accommodate additional flows. Site specific charges are variable. There is a need for improvements to the existing system, including the maintenance of pipe networks.  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. |

| **Water supply** | |
| --- | --- |
| Lead Organisation(s) | Portsmouth Water  Southern Water  Thames Water |
| Main Sources of Information | Portsmouth Water Southern Water Thames Water |
| Existing Provision | **Water resources** - 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. Southern Water supplies water to the north eastern parishes in the plan area from its North Sussex zone, which is resourced through a mix of groundwater (35%), river (51%), reservoir (8%) and transfers (6%).  **Water distribution system** - 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. Southern Water’s current PCC for metered customers is 127 lpppd, whilst unmetered customers use on average 179 lpppd, and the company is aiming to reduce this demand to 100 lpppd, as well as reducing leakage by 40%, by 2040 through its [Target 100](https://www.southernwater.co.uk/water-for-life/target-100) program.  Portsmouth Water and Southern Water’s Resources Management Plans are 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. |
| 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.  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.  In 2020-2025 some of the actions Southern Water will take to safeguard supplies include; increasing the number of homes with meters from 88% to 92% to encourage savings, reducing leaks and refurbishing a groundwater source and water supply works in North Sussex ([WRMP 2020-2070](https://www.southernwater.co.uk/media/3656/5025_wrmp_-v11.pdf)).  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.  Thames Water recommends that developers engage with them at the earliest opportunity (in line with the NPPF) to establish the following:   * The developments demand for water supply and network infrastructure both on and off site; * The surface water drainage requirements and flood risk of the development both on and off site and if it can be met.   Thames Water offer a free Pre-Planning service which confirms if capacity exists to serve the development or if upgrades are required for potable water, waste water and surface water requirements. Details on Thames Water’s free pre planning service are available at: <https://www.thameswater.co.uk/developers/larger-scale-developments/sewers-and-wastewater> |
| Cross Boundary Issues | 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. See latest information on [Portsmouth Water's website](https://havant-thicket-reservoir.uk.engagementhq.com/) |
| Funding Sources | 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. |
| Key Issues | 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.  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.  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.  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.  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.  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.  Southern Water is operating within its current abstraction licence in the Sussex North Water Resource Zone (WRZ). However, in 2021 Natural England advised relevant local planning authorities by way of a position statement that there would be a ‘water neutrality’ requirement for new development in the Sussex North WRZ as a result of being unable to conclude no adverse effect of groundwater abstraction on the Arun Valley SAC, SPA and Ramsar sites. This does not affect supply to existing customers, however planning applications for future development within the part of Chichester Plan Area that lies in the Sussex North WRZ area will need to demonstrate that they are able to meet Natural England’s water neutrality requirements. To address these requirements a strategy to achieve water neutrality within the Sussex North WRZ has been developed by the impacted Local Authorities, in collaboration with key stakeholders. To deliver new development, the Strategy outlines why and how all new development must be highly water efficient to contribute to achieving water neutrality. Policy NE17 Water Neutrality sets out the jointly developed approach to deliver this.  Where water is supplied by Thames Water, developers should contact Thames Water at the earliest opportunity to establish if water supply capacity can be met. Thames Water offer a free Pre-Planning service which confirms if capacity exists to serve the development or if upgrades are required for potable water, waste water and surface water requirements. Details on Thames Water’s free pre planning service are available at: <https://www.thameswater.co.uk/developers/larger-scale-developments/sewers-and-wastewater> |

| **Gas supply** | |
| --- | --- |
| Lead Organisation(s) | Scotia Gas Networks (SGN)  SGN is a gas distribution company that operates over 74,000km of gas mains and services in Scotland and the South of England.  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.  Thereafter, the distribution system consists of three pressure tiers:  1. Intermediate pressure, operating between 7 bar\* and 2 bar  2. Medium pressure, operating between 2 bar and 75 mbar (mbar); and  3. Low pressure, operating below 75 mbar  \* ‘Bar’ is a unit of pressure. |
| Main Sources of Information | Scotia Gas Networks - For additional information please visit the company website –  [Scotia Gas Networks - our services](http://www.sgn.co.uk/Our-Services/Our-Services/) |
| Existing Provision | Scotia Gas Networks confirm that the existing network is adequate to serve existing development. |
| Future requirements | If more capacity is required, reinforcement to the network can be carried out to accommodate any level of development. |
| Cross Boundary Issues |  |
| Funding Sources | 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 the cost of these works. Where the opposite is true, then the developer will be required to contribute to the cost. |
| Key Issues | 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.  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.  The Local Plan identifies the location, scale and timing of development, so this can be incorporated in SGN's strategic design. |

| **Electricity supply** | |
| --- | --- |
| Lead Organisation(s) | Scottish & Southern Energy Power Distribution (SSE) |
| Main Sources of Information | Scottish & Southern Energy Power Distribution (SSE) |
| Existing Provision | Scottish & Southern Energy Power Distribution confirms that the existing network capacity for the Chichester area is adequate for meeting existing customer’s demand. |
| Future requirements | Scottish & 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 | Developer contributions  Ofgem  Scottish & Southern Energy Power Distribution |
| Key Issues | 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.  Where overhead lines cross development sites, these will, with the exception of 400kV tower lines, normally be owned and operated by Scottish and Southern Energy Power 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.  To ensure certainty of delivery of a development site, any anticipated relocation of existing overhead lines should be formally agreed with Scottish and Southern Energy Power Networks prior to submission of a planning application. |

| **Telecommunications** | |
| --- | --- |
| Lead Organisation(s) | Mobile Operators Association  Various broadband providers  WSCC  BT |
| 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 copper wire phone network is available in all areas of the Local Plan Area. |
| Future requirements | WSCC has contracted with BT Telecommunications plc to build the necessary communications infrastructure to provide improved broadband services. The £30 million project is being funded by WSCC, 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.  WSCC  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 WSCC and BT. The Better Connected West Sussex Broadband project builds on BT’s on-going commercial fibre 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.  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 were possible the growth of new and existing telecommunications systems to ensure people have a choice of providers and services. |

**Infrastructure Delivery Schedule**

**Strategic Site Allocations**

**Land West of Chichester (Minerva Heights) – Local Plan Policy A6**

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, with reserved matters granted (phase 1) for all 750 homes following outline application 14/04301/OUT with a signed S106 agreement). This leaves a further 850 homes to be delivered by 2039 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) | Priority in delivering Local Plan |
| --- | --- | --- | --- | --- | --- | --- | --- |
| Transport | St. Paul's Cycle  Route (LCWIP Route L)  (IBP/367) | To reduce car trips from SDLs to city centre | 2023-2029 | £1,600,000 | S106/CIL/Government grant/WSCC | Developer | Essential |
| Parklands Cycle Route (LCWIP Route T)  (IBP/368) | To reduce car trips from SDLs to city centre | 2023-2029 | £1,100,000 | S106/CIL/Government grant/WSCC | Developer | Essential |
| Additional bus services connecting the site to key destinations including Chichester  city centre and rail station on a high frequency. Could also extend to Havant. Priority bus infrastructure where required to provide reliable journey times with bus 700 to provide enhancement to the existing Flansham Park to Portsmouth (via Chichester) service  (IBP/542) | To mitigate the impacts of the increase in traffic generated by this  development | In line with  phasing of  development | £1,226,400 | Developer contributions through S106 | WSCC | Essential |
| Site specific mitigation to be identified through transport assessment and delivered by developer for car  club  (IBP/945\*) | To mitigate the impacts of the increase in traffic generated by this development | In line with  phasing of  development | £ cost estimate unknown | To be directly provided by developer S106 | WSCC | Policy High |
| Total Transport Infrastructure Costs |  |  |  | **£3,926,400** |  |  |  |
| Education | Primary School  (IBP/327) | Phase one of this development has secured the provision of the primary school with the core of the building being built to the specification for a 2 form entry (FE) school and 1FE teaching accommodation. Phase 2 should include expansion of the primary school for the further 1FE of teaching accommodation with nursery and SEND provision. | Phase 2 should include expansion of the primary school for the further 1FE of teaching accommodation. | Total cost of phase 1 and 2 - £10.6m plus land costs  The figure above includes phase 2 costs of £6m (1FE) | S106 | WSCC | Essential |
| Early Years  (IBP/593) | 88 places generated by this development but 90 places will be provided | 2025/26  £2,100,000 | £3,080,000 | S106 | WSCC | Essential |
| Secondary  (IBP/1170\*) | WSCC calculator based |  |  | CIL | WSCC | Essential |
| Special Educational Needs and Disability  (IBP/1133\*) | WSCC calculator based |  |  | CIL | WSCC | Essential |
| Sixth Form  (IBP/1171\*) | WSCC calculator based |  |  | CIL | WSCC | Essential |
| Total Education Costs |  |  |  | **£9,080,000** |  |  |  |
| Health | See Plan Area Wide Health Infrastructure Needs |  |  |  |  |  |  |
| Total Health Infrastructure Costs |  |  |  | **£** |  |  |  |
| Social Infrastructure | New Community Hall provided as under phase 1. Phase 2 will include a large extension 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.  (IBP/1130\*) | The Open Space, Indoor Sports & Playing Pitch Strategy  Could be linked to community health and well-being hub and with medical centre complex |  | £1,000,000 | Developer contributions through S106 on site provision | Developer | Policy High |
| Sport and Leisure Facilities  See Plan Area Wide Social Infrastructure Needs |  |  |  |  |  |  |
| Total Social Infrastructure Costs |  |  |  | **£1,000,000** |  |  |  |
| Green Infrastructure | Ecological connectivity  (IBP/1246\*) | On site Improvements and enhancements to the existing network, ensuring connectivity is restored or maintained and improved access for health and well-being. | Post 2019 |  | Developer contributions through S106 | Developer | Policy High |
| Country Park and SANGS to mitigate impacts on Chichester Harbour SPA/RAMSAR  (IBP/946\*) | Provision of Alternative Greenspace required to mitigate Habitat Regulations Assessment and meet recreational needs of new development | In line with phasing of site development | £3,500,000 | S106 on site provision | Developer | Policy High |
| Allotments  (IBP/947\*) | Provision of 6,120 sqm of allotments to meet future demand from increased population | In line with phasing of site development | £209,304 | S106 on site provision | Developer | Policy High |
| Amenity/Natural open space  (IBP/948\*) | Provision of 20,400 sqm of amenity/natural green space to meet future demand from increased population | In line with phasing of site development | £334,560 | S106 on site provision | Developer | Policy High |
| Parks & Recreation Grounds  (IBP/949\*) | Provision of 4.5 HA of parks and recreational grounds including at least 2 junior football pitches to meet future demand from increased population | In line with phasing of site development |  | S106 on site provision | Developer | Policy High |
| Play Space (Children & Youth)  (IBP/950\*) | 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 | £319,474 | S106 on site provision | Developer | Policy High |
| Football Pitch  (IBP/951\*) | Provision of 3G Football Pitch |  | £950,000 | S106 on site provision | Developer | Policy High |
| Total Green Infrastructure Costs |  |  |  | **£5,313,338** |  |  |  |
| Habitats Mitigation | Bird Aware Solent | 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 | £777 as an average per dwelling at 850 dwellings =  £660,450 | Developer  S106 |  | Essential |
| Total Habitats Mitigation Costs |  |  |  | **£660,450** |  |  |  |
| Public Services | Libraries  (IBP/952\*) | Provision required within shared community space |  | £100,000 | S106 | WSCC | Essential |
| Police  See Area Wide Public Services |  |  |  |  |  |  |
| Total Public Services Costs |  |  |  | **£100,000** |  |  |  |
| Utility Services | Sewerage network reinforcement |  | In line with phasing of site development | Based on new connection charge plus site specific costs | Developer and Southern Water | Southern Water | Critical |
| Total Utility Services Costs |  |  |  |  |  |  |  |
| **Total Costs** |  | | | **£20,080,188** | | |  |

