

Infrastructure Delivery Plan 2014-2029



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1 . Introduction

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

1.2 This document supports the objectives outlined in the proposed submission Chichester Local Plan: Key Policies and provides detail on infrastructure needs within the District, excluding the area within the South Downs National Park. 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 Infrastructure Delivery Plan will identify the strategic infrastructure requirements for the District, who will provide them and when they are expected to be delivered.

1.3 It also plays an important role in the preparation and adoption of a Community Infrastructure Levy (CIL) Charging Schedule for Chichester District by providing evidence of a need for infrastructure investment in the District and forms the basic justification for setting a levy rate.

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

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

1.6 The information which City, Town and Parish Councils provided as part of previous consultations will be included in future versions of the Infrastructure Delivery Plan. **This current version of the IDP focuses on the strategic infrastructure required to support delivery of the strategic housing locations in the Chichester Local Plan: Key Policies.**

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

2 . What is infrastructure?

2.1 Infrastructure is defined in Section 216 (1) of the Planning Act 2008 in relation to the Community Infrastructure Levy as a funding mechanism.

2.2 The word 'infrastructure' is defined in section 216 (2), which provides:

"In sub-section (1), 'infrastructure' includes -

(a) roads and other transport facilities,

(b) flood defences,

(c) schools and other educational facilities,

(d) medical facilities,

(e) sporting and recreational facilities

(f) open spaces, and

(g) affordable housing [...]."

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

Category	Elements relevant in Chichester District
Transport	Road Bus Rail networks Cycling and walking infrastructure
Education	Further and higher education Secondary and primary education Nursery school
Health	Acute care and general hospitals Health centres/Clinical Commissioning Groups
Social Infrastructure	Social and community facilities Sports and leisure facilities

2 . What is infrastructure?

Category	Elements relevant in Chichester District
	Heritage and visitor attractions
Green Infrastructure	<p>Open spaces and parks</p> <p>Habitats Regulations