**Land East of Chichester – Local Plan Policy A8**

15.2The site is allocated for residential development of 680 dwellings during the plan period to 2039, 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) | Priority in delivering Local Plan |
| --- | --- | --- | --- | --- | --- | --- | --- |
| 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).  (IBP/346) |  |  | £6,015,493 | S278 | Developer/National Highways | Essential |
| Create bridleway linking Shopwyke with Tangmere and Oving villages (as Oving and Tangmere).  (IBP/953\*) |  |  | £286,160 | S106, CIL & Other | WSCC | Essential |
| Improve existing public transport services  towards Madgwick Lane to help residents  travel sustainably to the nearest town  centres, employment centres and transport  hubs.  £250,000 &  Improvement of existing public transport  (bus) services along Kingsmead Avenue.  £400,000  (IBP/1172\*) |  |  | £650,000 | S106 or direct developer provision | WSCC | Essential |
| The proposed Westhampnett Road Scheme  is likely to include active travel and bus  priority, a STIP scheme expected to be  delivered through developer contributions  and other funding sources – to be included.  (IBP/1173\*) |  |  |  |  |  |  |
| Total Transport Costs |  |  |  | **£6,951,653** |  |  |  |
| Education | Primary  Serviced land and build costs for a 1FE to be expanded to a 2FE Primary School when required.  (IBP/954\*) | Further  capacity would be required to  accommodate the development.  Land for a 2FE primary school  and pro rata share of the build costs would be required. |  | Land for a 2FE and pro-rata share of £10,600,000 (excluding land) | S106 | WSCC | Essential |
| Secondary  At the current time pupil place planning indicates that there would be expansion capacity to accommodate the child product from this proposed development for secondary aged pupils. Contributions would be required for expansion of secondary schools if feasible and required.  (IBP/1175\*) | WSCC calculator based |  |  | CIL | WSCC | Essential |
| 6th Form  At the current time pupil place planning indicates that there would be expansion capacity to accommodate the child product from this proposed development for sixth form pupils. Contributions would be required for expansion of the provision if feasible and required.  (IBP/1176\*) | WSCC calculator based |  |  | CIL |  |  |
| Early Years  A further capacity of 30 Early Years and Childcare places would be required to accommodate the development.  (IBP/955\*) | At the current time Early Years and Childcare sufficiency planning indicates that there is insufficient space within existing provision to serve this proposed development.  A further capacity of 30 Early Years and Childcare places would be required to accommodate the development. |  | £1,260,000 | S106 | WSCC | Essential |
|  | Special Educational Needs & Disability  (IBP/956\*) | 2 places required |  | £310,000 | S106 | WSCC | Essential |
| Total Education Costs |  |  |  | **£12,170,000** |  |  |  |
| Health | See Plan Area Wide Health Infrastructure Needs |  |  |  |  |  |  |
| Total Health Costs |  |  |  | £ |  |  |  |
| 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 minimum of 300 sq m. Provision should be able to accommodate a badminton court.  (IBP/958\*) | Open Space, Indoor Sports & Playing Pitch Strategy  Could be linked to community health and well-being hub and with medical centre complex |  | £1,000,000 | S106 | Developer | Policy High |
| Sport and Leisure Facilities  See Plan Area Wide Social Infrastructure Needs |  |  |  |  |  |  |
| Total Social Infrastructure Costs |  |  |  | **£1,000,000** |  |  |  |
| Green Infrastructure | Allotments  (IBP/959\*) | Open Space calculator based.  Approx Provision of 4,692 sqm of allotments to meet future demand from increased population | In line with phasing of site development | £104,819 | S106 on site provision | Developer | Policy High |
| Amenity/Natural open space  (IBP/960\*) | Open Space calculator based.  Approx Provision of 10,166 sqm of amenity green space and 18,768 sqm of natural green space to meet future demand from increased population | In line with phasing of site development | £283,084 | S106 on site provision | Developer | Policy High |
| Parks & Recreation Grounds  (IBP/961\*) | Open Space calculator based.  Approx Provision of 18,768 sqm of parks and recreational grounds to meet future demand from increased population  Pitch provision will be met through contributions towards enhancement of existing off-site provision or towards additional new provision – as set out in the Plan wide section | In line with phasing of site development | £2,187,035 | S106 on site provision | Developer | Policy High |
| Play Space (Children & Youth)  (IBP/962\*) | Open Space calculator based.  Approx Provision of 1,173 sqm of play space for children and 1,173 sqm for youth to meet future demand from increased population | In line with phasing of site development | £367,395 | S106 on site provision | Developer | Policy High |
| Total Green Infrastructure Costs |  |  |  | **£2,942,283** |  |  |  |
| Habitats Regulations Mitigation | Bird Aware Solent | Mitigation for the impact of recreational  activities arising from development in  the Special Protection Areas  (Solent-wide Wardens) |  | £777 per dwelling  680 dwellings = £528,360 | Developer  S106 |  | Essential |
| Total Habitats Regulations Mitigation |  |  |  | **£528,360** |  |  |  |
| Public Services | Library facilities – improvements to Chichester Library  (IBP/963\*) |  |  | £400,000 | CIL | WSCC | Policy High |
| Police  See Area Wide Public Services |  |  |  |  |  |  |
| Total Public Services Costs |  |  |  | **£400,000** |  |  |  |
| Utility Services | Sewerage network reinforcement |  | In line with phasing of site development | Based on new connection charge plus site specific costs | Developer and Southern Water | Southern Water | Critical |
| Total Utility Services Costs |  |  |  |  |  |  |  |
| **Total Costs** | | | | **£23,992,296** | | |  |

**Southern Gateway – Local Plan Policy A4 and A5**

15.3 The site is allocated for residential development of 180 dwellings during the plan period to 2039, with some retail/commercial uses on the ground floor of the redeveloped bus station site.

| Infrastructure Category | Scheme (what) | Justification/Rationale | Phasing (when) | Total Estimated Infrastructure Cost | Sources of funding | Delivery Lead  (who/whom) | Priority in delivering Local Plan |
| --- | --- | --- | --- | --- | --- | --- | --- |
| Transport | Southern Gateway provision of an integrated transport hub & improvements to traffic & pedestrian circulation.  (IBP/206) | Improve the environment and enhance conservation area character – including settings of listed buildings. Improve access to City Centre. Would help the city accommodate impact of growth around the periphery. | 2024/2025 | £5,300,000 | Other: West Sussex County Council  £2,300,000  CIL (£3m) (IBP/206) | CDC/WSCC | Essential |
| Total Transport Costs |  |  |  | **£5,300,000** |  |  |  |
| Education | Primary  Contributions would be required for expansion of primary schools if feasible and required.  (IBP/1180\*) | WSCC calculator based  At the current time pupil place planning indicates that there would be sufficient space or expansion capacity to accommodate the child product from the proposed development  . |  |  | CIL | WSCC | Essential |
| Secondary  Contributions would be required for expansion of secondary schools if feasible and required.  (IBP/1181\*) | WSCC calculator based  At the current time pupil place planning indicates that there would be expansion capacity to accommodate the child product from this proposed development for secondary aged pupils. Contributions would be required for expansion of secondary schools if feasible and required. |  |  | CIL | WSCC | Essential |
| Sixth Form  (IBP/1182\*) | WSCC calculator based  At the current time pupil place planning indicates that there would be expansion capacity to accommodate the child product from this proposed development for sixth form pupils. Contributions would be required for expansion of the provision if feasible and required |  |  | CIL | WSCC | Essential |
| Early Years  Contributions would be sought for expansion of Early Years & Childcare places to meet local provision.  (IBP/967\*) | WSCC calculator based  Early Years and Childcare sufficiency planning indicates that there is insufficient space within existing provision to serve this proposed development. |  |  | CIL | WSCC | Essential |
| Special Educational Needs & Disability  (IBP/968\*) | WSCC calculator based |  |  | CIL | WSCC | Essential |
| Total Education Costs |  |  |  | **£** |  |  |  |
| Health | See Plan Area Wide Health Infrastructure Needs |  |  |  |  |  |  |
| Total Health Infrastructure Costs |  |  |  |  |  |  |  |
| Social Infrastructure | Public realm improvements with soft and hard landscaping and public art  (IBP/775) | Southern Gateway Masterplan SPD | 2024/25 | £2,000,000 | S106 £1,000,000  CIL £1,000,000 | Developer | Policy High |
| Sport and Leisure Facilities  See Plan Area Wide Social Infrastructure Needs |  |  |  |  |  |  |
| Total Social Infrastructure Costs |  |  |  | **£2,000,000** |  |  |  |
| Green Infrastructure | Allotments  (IBP/971\*) | Open Space calculator based.  Approx Provision of 1,242 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 | £42,476 | S106 on site provision | Developer | Policy High |
| Amenity/Natural open space  (IBP/972\*) | Open Space calculator based.  Approx Provision of 2,691 sqm of amenity green space and 4,968 sqm of 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 | £74,934 | S106 on site provision | Developer | Policy High |
| Parks & Recreation Grounds  (IBP/973\*) | Open Space calculator based.  Approx Provision of 4,968 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  Pitch provision will be met through contributions towards enhancement of existing off-site provision or towards additional new provision – as set out in the Plan wide section | In line with phasing of site development | £578,921 | S106 on site provision | Developer | Policy High |
| Play Space (Children & Youth)  (IBP/974\*) | Open Space calculator based.  Approx Provision of 310.5 sqm of play space for children and 310.5 sqm for youth to meet future demand from increased population | In line with phasing of site development | £97,252 | S106 on site provision | Developer | Policy High |
| Total Green Infrastructure Costs |  |  |  | **£793,583** |  |  |  |
| Habitats Regulations Mitigation | Bird Aware Solent | Mitigation for the impact of recreational  activities arising from development in  the Special Protection Areas  (Solent-wide Wardens) |  | £777 per dwelling at 180 dwellings = £139,860 | Developer  S106 |  | Essential |
| Nutrient Mitigation | Habitats Regulations (calculation based on Local Plan nutrient budget) |  | 152 kg of mitigation pa @£3000 per kg = £456,000 | Developer  S106 | Developer | Essential |
| Total Habitats Regulations Mitigation |  |  |  | **£595,860** |  |  |  |
| Public Services | Library facilities – improvements to Chichester Library  (IBP/976\*) |  |  | £150,000 | CIL | WSCC | Essential |
| Police  See Area Wide Public Services |  |  |  |  |  |  |
| Total Public Services Costs |  |  |  | **£150,000** |  |  |  |
| Utility Services | Sewerage network reinforcement |  | In line with phasing of site development | Based on new connection charge plus site specific costs | Developer and Southern Water | Southern Water | Critical |
| Total Utility Services Costs |  |  |  |  |  |  |  |
| **Total Costs** | | | | **£8,839,443** | | |  |

**Highgrove Farm, Bosham Strategic Location – Local Plan Policy A11**

15.5The site is allocated, together with Site Allocation DPD Policy BO1, for residential development of 300 dwellings during the plan period to 2039, 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) | Priority in delivering Local Plan |
| --- | --- | --- | --- | --- | --- | --- | --- |
| Transport | Create bridleway (by upgrading existing footpath) linking Walton Lane and Park Lane (as Fishbourne).  (IBP/978\*) |  |  | £120,000 | S106/CIL/Grant/WSCC | WSCC | Essential |
| Additional safety measures to be installed at the Brooks Lane at grade crossing to comprise Miniature Stop warning Lights (MSL’s) installed each side of the existing crossing and linked into the Bosham railway station platform  (IBP/1183\*) | The development of c.300 dwellings will generate increased use of the railway footpath crossing on Brooks Lane, therefore increasing the risk. Network Rail have the legal duty to protect rail passengers, the public, the railway workforce, and to reduce risk at our level crossings so far as is reasonably practicable. Consequently, a significant increase in risk must be mitigated. | Prior to occupation | £1,000,000 | S106/CIL | Network Rail | Essential |
| Existing track (320m) stretching from the northern end of site to the rear of St. Nicholas Church Hall to be upgraded to PRoW.  (IBP/1184\*) |  |  | £30,000 | S106 | WSCC | Policy High |
| Total Transport Costs |  |  |  | **£1,150,000** |  |  |  |
| Education | Primary  Pro rata costs of land and contribution of a 2FE expandable to 3FE school with A11, A12 and A13 and Westbourne Parish numbers to provide new school at Southbourne  (see IBP/1027\*) | The current primary provision serving the area is at capacity, expansion of the school on its existing site is not possible.    The strategic allocation of 250 dwellings in isolation does not require a new school to be built. |  | Total cost of school £15,000,000 plus land costs  Pro-rata contributions of £1,830,000 | S106 | WSCC | Essential |
| Secondary  IBP/1185\*) | WSCC calculator based  Expansion of the secondary school may be possible. Contributions would be required for expansion of secondary schools if feasible and required |  |  | CIL | WSCC | Essential |
| 6th form  (IBP/1186\*) | WSCC calculator based |  |  | CIL | WSCC | Essential |
| Early Years  A further capacity of 13 Early Years and Childcare places would be required to accommodate the development at the new school in Southbourne.  (IBP/980\*) |  |  | £455,000 | S106 | WSCC | Essential |
|  | Special Educational Needs & Disability  1 place at the new school in Southbourne  (IBP/981\*) |  |  | £155,000 | S106 | WSCC | Essential |
| Total Education Costs |  |  |  | **£2,440,000** |  |  |  |
| Health | See Plan Area Wide Health Infrastructure Needs |  |  |  |  |  |  |
| Total Health Costs |  |  |  |  |  |  |  |
| 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.  (IBP/982\*) | Open Space, Indoor Sports & Playing Pitch Strategy 2018 |  | £1,000,000 | S106 on site provision | Developer | Policy High |
| Sport and Leisure Facilities  See Plan Area Wide Social Infrastructure Needs |  |  |  |  |  |  |
| Total Social Infrastructure |  |  |  | **£1,000,000** |  |  |  |
| Green Infrastructure | Allotments  (IBP/983\*) | Open Space calculator based.  Approx Provision of 2,070 sqm of allotments to meet future demand from increased population | In line with phasing of site development | £70,794 | S106 on site provision | Developer | Policy High |
| Amenity/Natural open space  (IBP/984\*) | Open Space calculator based.  Approx Provision of 4,485 sqm of amenity space and 8,280 sqm of natural green space to meet future demand from increased population | In line with phasing of site development | £124,890 | S106 on site provision | Developer | Policy High |
| Parks & Recreation Grounds  (IBP/985\*) | Open Space calculator based.  Approx Provision of 8,280 sqm of parks and recreational grounds to meet future demand from increased population | In line with phasing of site development | £964,868 | S106 on site provision | Developer | Policy High |
| Play Space (Children & Youth)  (IBP/986\*) | Open Space calculator based.  Approx Provision of 517 sqm of play space for children and 517 sqm for youth to meet future demand from increased population | In line with phasing of site development | £162,086 | S106 on site provision | Developer | Policy High |
| Bosham Recreation Ground – new site required for new grass football pitch and associated changing facilities  (IBP/302) | 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 | S106, Sports Club, City Council, National Governing Bodies, Sport England, National Lottery | Developer,  Bosham Parish Council/ CDC, Culture &Sport | Policy High |
| Total Green Infrastructure |  |  |  | **£2,072,638** |  |  |  |
| Habitats Regulations Mitigation | Bird Aware Solent | Mitigation for the impact of recreational  activities arising from development in  the Special Protection Areas  (Solent-wide Wardens) |  | £777 per dwelling  300 dwellings = £233,100 | Developer  S106 |  | Essential |
| Nutrient Mitigation | Habitats Regulations (calculation based on Local Plan nutrient budget) |  | 84kg of mitigation pa at £3000 per kg =£252,000 | Developer  S106 | Developer | Essential |
| Total Habitats Regulations Mitigation |  |  |  | **£485,100** |  |  |  |
| Public Services | Library contributions towards Southbourne Library  (IBP/1135\*) |  |  | £122,000 | CIL | WSCC | Essential |
| Police  See Area Wide Public Services |  |  |  |  |  |  |
| Total Public Services Costs |  |  |  | **£122,000** |  |  |  |
| Utility Services | Sewerage network reinforcement  (IBP/987\*) |  | In line with phasing of site development | Based on new connection charge plus site specific costs | Developer and Southern Water | Southern Water | Critical |
| Total Utility Services Costs |  |  |  |  |  |  |  |
| **Total Costs** | | | | **£7,269,738** | | |  |

**Chidham and Hambrook Parish – Local Plan Policy A12**

15.8Residential development of 300 dwellings to be allocated through the Neighbourhood Plan process during the plan period to 2039, 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) Policy High | Priority in delivering Local Plan |
| --- | --- | --- | --- | --- | --- | --- | --- |
| Transport | See Plan Area Wide Transport Infrastructure Needs |  |  |  |  |  |  |
| Total Transport Costs |  |  |  | **~~£~~** |  |  |  |
| Education | Primary School places  Pro rata costs of land and contribution of a 2FE expandable to 3FE school with A11, A12 and A13 and Westbourne Parish numbers to provide new school at Southbourne  (see IBP/1027\*) | The current primary provision serving the area is at capacity, expansion of the school on its existing site is not possible. |  | Total cost of school £15,000,000 plus land costs  Pro-rata contribution of £2,195,122 | S106 | WSCC | Essential |
| Secondary  Contributions would be required for expansion of secondary school if feasible.  IBP/1189\*) | WSCC calculator based |  |  | CIL | WSCC | Essential |
| 6th form  IBP/1190\*) | WSCC calculator based |  |  | CIL | WSCC | Essential |
| Early Years and Childcare  A further capacity of 15 places would be required to accommodate the development to be provided at the new school in Southbourne.  (IBP/994\*) | At the current time Early Years and Childcare sufficiency planning indicates that there is insufficient space within existing provision to serve this proposed development. |  | Pro-rata contribution | S106 | WSCC | Essential |
| 0.84 Special Educational Needs & Disability  Places  to be provided at the new school in Southbourne  (IBP/995\*) |  |  | Pro-rata contribution | S106 | WSCC | Essential |
| Total Education Costs |  |  |  | **£2,195,122** |  |  |  |
| Health | See Plan Area Wide Health Infrastructure Needs |  |  |  |  |  |  |
| Total Health Costs |  |  |  |  |  |  |  |
| Social Infrastructure | Expansion of existing Community Hall or new 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.  (IBP/996\*) | Open Space, Indoor Sports & Playing pitch Strategy |  | £1,000,000 | S106 on site provision | Developer | Policy High |
| Sport and Leisure Facilities  See Plan Area Wide Social Infrastructure Needs |  |  |  |  |  |  |
| Total Social Infrastructure Costs |  |  |  | **£1,000,000** |  |  |  |
| Green Infrastructure | Allotments  (IBP/997\*) | Open Space calculator based.  Approx Provision of 2,070 sqm of allotments to meet future demand from increased population | In line with phasing of site development | £70,794 | S106 on site provision | Developer | Policy High |
| Amenity/Natural open space  (IBP/998\*) | Open Space calculator based.  Approx Provision of 4,485 sqm of amenity green space and 8,280 sqm of natural greenspace to meet future demand from increased population | In line with phasing of site development | £124,890 | S106 on site provision | Developer | Policy High |
| Parks & Recreation Grounds  (IBP/999\*) | Open Space calculator based.  Approx Provision of 8,280 sqm of parks and recreational grounds to meet future demand from increased population  Pitch provision will be met through contributions towards enhancement of existing off-site provision or towards additional new provision – as set out in the Plan wide section | In line with phasing of site development | £964,868 | S106 on site provision | Developer | Policy High |
| Play Space (Children & Youth)  (IBP/1000\*) | Open Space calculator based.  Approx Provision of 517 sqm of play space for children and 571 sqm for youth to meet future demand from increased population | In line with phasing of site development | £162,086 | S106 on site provision | Developer | Policy High |
| Total Green Infrastructure Costs |  |  |  | **£,1,322,638** |  |  |  |
| Habitats Regulations Mitigation | Bird Aware Solent | Mitigation for the impact of recreational  activities arising from development in  the Special Protection Areas  (Solent-wide Wardens) |  | £777 per dwelling  300 dwellings =  £233,100 | Developer  S106 |  | Essential |
| Nutrient Mitigation | Habitats Regulations (calculation based on Local Plan nutrient budget) |  |  |  |  |  |
| Total Habitats Regulations Mitigation |  |  |  | **£233,100** |  |  |  |
| Public Services | Library facilities – improvements to Chichester Library  (IBP/1001\*) |  |  | £124,853 | CIL | WSCC | Policy High |
| Police  See Area Wide Public Services |  |  |  |  |  |  |
| Total Public Services Costs |  |  |  | **£124,853** |  |  |  |
| Utility Services | Sewerage network reinforcement |  | In line with phasing of site development | Based on new connection charge plus site specific costs | Developer and Southern Water | Southern Water | Critical |
| Total Utility Services Costs |  |  |  |  |  |  |  |
| **Total Costs** | | | | **£4,875,713** | | |  |

**Southbourne Parish – Local Plan Policy A13**

15.11The Broad Location for Development is allocated for residential development of 1,050 dwellings during the plan period to 2039, 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) | Priority in delivering Local Plan |
| --- | --- | --- | --- | --- | --- | --- | --- |
| Transport | Provision of improved bus services for the  village serving the development areas and  provision of real time information at bus stops.  (IBP/1197\*) | 28A, 641 and 56 use Stein Road these are infrequent, so  additional services on one of these routes  are needed. |  | Further scoping is needed by WSCC to revise the cost estimate. |  |  |  |
| Total Transport Costs |  |  |  | **£** |  |  |  |
| Education | Primary  Serviced Land for a 2 form entry expandable to 3FE primary school and pro rata share of the build costs would be required.  (IBP/1027\*) | At the current time pupil place planning indicates that there is insufficient space within the primary schools that serve this proposed development. Further capacity would be required to accommodate the development. Land for a 2 form entry expandable to 3FE primary school and pro rata share of the build costs would be required. |  | £15 million plus land  Pro rata contribution of £9,150,000 to a 2FE expandable to 3FE school (in conjunction with Chidham and Hambrook, Southbourne and Westbourne) | S106 | WSCC | Essential |
| Secondary  Expansion of Southbourne secondary school may be possible. Contributions would be required for expansion of secondary schools if feasible and required.  (IBP/1199\*) | WSCC calculator based |  |  | CIL | WSCC | Essential |
| Sixth form  Contributions would be required for expansion if feasible and required  IBP/1200\*) | WSCC calculator based |  |  | CIL | WSCC | Essential |
| Early Years and Childcare places  60 places provided as part of the new primary school.  (IBP/1028\*) | At the current time early years and childcare sufficiency planning indicates that there is insufficient space within existing provision to serve this proposed development. |  | £3,000,000 | S106 | WSCC | Essential |
| Special Educational Needs & Disability  To be provided as part of the new primary school.  3.48 places  (IBP/1092\*) |  |  | £539,400 | S106 | WSCC | Essential |
| Total Education Costs |  |  |  | **£12,689,400** |  |  |  |
| Health | See Plan Area Wide Health Infrastructure Needs |  |  |  |  |  |  |
| Total Health Costs |  |  |  |  |  |  |  |
| Social Infrastructure | 1 New Community Halls 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.  (IBP/885) | Open Space. Indoor Sports & Playing Pitch Strategy 2018 |  | £1,000,000 | S106 on site provision | Developer | Policy High |
| Sport and Leisure Facilities  See Plan Area Wide Social Infrastructure Needs |  |  |  |  |  |  |
| Total Social Infrastructure Costs |  |  |  | **£1,000,000** |  |  |  |
| Green Infrastructure | Allotments  (IBP/1030\*) | Open Space calculator based.  Approx Provision of 7,245 sqm of allotments to meet future demand from increased population | In line with phasing of site development | £247,779 | S106 on site provision | Developer | Policy High |
| Amenity/Natural open space  (IBP/1031\*) | Open Space calculator based.  Approx Provision of 15,697 sqm of amenity green space and 29,980 sqm of natural green space to meet future demand from increased population | In line with phasing of site development | £437,115 | S106 on site provision | Developer | Policy High |
| Parks & Recreation Grounds  (IBP/1032\*) | Open Space calculator based.  Approx Provision of 28,980 sqm of parks and recreational grounds to meet future demand from increased population  Pitch provision will be met through contributions towards enhancement of existing off-site provision or towards additional new provision – as set out in the Plan wide section | In line with phasing of site development | £3,377,039 | S106 on site provision | Developer | Policy High |
| Play Space (Children & Youth)  (IBP/1033\*) | Open Space calculator based.  Approx Provision of 1,811 sqm of play space for children and 1,811 sqm for youth to meet future demand from increased population | In line with phasing of site development Developer | £567,301 | S106 on site provision | Developer | Policy High |
| Total Green Infrastructure Costs |  |  |  | **£4,629,234** |  |  |  |
| Habitats Regulations Mitigation | Bird Aware Solent | Mitigation for the impact of recreational  activities arising from development in  the Special Protection Areas  (Solent-wide Wardens) |  | £777 per dwelling  1,050 dwellings =  £ 815,850 | Developer  S106 |  | Essential |
| Nutrient Mitigation | Habitats Regulations (calculation based on Local Plan nutrient budget) |  | 359kg pa @ £3000 per kg = £1,077,000 | Developer s106 | Developer | Essential |
| Total Habitats Regulations Mitigation |  |  |  | **£1,892,850** |  |  |  |
| Public Services | Library facilities – remodelling of existing Southbourne library  (IBP/1034\*) | To accommodate influx of new residents from SDL |  | £606,922 | CIL contribution | WSCC | Policy High |
| Police  See Area Wide Public Services |  |  |  |  |  |  |
| Total Public Services Costs |  |  |  | **£606,922** |  |  |  |
| Utility Services | Sewerage network reinforcement |  | In line with phasing of site development | Based on new connection charge plus site specific costs | Developer and Southern Water | Southern Water | Critical |
| Total Utility Services Costs |  |  |  |  |  |  |  |
| **Total Costs** | | | | **£20,818,406** | | |  |

**Land West of Tangmere – Local Plan Policy A14**

15.12 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 A19 (Land at Chichester Business Park, Tangmere) and E4 (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) | Priority in delivering Local Plan |
| --- | --- | --- | --- | --- | --- | --- | --- |
| Transport | Chichester – Barnham viaTangmere Cycle route  (IBP/364) | This is part of the A285 Chichester to Tangmere sustainable transport corridor (IBP/353)  This scheme is aimed at reducing congestion and increasing the use of sustainable modes of transport | 2026/27 – 2031/32 | £900,000 | Developer contributions  S278, CIL & other | WSCC | Essential |
| Road link between A27/A285 junction and Tangmere Road (IBP/365) | Mitigation for Tangmere SDL | 2022-2027 | £10,200,000 | S278  20/2893/OUT | Developer | Essential |
| Site specific  provision of  public transport  to serve the site through S106  and link it to the  city  (IBP/541) | To mitigate the impacts of the increase in traffic generated by this  development | In line with phasing of site development | £919,800 | Developer contributions  Through S106 | WSCC | Essential |
| Site specific  improvements to  the Strategic  Road Network  (IBP/1039\*) | To mitigate the impacts of the increase  in traffic generated by this development | In line with phasing of site development | £306,600 | Developer contributions  Through S278 | WSCC | Essential |
| Site specific car  club  (IBP/1035\*) | To mitigate the impacts of the increase in traffic generated by this  development | In line with phasing of site development | £817,600 | Developer contributions  Through S106 | WSCC | Essential |
| Cycling connectivity  (IBP/716 &  IBP/148) | Improvements to the existing network, ensuring good links to new networks and improved connectivity across the city linking strategic sites. |  |  | Developer contributions  Through CIL/S106 | WSCC | Essential |
| Total Transport Costs |  |  |  | **£13,144,000** |  |  |  |
| Education | Primary School  Serviced Land and build costs for 2FE and financial contributions.  (IBP/328) | The current allocation of 1,300 dwellings will bring forward the requirement for land and contributions for a 2FE school.  Developer required to provide 2.4ha land (including early years and SSC provision) and contributions towards a new 2FE primary school. A further 0.49ha of land is required for expansion of the school to 3FE in the event that Tangmere Primary Academy were to relocate to the site, to reflect the aspirations of the Tangmere Neighbourhood Plan | 2021-2026 | £10,600,000 | Developer contributions  through S106 | WSCC | Essential |
| Early Years  (IBP/730) | 65 places attached to primary school 0.2ha land as a result of the SDL. | 2021-2026 | £2,100,000 | Developer contributions  through S106 | WSCC | Essential |
| Secondary  (IBP/1201\*) | WSCC calculator based  At the current time pupil place planning indicates that there would be sufficient space or expansion capacity to accommodate the child product from this proposed development for secondary aged pupils. Contributions would be required for expansion of secondary schools and sixth form if feasible and required. |  |  | CIL | WSCC | Essential |
| Special Educational Needs & Disability  (IBP/1037\*) | 4 places to be provided as part of the primary school |  | £620,000 | S106 | WSCC | Essential |
| Sixth Form  (IBP/1202\*) | WSCC calculator based |  |  | CIL | WSCC | Essential |
| Total Education Costs |  |  |  | **£13,320,000** |  |  |  |
| Health | See Plan Area Wide Health Infrastructure Needs |  |  |  |  |  |  |
| Total Health Costs |  |  |  |  |  |  |  |
| Social Infrastructure | 2 New Community Halls 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.  (IBP/1131\*) | Through masterplanning  Could be linked to community health and well-being hub | In line with phase 1 site development | £2,000,000 | S106 on site provision | Through masterplanning | Policy High |
| Sport and Leisure Facilities  See Plan Area Wide Social Infrastructure Needs |  |  |  |  |  |  |
| Total Social Infrastructure Costs |  |  |  | **£2,000,000** |  |  |  |
| Green Infrastructure | Ecological Connectivity  (IBP/715) | 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 CIL & S106 | Developer | Policy High |
| Allotments  (IBP/1038\*) | Provision of 2.1ha sqm of allotments to meet future demand from increased population | In line with phasing of site development |  | S106 on site provision | Developer | Policy High |
| Amenity/Natural open space  (IBP/715 & IBP/592) | Provision of Community Orchard at 0.46 ha and 19.3 ha of amenity/natural green space to meet future demand from increased population | In line with phasing of site development |  | S106 on site provision | Developer | Policy High |
| Parks & Recreation Grounds  (IBP/159) | Provision of 5 ha of parks and recreational grounds to meet future demand from increased population  Pitch provision will be met through contributions towards enhancement of existing off-site provision or towards additional new provision – as set out in the Plan wide section | In line with phasing of site development |  | S106 | Developer | Policy High |
| Play Space (Children & Youth)  (IBP/159) | Open Space calculator based.  Approx Provision of 2,242 sqm of play space for children and 2,242 sqm for youth to meet future demand from increased population | In line with phasing of site development | £702,373 | S106 | Developer | Policy High |
| Total Green Infrastructure Costs |  |  |  | **£702,373** |  |  |  |
| Public Services | Library provision as part of a community centre to include shelving and a self- service terminal  (IBP/336) | To accommodate influx of new residents from SDL |  | £100,000 | S106 | WSCC | Essential |
| Police  See Area Wide Public Services |  |  |  |  |  |  |
| Total Public Services Infrastructure Costs |  |  |  | **£100,000** |  |  |  |
| Utility Services |  |  |  |  |  |  |  |
| Total Utility Services Costs |  |  |  |  |  |  |  |
| **Total Costs** | | | | **£29,266,373** | | |  |

**Land at Maudlin Farm, Westhampnett** **– Local Plan Policy A10**

15.14The site is allocated for residential development of a minimum of 265 dwellings during the plan period to 2039, 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) | Priority in delivering Local Plan |
| --- | --- | --- | --- | --- | --- | --- | --- |
| Transport | Footway construction/widening through vegetation clearance on Dairy Lane/Stane Street and the Old Arundel Road – for a shared use path linking the wider road  network and the site.  (IBP/1203\*) |  |  |  | S106/S278 | WSCC | Essential |
| A285 Chichester to Tangmere-sustainable transport corridor, as identified in WSCC Walking & Cycling Strategy.  (See IBP/353) |  | 2026/27 – 2031/32 | See IBP/353 under Local Road Network. Developer contribution towards £6,600,000 total cost | CIL, S106 & other | WSCC | Essential |
| Total Transport Costs |  |  |  | £ |  |  |  |
| Education | Primary  At the current time pupil place planning indicates that there would be sufficient space or expansion capacity to  accommodate the child product from  this proposed development.  (IBP/1205\*) | WSCC calculator based |  |  | CIL | WSCC | Essential |
| Secondary.  Contributions would be required for expansion of secondary schools if feasible and required.  (IBP/1206\*) | WSCC calculator based |  |  | CIL | WSCC | Essential |
| Sixth form  Contributions would be required for expansion of sixth form if feasible and required  (IBP/1207\*) | WSCC calculator based |  |  | CIL | WSCC | Essential |
| Early Years  14 places  (IBP/1050\*) | WSCC calculator based |  |  | CIL | WSCC | Essential |
| Special Educational Needs & Disability  1 place  (IBP/1051\*) | WSCC calculator based |  |  | CIL | WSCC | Essential |
| Total Education Costs |  |  |  | **£** |  |  |  |
| Health | See Plan Area Wide Health Infrastructure Needs |  |  |  |  |  | Essential |
| Total Health Costs |  |  |  |  |  |  |  |
| Social Infrastructure | Contribution towards existing community facilities.  (IBP/1052\*) | Open Space, Indoor Sports & Playing Pitch Strategy 2018 |  |  | CIL |  | Policy High |
| Sport and Leisure Facilities  See Plan Area Wide Social Infrastructure Needs |  |  |  |  |  |  |
| Total Social Infrastructure |  |  |  | **£** |  |  |  |
| Green Infrastructure | Allotments  (IBP/1053\*) | Open Space calculator based.  Approx Provision of 1,828 sqm of allotments to meet future demand from increased population | In line with phasing of site development | £62,535 | S106 on site provision | Developer | Policy High |
| Amenity/Natural open space  (IBP/1054\*) | Open Space calculator based.  Approx Provision of 3,961 sqm of amenity green space and 7,314 sqm of natural green space to meet future demand from increased population | In line with phasing of site development | £110,320 | S106 on site provision | Developer | Policy High |
| Parks & Recreation Grounds  (IBP/1055\*) | Approx provision of 7,314 sqm of Parks and Recreation Grounds to meet future demand from increased population.  Pitch provision will be met through contributions towards enhancement of existing off-site provision or towards additional new provision – as set out in the Plan wide section | In line with phasing of site development | £852,300 | S106 on site provision | Developer | Policy High |
| Play Space (Children & Youth)  (IBP/1056\*) | Open Space calculator based.  Approx Provision of 457 sqm of play space for children and 457 sqm for youth to meet future demand from increased population | In line with phasing of site development | £143,177 | S106 on site provision | Developer | Policy High |
| Total Green Infrastructure |  |  |  | **£1,168,331** |  |  |  |
| Habitats Regulations Mitigation | Bird Aware Solent | Mitigation for the impact of recreational  activities arising from development in  the Special Protection Areas  (Solent-wide Wardens) |  | £777 per dwelling 265 dwellings =  £205,905 | Developer  S106 |  | Essential |
| Total Habitats Regulations Mitigation |  |  |  | **£205,905** |  |  |  |
| Public Services | Library contributions to Chichester  (IBP/1140\*) |  |  | £125,000 | CIL | WSCC | Essential |
| Police  See Area Wide Public Services |  |  |  |  |  |  |
| Total Public Services Costs |  |  |  | **£125,000** |  |  |  |
| Utility Services | Sewerage network reinforcement  (IBP/1263\*) |  | In line with phasing of site development | Based on new connection charge plus site specific costs | Developer and Southern Water | Southern Water | Critical |
| Total Utility Services Costs |  |  |  |  |  |  |  |
| **Total Costs** | | | | **£1,499,236** | | |  |

**Loxwood – Local Plan Policy A15**

15.15Residential development of 220 dwellings to be allocated through the Neighbourhood Plan process during the plan period to 2039, 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) | Priority in delivering Local Plan |
| --- | --- | --- | --- | --- | --- | --- | --- |
| Transport | Local Road Network  Toucan crossing provision at the Guildford Road/B2133 & Loxwood Road junction.  (IBP/1258\*) |  |  | £100,000 | S106/CIL/Grant/WSCC | WSCC | Essential |
| Loxwood - Create bridleway alongside Wey and Arun Canal and improve existing (as Wisborough Green), with links to Rudgwick and the popular Downs Link bridleway.  (IBP/1067\*) |  |  | £306,600 | S106/CIL/Grant/WSCC | WSCC | Policy High |
| Loxwood - FPs 795\_2, 816, 811-1 & 812, 795 & 3260 to be upgraded to bridleway status.  . (IBP/1260\*) |  |  |  | CIL | WSCC | Policy High |
| Total Transport Costs |  |  |  | **£406,600** |  |  |  |
| Education | Primary  Contributions would be required for expansion of primary schools  (IBP/1323\*) | WSCC calculator based |  |  | CIL | WSCC | Essential |
| Secondary.  Contributions would be required for expansion of secondary schools if feasible and required.  (IBP/1324\*) | WSCC calculator based |  |  | CIL | WSCC | Essential |
| Sixth form  Contributions would be required for expansion of sixth form if feasible and required  (IBP/1325\*) | WSCC calculator based |  |  | CIL | WSCC | Essential |
| Early Years  (IBP/1076\*)  11 places | WSCC calculator based |  |  | CIL | WSCC | Essential |
| Special Educational Needs & Disability  (IBP/1096\*)  0.61 places | WSCC calculator based |  |  | CIL | WSCC | Essential |
| Total Education Costs |  |  |  | **£** |  |  |  |
| Health | See Plan Area Wide Health Infrastructure Needs |  |  |  |  |  | Essential |
| Total Health Costs |  |  |  |  |  |  |  |
| Social Infrastructure | Contributions to community facilities~~.~~  (IBP/1266\*) | Open Space, Indoor Sports & Playing Pitch Strategy 2018 |  |  | CIL |  | Policy High |
| Sport and Leisure Facilities  See Plan Area Wide Social Infrastructure Needs |  |  |  |  |  |  |
| Total Social Infrastructure |  |  |  | **£** |  |  |  |
| Green Infrastructure | Allotments  (IBP/1267\*) | Open Space calculator based.  Approx Provision of 1,518 sqm of allotments to meet future demand from increased population | In line with phasing of site development | £51,916 | S106 on site provision | Developer | Policy High |
| Amenity/Natural open space  (IBP/1268\*) | Open Space calculator based.  Approx Provision of 3,289 sqm of amenity green space and 6,072 sqm of natural green space to meet future demand from increased population | In line with phasing of site development | £91,586 | S106 on site provision | Developer | Policy High |
| Parks & Recreation Grounds  (IBP/1269\*) | Open Space calculator based.  Approx Provision of 6,072 sqm of parks and recreational grounds  Pitch provision will be met through contributions towards enhancement of existing off-site provision or towards additional new provision – as set out in the Plan wide section | In line with phasing of site development | £707,570 | S106 on site provision | Developer | Policy High |
| Play Space (Children & Youth)  (IBP/1270\*) | Open Space calculator based.  Approx Provision of 379 sqm of play space for children and 379 sqm for youth to meet future demand from increased population | In line with phasing of site development | £118,863 | S106 on site provision | Developer | Policy High |
|  | Loxwood Sports Association improvements to drainage and facilities required to progress up the league.  (IBP/1110\*) | 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/ CDC, Culture &Sport | Policy High |
| Total Green Infrastructure |  |  |  | **£1,039,935** |  |  |  |
| Habitats Regulations Mitigation |  |  |  |  |  |  |  |
| Total Habitats Regulations Mitigation |  |  |  | **£** |  |  |  |
| Public Services | Police  See Area Wide Public Services |  |  |  |  |  |  |
| Total Public Services Costs |  |  |  | **£** |  |  |  |
| Utility Services | Sewerage network reinforcement |  | In line with phasing of site development | Based on new connection charge plus site specific costs | Developer and Southern Water | Southern Water | Critical |
| Total Utility Services Costs |  |  |  | **£** |  |  |  |
| **Total Costs** | | | | **£1,446,535** | | |  |

**Chichester City – Local Plan Policy A2**

15.16Residential development of 270 dwellings to be allocated through the Neighbourhood Plan process during the plan period to 2039, 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) | Priority in delivering Local Plan |
| --- | --- | --- | --- | --- | --- | --- | --- |
| Transport | See Plan Area Wide Transport Needs |  |  |  |  |  |  |
| Total Transport Costs |  |  |  | **£** |  |  |  |
| Education | Primary    Contributions would be required for primary school places and expansion of schools if required.  (IBP/1083\*) | WSCC calculator based  In order to cater for the combined number of proposed dwellings across the Chichester City area. |  |  | CIL | WSCC | Essential |
| Secondary  Contributions would be required for expansion of secondary schools if feasible and required.  (IBP/1088\*) | WSCC calculator based |  |  | CIL | WSCC | Essential |
| Sixth Form  IBP/1241\*) | WSCC calculator based  Contributions would be required for expansion of, sixth form provision if feasible and required |  |  | CIL | WSCC | Essential |
| Early Years and Childcare  Places would be required to accommodate the development. Contributions towards expansion of places would be required.  (IBP/1075\*) | WSCC calculator based |  |  | CIL | WSCC | Essential |
| Chichester City School Planning Area Special Education Needs and Disability places  (IBP/1091\*) | WSCC calculator based |  |  | CIL | WSCC | Essential |
| Total Education Costs |  |  |  | **£** |  |  |  |
| Health | See Plan Area Wide Health Infrastructure Needs |  |  |  |  |  | Essential |
| Total Health Costs |  |  |  |  |  |  |  |
| Social Infrastructure | See Plan Area Wide Social Infrastructure Needs |  |  |  |  |  |  |
| Total Social Infrastructure |  |  |  | **£** |  |  |  |
| Green Infrastructure | Allotments  (IBP/1271\*) | Open Space calculator based.  Approx Provision of 1,863 sqm of allotments to meet future demand from increased population | In line with phasing of site development | £63,715 | S106 | Developer | Policy High |
| Amenity/Natural open space  (IBP/1272\*) | Open Space calculator based.  Approx Provision of 4,036 sqm of amenity green space and 7,452 sqm of natural green space to meet future demand from increased population | In line with phasing of site development | £112,401 | S106 | Developer | Policy High |
| Parks & Recreation Grounds  (IBP/1273\*) | Open Space calculator based.  Approx Provision of 7,452 sqm of parks and recreational grounds  Pitch provision will be met through contributions towards enhancement of existing off-site provision or towards additional new provision – as set out in the Plan wide section | In line with phasing of site development | £868,382 | S106 | Developer | Policy High |
| Play Space (Children & Youth)  (IBP/1274\*) | Open Space calculator based.  Approx Provision of 465 sqm of play space for children and 465 sqm for youth to meet future demand from increased population | In line with phasing of site development | £145,878 | S106 | Developer | Policy High |
| Total Green Infrastructure |  |  |  | **£1,190,375** |  |  |  |
| Habitats Regulations Mitigation | Bird Aware Solent | Mitigation for the impact of recreational  activities arising from development in  the Special Protection Areas  (Solent-wide Wardens) |  | £777 per dwelling 270 dwellings =  £209,790 | Developer  S106 |  | Essential |
|  | Nutrient Mitigation | Habitats Regulations (calculation based on Local Plan nutrient budget) |  | 243 kg of mitigation pa @£3000 per kg = 729,000 | Developer  S106 | Developer | Essential |
| Total Habitats Regulations Mitigation |  |  |  | **£938,790** |  |  |  |
| Public Services | Library contributions to Chichester  (IBP/1275\*) |  |  | £125,000 | CIL | WSCC | Essential |
| Police  See Area Wide Public Services |  |  |  |  |  |  |
| Total Public Services Costs |  |  |  | **£125,000** |  |  |  |
| Utility Services | Sewerage network reinforcement |  | In line with phasing of site development | Based on new connection charge plus site specific costs | Developer and Southern Water | Southern Water | Critical |
| Total Utility Services Costs |  |  |  | **£** |  |  |  |
| **Total Costs** | | | | **£2,254,165** | | |  |

**Name of Site: Land East of Rolls-Royce A21**

Number of Homes: N/A

Amount of Employment: 7ha of employment development safeguarded for Rolls-Royce

| Infrastructure Category | Scheme (what) | Justification/Rationale | Phasing (when) | Total Estimated Infrastructure Cost | Sources of funding | Delivery Lead  (who/whom) | Priority in delivering Local Plan |
| --- | --- | --- | --- | --- | --- | --- | --- |
| Transport | As this site shares boundary with the southern Maudlin Farm, the suggested  footpath upgrade for Maudlin farmland  should be adopted - i.e. a bridleway  linking Arundel Road to the south of the  site, and the existing footpath linking  Stane Street/New Road via Westerton to  the north of the site.  (IBP/1208\*) |  |  |  |  |  |  |
| Total Transport Costs |  |  |  | **£** |  |  |  |
| Public Services | See Plan Area Wide Public Services Needs |  |  |  |  |  |  |
| Total Public Services Costs |  |  |  | **£** |  |  |  |
| Utility Services | See Plan Area Wide Utility Services Needs |  |  |  |  |  |  |
| Total Utility Services Costs |  |  |  | **£** |  |  |  |
| **Total Costs** | | | | **£** | | |  |

**Name of Site: Land South of Bognor Road A20**

Number of Homes: N/A

Amount of Employment:15ha of employment development/28,000 sqm

| Infrastructure Category | Scheme (what) | Justification/Rationale | Phasing (when) | Total Estimated Infrastructure Cost | Sources of funding | Delivery Lead  (who/whom) | Priority in delivering Local Plan |
| --- | --- | --- | --- | --- | --- | --- | --- |
| Transport | A259 Chichester to Bognor Regis Corridor Improvement Scheme.  (see IBP/354) | Transport Assessment (2024) and Monitor and Manage Methodology (2024)  Chichester City Transport Strategy – to reduce car trips to city centre | 2024 – 2032  To be determined by the Transport Infrastructure Management Group (TIMG) | See IBP/354  £45,103,000  Developer contribution towards cost will be required. | S106/CIL/Government grant/WSCC | WSCC | Policy High |
| Mitigation scheme to include diversion of Vinnetrow Road to a new junction on A259 at the access to Springfield Park.  (IBP/1209\*) | As Vinnetrow Road crosses the site, the diversion is essential to the masterplanning of the site.  Scheme is part of A27 Bognor Road roundabout improvements.  See IBP/339 |  |  | S106/S278 | WSCC with developer | Essential |
| Total Transport Costs |  |  |  |  |  |  |  |
| Public Services | See Plan Area Wide Public Services Needs |  |  |  |  |  |  |
| Total Public Services Costs |  |  |  | **£** |  |  |  |
| Utility Services | See Plan Area Wide Utility Services Needs |  |  |  |  |  |  |
| Total Utility Services Costs |  |  |  | **£** |  |  |  |
| **Total Costs** | | | | **£** | | |  |

**Name of Site: Runcton Horticultural Development Area Extension**

Number of Homes: N/A

Amount of Employment: 21ha of horticultural land

| Infrastructure Category | Scheme (what) | Justification/Rationale | Phasing (when) | Total Estimated Infrastructure Cost | Sources of funding | Delivery Lead  (who/whom) | Priority in delivering Local Plan |
| --- | --- | --- | --- | --- | --- | --- | --- |
| Public Services | See Plan Area Wide Public Services Needs |  |  |  |  |  |  |
| Total Public Services Costs |  |  |  | **£** |  |  |  |
| Utility Services | See Plan Area Wide Utility Services Needs |  |  |  |  |  |  |
| Total Utility Services Costs |  |  |  | **£** |  |  |  |
| **Total Costs** | | | | **£** | | |  |

**15.15 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) | Priority in delivering Local Plan |
| --- | --- | --- | --- | --- | --- | --- | --- |
| Transport | Series of small scale cycling, pedestrianisation and local road mitigation measures associated with Graylingwell SDL  (IBP/341 & IBP/342)  £1,022,000 & £700,000 |  | 2026/27 – 2031/32 | £1,722,000 | CIL/S106 | WSCC | Essential |
| Shared footway / cycleway along south side of A27 to new access to Shopwhyke site  (IBP/347) | Shopwhyke mitigation |  | £1,022,000 | S278 | WSCC | Essential |
| Bus service between Westhampnett SDL and city centre  (IBP/543) |  |  | £613,200 | S106 | WSCC | Essential |
| Green Links across the Manhood. (GLaM project). North Selsey to Medmerry Trail - provision of public bridleway route from Paddock Lane, along Golf Links Lane to access track that circles the new Environment Agency tidal bund and improve current footpath for cycles.  (IBP/667) | Part of route already agreed via planning consent to be dedicated bridleway. Remainder of route is already public footpath and needs uplifting to bridleway status | Short term (2023-2029) | £160,000 | S106 | WSCC | Policy High |
| Total Transport Costs |  |  |  | **£3,517,200** |  |  |  |

**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. Financial contributions (S106 and S278) will continue to be secured from developments not yet subject to planning permission in accordance with the mechanism set out in Policy T1 (Transport Infrastructure).

Please note – costs are indicative and presented at the highest range as set out in the Transport Assessment. These will continue to be discussed with National Highways 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) | Priority in delivering Local Plan |
| --- | --- | --- | --- | --- | --- | --- | --- |
| Transport  Strategic Road Network | A27 Chichester Bypass - Bognor Road Roundabout junction improvement including Vinnetrow Road Diversion  (IBP/339) | Local Plan Transport Assessment 2024 | To be determined by the Transport Infrastructure Management Group (TIMG) | £30,420,000 | NH/CIL/S106 | National Highways | Essential |
| A27 Chichester Bypass – Whyke junction improvement  (IBP/339) | Local Plan Transport Assessment 2024 | To be determined by the Transport Infrastructure Management Group (TIMG) | £13,100,000 | NH/CIL/S106 | National Highways | Essential |
| A27 Chichester Bypass – Stockbridge Roundabout improvement  (IBP/339) | Local Plan Transport Assessment 2024 | To be determined by the Transport Infrastructure Management Group (TIMG) | £14,610,000 | NH/CIL/S106 | National Highways | Essential |
| A27 Chichester Bypass – Fishbourne Roundabout improvement including Terminus Road/Cathedral Way  (IBP/339) | Local Plan Transport Assessment 2024 | To be determined by the Transport Infrastructure Management Group (TIMG) | £12,900,000 | NH/CIL/S106 | National Highways | Essential |
|  | | | **£71,030,000** |  | | |
| Local Road Network | A285 Chichester to Tangmere sustainable transport corridor  (IBP/353) | WSCC Strategic Transport Investment Programme | 2024-2032 | £3,500,000 | S106/CIL/Government grant/WSCC | WSCC | Essential |
| Northgate Gyratory Improvement  (IBP/352) | Transport Assessment (2024) and Monitor and Manage Methodology (2024)  WSCC | 2026/27 – 2031/32 | £7,300,000  CIL  £1,600,000 | CIL, S106 & Other | WSCC | Essential |
| A259 Chichester - Bognor Regis Corridor Improvement Scheme.  (IBP/354) | Transport Assessment (2024) and Monitor and Manage Methodology (2024)  Chichester City Transport Strategy – to reduce car trips to city centre | 2024/2032  Phase 1 2024/5 £342,000 CIL  Phase 2 2025/26  £1,938,000 CIL  To be determined by the Transport Infrastructure Management Group (TIMG) | £45,103,000 | S106/CIL/Government grant/WSCC | WSCC | Policy High |
| Bus services improvement along Vinnetrow Road connecting the B2166 down south and the Bognor Road / Chichester Bypass Roundabout.  (IBP/1210\*) | The Chichester – Bognor Regis Corridor Enhancement, a STIP scheme likely to include bus priority and active travel improvements is a project to be delivered through CIL/other sources. |  | Further scoping is needed by WSCC to revise the cost estimate. | CIL/S106 | WSCC | Essential |
| RTPI screens at key locations  (IBP/355) | Chichester City Transport Strategy – to reduce car trips to city centre |  | £120,000 for 12 screens  6 screens already delivered so £60,000 for 6 remaining screens | CIL | WSCC | Policy High |
| B2145/B2166 junction improvement  (IBP/363) | Chichester City Transport Strategy | 2020 onwards | £600,000 | S106/CIL/Grant and WSCC | WSCC | Essential |
| B2145/B2201 (Sidlesham Common) junction 2  (IBP/1063\*) | PBA Transport Assessment and WSCC |  | £400,000 | S106/CIL/Grant and WSCC | WSCC | Essential |
| City Centre to Portfield (via Oving Road) Sustainable Transport Corridor  (IBP/656) | To increase sustainable transport mode share. Considering improvements to road space allocation.  Scheme includes provision of 3.5 km cycle infrastructure | 2024-2026 | £3,500,000 | S106/CIL/Government grant/WSCC | WSCC | Essential |
| A259 Cathedral Way/ Fishbourne Road East  (IBP/1264\*) | Transport Assessment (2024) and Monitor and Manage Methodology (2024) | To be determined by the Transport Infrastructure Management Group (TIMG) |  |  |  |  |
| A259 Via Ravenna / A259 Cathedral Way Roundabout  (IBP/371) | Transport Assessment (2024) and Monitor and Manage Methodology (2024) | To be determined by the Transport Infrastructure Management Group (TIMG) | £372,500 | S106 | Developer | Essential |
| Chichester to Littlehampton bus service | Transport Assessment (2024) and Monitor and Manage Methodology (2024) | To be determined by the Transport Infrastructure Management Group (TIMG) | £500,000 | S106/CIL/Grant and WSCC |  | Essential |
|  | | | **£61,335,500** |  | | |
| Cycle infrastructure  Public Rights of Way Network | Gap filling to complete the Chichester Cycle Network  (IBP/358) | Chichester City Transport Strategy – to reduce short car trips to and from the city centre |  | £500,000  Further scoping is needed by WSCC to revise the cost estimate. | CIL | WSCC | Policy High |
| City centre cycle parking  (IBP/658) | To increase short trips to the city centre |  | £250,000  Further scoping is needed by WSCC to revise the cost estimate. | CIL | WSCC | Essential |
| Smarter Choices BikeIt projects  (IBP/1064\*) | To increase short trips and modal shift |  | £700,000 | S106/CIL | WSCC | Essential |
| Portfield Cycle route linked to IBP/656  (IBP/359) | Chichester City Transport Strategy – to reduce short car trips to and from the city centre and between settlements |  | £120,000 | CIL | WSCC | Essential |
| Summersdale Cycle route  (IBP/360) | Chichester City Transport Strategy – to reduce short car trips to and from the city centre | 2026/32 | £2,100,000  CIL  £230,000 | S106/CIL/Government grant/WSCC | WSCC | Policy High |
| Selsey Cycle route  (IBP/1276\*) | Chichester City Transport Strategy – to reduce short car trips to and from the city centre and between settlements |  | £2,000,000 | S106/CIL/Grant/WSCC | WSCC | Essential |
| Witterings Cycle route  (IBP/1277\*) | Chichester City Transport Strategy – to reduce short car trips to and from the city centre and between settlements |  | 2,800,000 | S106/CIL/Grant/WSCC | WSCC | Essential |
| Hunston Road cycle scheme – shared use pedestrian/cycle path to link footbridge at Whyke Road roundabout with south of A27 linked to planning application HN/15/03489/FUL  (IBP/544) | Sustainable link across A27 to free school and for development south of the A27 into the city.  Additional information on feasibility design required to determine additional cost | Short Term  2023-2029 | £1,800,000 | S106, CIL, Grant & WSCC | WSCC | Policy High |
| College Lane/Spitalfield Road junction improvement and Oaklands Way Cycle Scheme.  (IBP/840) | To make suitable for shared use. This would link 2 schemes to improve the northern side of Oaklands Way and Oaklands Way roundabout and new cycleway on northern side of Oaklands Way from Northgate Gyratory to College Lane. | 2023-2027 | £2,600,000  CIL £105,000 in 2024/25 | S106/CIL/Government grant/WSCC | WSCC | Policy High |
| Cycle Pedestrian improvements along A259 corridor linking Chichester & Emsworth.  (IBP/884) | Safety, Modal Shift, Environment | Design 2020-2022  Delivery 2023-2024 | £10,000,000 | National Highways (up to 50% subject to RIS funding), WSCC and others | WSCC & National Highways in Partnership | Essential |
| Chichester-Selsey Cycle route  (IBP/361) | Chichester City Transport Strategy – to reduce short car trips to and from the City Centre | 2020 onwards | £12,200,000 | S106, CIL, Grant & WSCC | WSCC | Essential |
| Westgate cycle route (LCWIP route K)  (IBP/910) | Cycle route linking bridge over railway via Westgate to Orchard St roundabout links to NCN2 though west of City and Whitehouse Farm development. | 2024-2025 onwards | £2,300,000 | S106/CIL/Government grant/WSCC | WSCC/CDC | Essential |
|  | | | **£37,370,000** | | | |
| Birdham - FP 2821 beside Alandale Rd (450m) and  FP 42 linking FP 41 on Martins Lane  (347m) to be upgraded to bridleways with  all-weather surfacing. Note that Alandale  Rd is a private road, so there may be  legal complications to changing its status  and maintaining an improved surface.  (IBP/1212\*) |  |  | £70,000 | S106, CIL, Grant & WSCC | WSCC |  |
| Birdham: Church Road links the village to the bus  stops on the A286 and could benefit from  footway provision  (IBP/1213\*) |  |  |  |  |  |  |
| Extension of Bridleway (BDW) 3595 as a connecting PRoW to FPS 228 (1.23km) and FPS  230 (1.24km) along Bosham  Station/B2146 between Bosham and  Broadbridge Farm – to bridleway status.  (IBP/1167\*) |  |  | £250,000 | S106, CIL, Grant & WSCC | WSCC | Essential |
| Upgrade of FPs linking Nutbourne,  Broadbridge, Fishbourne, Bosham,  Apuldram, Westbourne, Woodmancote  (with existing bridleway extension),  Southbourne and Emsworth together with  uncontrolled crossings at road points  (IBP/1168\*) |  |  |  | CIL | WSCC | Essential |
| Boxgrove - Create bridleway along footpath 284 with links to the village and to Tinwood Lane  (IBP/1065\*) |  |  | £100,000 | S106, CIL, Grant & WSCC | WSCC | Essential |
| Boxgrove - In conjunction with Tangmere  development, FP 284 (approx. 1.45km)  opposite Easthampnett Lane connecting  A27 (northwest of site) from Boxgrove -  upgrade to bridleways  (IBP/1214\*) |  |  | £150,000 | S106, CIL, Grant & WSCC | WSCC | Essential |
| Chichester city – Land South of Bognor Road – Improve links to local PROW network  (IBP/1066\*) | To enhance sustainable transport options to Chichester with potential to deliver linkages south as well to Runcton and North Mundham |  | £408,800  Further scoping is needed by WSCC to revise the cost estimate | S106, CIL, Grant & WSCC | WSCC | Essential |
| Chichester City - upgrade of FPs 3691, 3017\_1, 2930 (on  Centurion Way) to be upgraded to  bridleways with all-weather surfacing  (IBP/1245\*) |  |  | £70,000 | S106, CIL, Grant & WSCC | WSCC | Essential |
| Chidham & Hambrook - Part of Chidham Lane (3.16km) to have  footway widening through vegetation  clearance for a possible shared use.  (IBP/1215\*) |  |  |  |  |  |  |
| Chidham & Hambrook - Existing BDW 260 (873m) to be joined  with FP 228 (1.17km on Eastfield Farm),  with the latter to be upgraded to  bridleway status  (IBP/1216\*) |  |  |  |  |  |  |
| Creation and widening of footway on  Salthill Road which connects west of the  site (Chichester SDL) to the A259 at Fishbourne.  (IBP/1169\*) |  |  |  | CIL | WSCC |  |
| Fishbourne - Ties in with Land West of Chichester (Site  AL1) proposed upgrade of FPs and  footways in Fishbourne.  (IBP/1217\*) |  |  |  | CIL | WSCC |  |
| Kirdford –  Upgrade FPs 821, 602, 604 & 610 to bridleways  (IBP/1259\*) |  |  |  | CIL | WSCC | Essential |
| Hunston- A joined-up upgrade of the footpath (FP 187)  linking Hunston and North Mundham – FP  188 (1.36km) to be upgraded to  bridleways with all-weather surfacing  (IBP/1218\*) |  |  | £250,000 | S106, CIL, Grant & WSCC | WSCC | Essential |
| North Mundham – enhance links to the existing PROW network to the north (Chichester) the east  (Pagham) and west (Hunston).  (IBP/1068\*) | Improve linkages to neighbouring  communities but also provide sustainable transport options to employment with  the improvement of the local Bridleway network. This will reduce the reliance on private motorised use and help to improve local air quality |  | £220,000 | S106, CIL, Grant & WSCC | WSCC | Essential |
| Oving - Create bridleway (by upgrading existing footpath) alongside the former canal, with links to proposed local development in Bersted and Yapton  (IBP/1069\*) |  |  | £220,000 | S106, CIL, Grant & WSCC | WSCC | Essential |
| Oving - Create bridleway linking Shopwyke with Tangmere and Oving villages (as Shopwyke and Tangmere)  (IBP/1070\*) |  |  | £110,000 | S106, CIL, Grant & WSCC | WSCC | Essential |
| Oving - Create bridleway linking Tangmere with Oving and Runcton (as Tangmere)  (IBP/1071\*) |  |  | £306,600 | S106, CIL, Grant & WSCC | WSCC | Essential |
| Plaistow & Ifold - Create bridleway linking Plaistow with bridleway 635  (IBP/1072\*) |  |  | £70,000 | S106, CIL, Grant & WSCC | WSCC | Essential |
| Plaistow & Ifold -Upgrade of FPs 621, 618, 620\_1, 620, 612\_1, 615,  623 & 622 to bridleways status  (IBP/1261\*). |  |  | £220,000 | S106, CIL, Grant & WSCC | WSCC | Essential |
| Westbourne – Provision of bridleway linking Hambrook with Woodmancote using existing over-bridge of A27  (IBP/791) | Creation of off-road route for cyclists and horse riders providing sustainable transport and connecting local settlements. | Short term 2023-2029 | £200,000  Excluding works to A27 bridge | CIL/S106 | WSCC | Desirable |
| Westbourne -Create bridleway (by upgrading existing footpath) to link Lumley with Westbourne over bridge A27 (as Southbourne)  (IBP/790) |  |  | £200,000  Excluding works to A27 bridge | S106 | WSCC | Essential |
| Westbourne - Ties in with Land West of Chichester (Site  AL1) proposed upgrade of FPs in  Westbourne  (IBP/1219\*) |  |  |  |  | WSCC |  |
| Westhampnett – Land to the east of Rolls Royce – improve connectivity to local PROW network  (IBP/1073\*) | Enhance sustainable transport options |  | £204,400 | S106, CIL, Grant & WSCC | WSCC | Essential |
| Wisborough Green - Create bridleway alongside Wey and Arun Canal and improve existing (as Loxwood), with link to Billingshurst  (IBP/1074\*) |  |  | £90,000 | S106, CIL, Grant & WSCC | WSCC | Essential |
| Wisborough Green -Upgrade FPs 783, 790 & 791 to bridleways  (IBP/1262\*) | Upgrade required due to increase in population |  | £120,000 | S106, CIL, Grant & WSCC | WSCC | Essential |
|  | | | **£3,259,800** |  | | |
| **Total Costs** | | | | **£172,995,300** | | | |

**Education Infrastructure Needs – related to Parish housing requirements which are not strategic sites**

| Infrastructure Category | Scheme (what) | Justification/Rationale | Phasing (when) | Total Estimated Infrastructure Cost | Sources of funding | Delivery Lead  (who/whom) | Priority in delivering Local Plan |
| --- | --- | --- | --- | --- | --- | --- | --- |
| Early Years  Primary  Secondary  School places | Boxgrove –  Early years places would be required  (IBP/ 1220\*) | WSCC calculator based |  |  | CIL | WSCC | Essential |
| Fishbourne  Early years places would be required  (IBP/1221\*) | WSCC calculator based |  |  | CIL | WSCC | Essential |
| North Mundham –  Early years places would be required  (IBP/1078\*) | WSCC calculator based |  |  | CIL | WSCC | Essential |
| Westbourne –  2 Early years places would be required as part of new primary school at Southbourne  (Part of IBP/1027\*) | Pro-rata based contribution of £1,480,683 |  |  | S106 | WSCC | Essential |
| Wisborough Green Early years places would be required  (IBP/1080\*) | WSCC calculator based |  |  | CIL | WSCC | Essential |
| Kirdford –  Early years places would be required  (IBP/1081\*) | WSCC calculator based |  |  | CIL | WSCC | Essential |
| Plaistow –  Early years places would be required  (IBP/1082\*) | WSCC calculator based |  |  | CIL | WSCC | Essential |
| Boxgrove  (IBP/1225\*) | WSCC calculator based |  |  | CIL | WSCC | Essential |
| Fishbourne  (IBP/1224\*) | WSCC calculator based |  |  | CIL | WSCC | Essential |
| Westbourne  Pro rata costs of land and contribution of a 2FE expandable to 3FE school with A11, A12 and A13 and Westbourne Parish numbers to provide new school at Southbourne  (see IBP/1027\*) | The current primary provision serving the area is at capacity, expansion of the school on its existing site is not possible. |  | Total cost of school £15,000,000 plus land costs  Pro-rata contributions of £148,683 | S106 | WSCC | Essential |
| North Mundham –  Further capacity would be required.  .  (IBP/1087\*) | WSCC calculator based |  |  | CIL | WSCC | Essential |
| Wisborough Green  (IBP/1278\*) | WSCC calculator based  Contributions would be required for expansion of primary, form provision if feasible and required |  |  | CIL | WSCC | Essential |
| Kirdford –  (IBP/1279\*) | WSCC calculator based  Contributions would be required for expansion of primary, form provision if feasible and required |  |  | CIL | WSCC | Essential |
| Plaistow –  (IBP/1280\*) | WSCC calculator based  Contributions would be required for expansion of primary, form provision if feasible and required |  |  | CIL | WSCC | Essential |
| Fishbourne  (IBP/1229\*) | WSCC calculator based  Contributions would be required for expansion of, secondary form provision if feasible and required. |  |  | CIL | WSCC | Essential |
| Boxgrove  (IBP/1231\*) | WSCC calculator based  Contributions would be required for expansion of, secondary form provision if feasible and required |  |  | CIL | WSCC | Essential |
| North Mundham  (IBP/1233\*) | WSCC calculator based  Contributions would be required for expansion of, secondary form provision if feasible and required |  |  | CIL | WSCC | Essential |
| Westbourne  (IBP/1234\*) | WSCC calculator based  Contributions would be required for expansion of, secondary form provision if feasible and required |  |  | CIL | WSCC | Essential |
| Wisborough Green  (IBP/1317\*) | WSCC calculator based  Contributions would be required for expansion of, secondary form provision if feasible and required |  |  | CIL | WSCC | Essential |
| Kirdford  (IBP/1318\*) | WSCC calculator based  Contributions would be required for expansion of, secondary form provision if feasible and required |  |  | CIL | WSCC | Essential |
| Plaistow  (1319\*) | WSCC calculator based  Contributions would be required for expansion of, secondary form provision if feasible and required |  |  | CIL | WSCC | Essential |
| 6th form  SEND | Fishbourne  IBP/1235\*) | WSCC calculator based  Contributions would be required for expansion of, sixth form provision if feasible and required |  |  | CIL | WSCC | Essential |
| Boxgrove  IBP/1237\*) | WSCC calculator based  Contributions would be required for expansion of, sixth form provision if feasible and required |  |  | CIL | WSCC | Essential |
| North Mundham  (IBP/1239\*) | WSCC calculator based  Contributions would be required for expansion of, sixth form provision if feasible and required |  |  | CIL | WSCC | Essential |
| Westbourne  (IBP/1240\*) | WSCC calculator based  Contributions would be required for expansion of, sixth form provision if feasible and required |  |  | CIL | WSCC | Essential |
| Wisborough Green  (IBP/1281\*) | WSCC calculator based  Contributions would be required for expansion of, sixth form provision if feasible and required |  |  | CIL | WSCC | Essential |
| Kirdford  (IBP/1282\*) | WSCC calculator based  Contributions would be required for expansion of, sixth form provision if feasible and required |  |  | CIL | WSCC | Essential |
| Plaistow  (IBP/1283\*) | WSCC calculator based  Contributions would be required for expansion of, sixth form provision if feasible and required |  |  | CIL | WSCC | Essential |
| Fishbourne  (IBP/1242\*) | WSCC calculator based |  |  | CIL | WSCC | Essential |
| Boxgrove  (IBP/1243\*) | WSCC calculator based |  |  | CIL | WSCC | Essential |
| North Mundham  (IBP/1093\*) | WSCC calculator based |  |  | CIL | WSCC | Essential |
| Westbourne  (IBP/1095\*) | WSCC calculator based |  |  | CIL | WSCC | Essential |
| Wisborough Green  (IBP/1097\*) | WSCC calculator based |  |  | CIL | WSCC | Essential |
| Kirdford  (IBP/1098\*) | WSCC calculator based |  |  | CIL | WSCC | Essential |
| Plaistow  (IBP/1099\*) | WSCC calculator based |  |  | CIL | WSCC | Essential |
| University of Chichester | New student accommodation, preferably on campus or close to campus  (IBP/379 £15 million& IBP/799) | To meet future student demand from first year undergraduates and an increasing demand from second and third year undergraduates | 2022/2027 | £15,000,000 | University funding, income strip financing | University of Chichester |  |
| New academic buildings to support new undergraduate and postgraduate courses  (IBP/381 & IBP/382 & IBP/378 £3,500,000) | To enhance the academic offering of the University and to meet the needs of the local, regional and national economy | 2021/2022 | £3,500,000 | Unknown at present | University of Chichester |  |
| North Eastern Link Road  (IBP/385) | 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  (IBP/388) | 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 and mathematics)  (IBP/1100\*) | To enable the effective delivery of STEM related subjects up to foundation degree | 2019/2021 |  | College funded supported by LEP grant funding | Chichester College Group |  |
| Enhancement to existing workshops  (IBP/1101\*) | To enable the relocation of Motor Vehicle courses from the Chichester campus | 2021/2023 |  | College funded supported by LEP grant | Chichester College Group |  |
| **Total Costs** | | | | **£18,648,683** | | |  |

**Plan Area Wide Health Infrastructure Needs**

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

| Infrastructure Category | Scheme (what) | Justification/Rationale | Phasing (when) | Total Estimated Infrastructure Cost | Sources of funding | Delivery Lead  (who/whom) | Priority in delivering Local Plan |
| --- | --- | --- | --- | --- | --- | --- | --- |
| GP Surgeries | Improvements at Southbourne Surgery (increase number of clinic rooms by extending)  (IBP/726) | Housing increase and directly associated GP registration. Project time frame paused so as to align to Willow Park (IBP/1155) delivery. | 2027-2028 | £450,000 | £450,000 CIL | GP Practice Manager & Integrated Care Board | Essential |
| Provision of additional primary care infrastructure at Southbourne Surgery Phase 2  (IBP/1102\*) | To accommodate influx of additional patients from new housing, totalling 1250 dwellings, within the catchment boundary of Southbourne Surgery | In line with phasing of site development | £1,369,486 | Potential CIL | West Sussex NHS Sussex – Sussex Health and Care supporting the service providers | Essential |
| Provision of additional primary care infrastructure at Southbourne Surgery  (IBP/1136\*) | To accommodate influx of additional patients from new housing at Chidham & Hambrook, totalling 300 dwellings, within the catchment boundary of Southbourne Surgery | In line with phasing of site development | £547,794 | Potential CIL | NHS Sussex – Sussex Health and Care | Essential |
| East of Chichester City  Provision of additional primary care infrastructure  (IBP/957\*) | 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 emergent GP estate strategy |  | £657,353 | Potential CIL contribution | NHS Sussex – Sussex Health and Care | Essential |
| Improvements and extension at Tangmere Surgery to provide additional primary care infrastructure  (IBP/725) | To accommodate additional patients resulting from new housing in the catchment boundary of Tangmere Surgery | 2027/28 | £700,000 | Potential CIL | NHS Integrated Care Board initially | Essential |
| Willow Park, Terminus Rd, Chichester City. Premises for the GP Federation to lease  (IBP/1155) | To supplement existing Chichester City GP surgeries due to new residents registering with GP practices as a result of local plan growth | 2023-2024 | £1,650,000 | CIL | GP Federation on behalf of Chichester GPs | Essential |
| Chichester City Health Hub | Provision of additional primary care infrastructure via a new Health Hub to relocate Cathedral Health Practice  (IBP/773) | To accommodate new residents/patients from planned developments within and around Chichester City, 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 emergent GP estate strategy | 2026/2027 | £25,000,000 | Potential CIL contribution of £3,000,000 together with £22,000,000 from other funding sources | Integrated Care Board initially | Essential |
| St. Richards Hospital | Increase Accident  and Emergency  capacity, with  opportunity to  accommodate an  Urgent Treatment  Centre;  Improved  outpatient  department; Increase  ward capacity;  Improved size,  capacity and  functionality for  operating theatres;  Improved women and children’s services capacity; Enhance diagnostic provision such as imaging capacity; Redesign and rebuild of the sterile services unit.  (IBP/1103\*) | 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, 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. | A phased basis between 2021 and 2029. | £166,000,000 | Yet to be secured.  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 strategy for the area as set out in the emerging Local Plan. | Western Sussex Hospitals NHS Foundation Trust. | Essential |
| **Total Costs** | | | | **£196,374,633** | | |  |

**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) | Priority in delivering Local Plan |
| --- | --- | --- | --- | --- | --- | --- | --- |
| Sport & Leisure facilities | Competition swimming pool (8 lane x 25m) and diving pit  (IBP/1104\*) | Open Space, Indoor Sports & Playing Pitch Strategy (2018) and review (2024) |  | £4,000,000 | CIL, Local clubs, National Governing Bodies, Sport England, National Lottery | CDC, Culture & Sport.  If not Westgate it would be another organisation in partnership with CDC, Culture & Sport. | Policy High |
| Permanent indoor tennis facility  (IBP/1105\*) | Open Space, Indoor Sports & Playing Pitch Strategy (2018) and review (2024) |  | £2,400,000 | CIL, National Governing Bodies, Sport England, National Lottery | CDC, Culture & Sport/Chichester Racquets & Fitness Club | Policy High |
| Community Facilities | New Community Hall Chichester City 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.  (IBP/1247\*) | Open Space, Indoor Sports & Playing Pitch Strategy(2018) and review (2024) |  | £1,000,000 | CIL/Other | Chichester City Council | Policy High |
| **Total Costs** | | | | **£7,800,000** | | |  |

**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) | Priority in delivering Local Plan |
| --- | --- | --- | --- | --- | --- | --- | --- |
| Natural Greenspace | New bike fence to prevent bike access to Brandy Hole copse  (IBP/1106\*) | With development at West of Chichester SDL (Minerva Heights), this infrastructure will be required to maintain the integrity of Chichester’s only Local Nature Reserve |  | 5,000 | CIL | Friends of Brandy Hole Copse/ CDC | Policy High |
| Water vole Habitat for improved connectivity  (IBP/1107\*) | With development at West of Chichester SDL (Minerva Heights), this infrastructure will be required to maintain the integrity of Chichester’s only Local Nature Reserve |  | 40,000 | CIL | Bosham Local Group/ CDC | Policy High |
| Strategic Corridor Enhancements at Emsworth/The Ems  (IBP/1108\*) | Enhancements to the strategic corridors, as identified in the Local Plan |  | 40,000 | CIL | Emsworth Local Group/CDC | Policy High |
| Flood Protection/defences | Bosham Harbour New Inland Defences  (IBP/1127\*) | Protection against flooding | Post 2021 | 460,000 | FCRM  GiA/Contributions | Environment Agency | Essential |
| Parks and Green Spaces | West Wittering Cricket Club clubhouse enhancement.  (IBP/1109\*) | 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/CDC, Culture &Sport | Policy High |
| The Green, Wisborough Green rebuild of sports pavilion and provision of additional training and pitch facilities.  (IBP/322) | Chichester Playing Pitch Strategy (2018) and update (2024) |  | £965,000 | CIL, Sports Club, Parish Council, National Governing Bodies, Sport England, National Lottery | Wisborough Green Parish Council/ CDC, Culture &Sport | Policy High |
| Oving Diamond Jubilee Ground pitch and pavilion reinstatement  (IBP/1111\*) | 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/ CDC, Culture &Sport | Policy High |
| White Pavilion Priory Park improvements to meet the needs of cricketers including women and girls  (IBP/294) | Chichester Playing Pitch Strategy (2018) and update (2024)  Lack of changing facilities and poor quality outfield. |  | £450,000 | CIL, Sports Club, Parish Council, National Governing Bodies, Sport England, National Lottery | CDC, Culture &Sport | Policy High |
| The Street Recreation Ground, Boxgrove pavilion and cricket pitch improvements  (IBP/1112\*) | Chichester Playing Pitch Strategy 2018. |  | £70,000-120,000 | CIL, Sports Club, Parish Council, National Governing Bodies, Sport England, National Lottery | Boxgrove Parish Council/ CDC, Culture &Sport | Policy High |
| University of Chichester improvements and upgrade to existing Artificial Grass Pitch (AGP).  (IBP/1113\*) | Chichester Playing Pitch Strategy (2018) and update (2024). The existing AGP is >15 years old and requires replacing. The University identifies this as a sand-based surface for hockey and multi-sports and it is used extensively for teaching and recreation alongside Hockey matches (including community use) | Summer 2019 | £200,000 | University of Chichester, CIL, Sports Club, National Governing Bodies, Sport England, National Lottery | University of Chichester/ CDC, Culture &Sport | Policy High |
| University of Chichester new publicly shared sports track providing completion of running track.with internal all-weather football pitch  (IBP/389) | Chichester Playing Pitch Strategy (2018) and update (2024). 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 including schools’ competition (primary and secondary) and area school sports days, and casual exercise and fitness use by students, staff and the community. |  | £1.4m – £1.6m | University of Chichester, CIL, Sports Club, National Governing Bodies, Sport England, National Lottery | University of Chichester/ CDC, Culture &Sport | Policy High |
| University of Chichester  3G AGP in addition to upgrading of existing sand based AGP  (IBP/1114\*) | Chichester Playing Pitch Strategy (2018) and update (2024). 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 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. |  | 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/ CDC, Culture &Sport | Policy High |
| New Park Road toilets facilities  (IBP/301) | Chichester Playing Pitch Strategy (2018) and update (2024). New Park Road is used by juniors for mini soccer at the weekends for matches and during the week for training |  | £100,000 | CIL,S106, Sports Club, City Council, National Governing Bodies, Sport England, National Lottery | CDC, Culture &Sport/Chichester City Colts Football Club | Policy High |
| Oaklands Park rugby pitch improvements  (IBP/1115\*) | Chichester Playing Pitch Strategy (2018) and update (2024). 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 | CDC, Culture &Sport | Policy High |
| Monks Hill Recreation Ground Westbourne football pitch and changing facilities  (IBP/1116\*) | Chichester Playing Pitch Strategy (2018) and update (2024). |  | £330,000 | CIL, Sports Club, City Council, National Governing Bodies, Sport England, National Lottery | Westbourne Parish Council/ CDC, Culture &Sport | Policy High |
| Chichester College development of 9V9 AGP (clarification of sufficient space being available required)  (IBP/1117\*) | Chichester Playing Pitch Strategy, (2018) and update (2024).  Cannot meet existing demand for football. |  | £405,000 | Chichester College, CIL, Sports Club, National Governing Bodies, Sport England, National Lottery | Chichester College/ CDC, Culture &Sport | Policy High |
| Reprovision of sand based AGP Chichester High School site. Also provision of new 3G AGP as a result of the new housing(IBP/844) | Playing Pitch Strategy (2018) and update (2024) |  | £825,000 - £1m pitch  Changing facilities £255,000 - £655,000. | S106 £20,000  CIL £880,000 (2024-2025)  Other sources £755,000 | Developer.  CDC Culture & Sport, WSCC and TKAT | Essential |
| New artificial cricket wicket at Chichester High School  (IBP/975\*) | Playing Pitch Strategy (2018) and update (2024) |  | £20,000 | S106 | Developer | Policy High |
| Upgrade of grass and artificial cricket pitch Southbourne  (IBP/1316\*) | Chichester Playing Pitch Strategy (2018) and update (2024) |  | £150,000 | CIL, Sports Club, National Governing Bodies, Sport England, National Lottery | CDC, Culture &Sport | Policy High |
| **Total Costs** | | | | **£7,880,000** | | |  |

**Habitats Regulations Mitigation for parish housing requirements that are not identified as strategic sites**

| Infrastructure Category | Scheme (what) | Justification/Rationale | Phasing (when) | Total Estimated Infrastructure Cost | Sources of funding | Delivery Lead  (who/whom) | Priority in delivering Local Plan |
| --- | --- | --- | --- | --- | --- | --- | --- |
| Habitats Regulation Mitigation | Bird Aware Solent | Habitats Regulations |  | 60 dwellings (Fishbourne 30; Westbourne 30) at £777 = £ 46,620 | Developer  S106 |  | Essential |
| Pagham Harbour SPA and Medmerry SPA Site protection and awareness infrastructure–  (i) Additional fencing and access  (IBP/1121\*) | 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 | Essential |
| Pagham Harbour SPA and Medmerry SPA Site protection and awareness infrastructure–  (ii) Interpretation and information  (IBP/1122\*) | Interpretation materials and viewing 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. | By 2023 | £29,000 | RSPB staff resource @ 10% of costs | RSPB | Essential |
| Water Neutrality Mitigation Strategy  (IBP/1257\*) | Habitats Regulations - mitigation required to achieve water neutrality in following locations: Loxwood, Plaistow and Ifold; Wisborough Green and Kirdford | In line with development | £tbc | Developer  S106 | Southern Water/ Crawley BC/ Horsham DC/ CDC/ SDNPA/ WSCC | Essential |
| Nutrient Mitigation  (IBP/1284\*) | Habitats Regulations mitigation required to achieve nutrient neutrality as follows (calculation based on Local Plan nutrient budget):  Fishbourne: 17 kg mitigation  Westbourne: 11 kg mitigation. Estimated cost of mitigation  at £3000 per kg. |  | £84,000 | Developer S106 | Developer  CDC | Essential |
| **Total Costs** | | | | **£262,120** | | |  |

**Plan Area Wide Public Services Needs**

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) | Priority in delivering Local Plan |
| --- | --- | --- | --- | --- | --- | --- | --- |
| Police Service | Police Automatic Number Plate Cameras (ANPR cameras)  (IBP/1126\*) | Sussex Police are rolling out ANPR Cameras throughout 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.  Site 1: ANPR camera – Salthill bridge – A27 Chichester bypass  £16,552  Site 2: ANPR camera – A259 Cathedral Way, Chichester  £13,552  Site 3: ANPR camera – Terminus road, Chichester  £6,776  Site 4: ANPR camera – A286 Stockbridge road, Chichester  £6776  Site 5: ANPR camera – A259 Bognor road, Chichester  £6,776  Site 6: ANPR camera – A285 Westhampnett Road – Chichester  £6,776  Site 7: A286 Lavant Road – Chichester  £6,776  Site 8: Madgwick Lane – Chichester  £6,776 | Autumn 2022 | £70,760 | CIL | Police | Desirable |
| Waste & Recycling | Reconfiguration/improvement of Westhampnett transfer station/household waste recycling site  (IBP/710) | To increase capacity to meet current and future demand for kerbside collections as a result of planned housing delivery across the area. | Phase 1 £250,000 in 2023-2024 and Phase 2 £1,125,000 2024-2025. Phase 3 2025-2026 £1,125,000 | £5,000,000 | Chichester CIL £2,500,000  Also Arun DC CIL | WSCC | Essential |
| **Total Costs** | | | | **£5,070,760** | | |  |

**Plan Area Wide Utility Services Needs**

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) | Priority in delivering Local Plan |
| --- | --- | --- | --- | --- | --- | --- | --- |
| 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 stage in the future for thereafter. | Pending surveys, Mains Lay Reinforcement required to ensure security of supply to the Low Pressure gas network. | Within the current Regulatory Price Control (RIIO-GD2) period, i.e. 2021-2026 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 the cost of these works. Where the opposite is true, then a developer contribution will be required | Scotia Gas Networks SGN | Essential |
| Electricity | Low voltage cable installation in Chichester City Centre (Ref LVLR 617001)  (IBP/793) | To increase capacity. | 2021 | £400,000 | SSE | SSE | Essential |
| Low voltage cable installation from Main Road, Chidham to The Malthouse (Ref LVLR 619001)  (IBP/794) | To resolve low voltage issues | 2021 | £41,000 | SSE | SSE | Essential |
| Underground overhead line PS002594 – Hunston to Birdham  (IBP/795) | To increase network resilience/capacity | 2022-2023 | £2,500,000 | SSE | SSE | Essential |
| Underground overhead line PS001334 – Hunston to Rose Green  (IBP/796) | To increase network resilience/capacity | 2022-2023 | £1,500,000 | SSE | SSE | Essential |
| Wastewater Treatment | Wastewater Treatment Works (WwTW) upgrades | Upgrades to WwTWs in Chichester District may be required in the lifetime of the Chichester Local Plan (2039) to accommodate additional growth or comply with tighter environmental permits. This would be planned for and delivered through the water industry’s 5 yearly business planning process. | Future requirements for WwTW upgrades can be planned and delivered in the next business plan 2025-2030 (AMP 8) or 2030- (AMP 9) as required. |  | Funding is through the 5 yearly price review. | Southern Water | Critical |
| Chichester infiltration reduction  (IBP/931) | Environment | Monitoring is ongoing. Programme may extend up to 2030 | £4.9m in AMP7 | Southern Water | Southern Water | Critical |
| Thornham infiltration reduction  (IBP/1147) | Environment and Growth | Completion by October 2025 | £2m | Southern Water | Southern Water | Critical |
| Pagham Nitrates reduction and growth  (IBP/932) | Environment and Growth | Completion by March 2025 | £16.1m | Southern Water | Southern Water/EA | Critical |
| Capital scheme at Loxwood WWTW to increase the full flow to treatment which will significantly reduce storm overflows.  (IBP/1285\*) | Environment and Growth | The current investment period ( AMP7 2020-25) |  | Southern Water | Southern Water | Critical |
| **`Total Costs** | | | | **£27,441,000** | | |  |

**Sources of Funding**

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 obligations play a key role in relation to affordable housing and certain site-specific requirements. The financial contributions will be set out in the Local Plan.

**Community Infrastructure Levy (CIL)**

5.3 The Community Infrastructure Levy is a charge per square metre on new development floorspace. In accordance with the Regulation 59, of the Community Infrastructure Regulations 2010 (as amended), the District Council must use the CIL funds it has collected for the provision, improvement, replacement, operation or maintenance of infrastructure to support the development of its area. Whilst CIL should not pay for historical deficits in infrastructure, the regulations do allow for improvements to increase the capacity of existing infrastructure.

5.3 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. 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 following the Local Plan.

5.4 The neighbourhood portion of the CIL is passed to the Town, City and Parish Councils at the end of each April and October, and may be used to deliver local infrastructure or anything else that is concerned with addressing the demands that development places on an area.

**Planning Obligations – S106 & S278**

5.5 Infrastructure can be provided by developers in several ways: through the CIL, planning obligations or highways agreements. The combined total costs of these together with any planning conditions should not threaten the viability of development.

Individual S106 agreements need to specify the projects and purposes any financial contributions will be directed towards. A planning obligation can only be taken into account when determining a planning application for development, or any part of a development if the obligation meets all of the following tests as set out in Regulation 122 of the CIL Regulations 2010 (as amended):

* Necessary to make the development acceptable in planning terms;
* Directly related to the development; and
* Fairly and reasonably related in scale and kind to the development.

5.6 A Section 278 highway agreement made under Section 278 of the Highways Act 1980 (as amended) is an agreement entered into with the highways authority (West Sussex County Council for the local road network or National Highways for the strategic road network) and used to pay for the costs of highways works that are required as a result of the development.

**Funding Non-Development Related Infrastructure**

5.6 Local authorities cannot require developers to fund existing deficiencies in infrastructure provision. Existing deficiencies must be paid for by other sources of funding. Historically, much of the provision required to support existing communities has been funded by local authorities from sources such as the Council tax, government support grants and capital receipts. Central government has reduced financial support for local authorities year on year, often replacing it through competitive bids to sub-regional, regional or national funding schemes, which are often announced at short notice.

**Conclusions**

6. 1. Providing the necessary infrastructure to support the development in the Local Plan is a considerable challenge, particularly for large and expensive schemes such as the A27.
   2. Strategic scale developments will usually result in the phasing of infrastructure linked to triggers in the number of housing completions and set out in S106 agreements. For example this often applies to primary schools, where the land to accommodate the eventual size of the school is set aside at the outset even if only the core of the school is built at first, and then further classrooms added at later phases in the development.
   3. The IDP will be kept up to date on an annual basis as the projects within this IDP will be rolled forward into the IBP, so even if not all the details and costs are known at the present, these will be known in future years when the projects progress towards the implementation stage.

1. The information in the table was correct at January 2023. [↑](#footnote-ref-1)
2. From April 2024 the statutory functions of the LEP will transfer to West Sussex County Council. [↑](#footnote-ref-2)
3. The total estimated infrastructure cost (taken from the Infrastructure Delivery Schedules in Section 4) has been used to calculate the draft total cost [↑](#footnote-ref-3)
4. 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 [↑](#footnote-ref-4)
5. The total estimated cost does not currently include potential expansions of existing primary and secondary schools [↑](#footnote-ref-5)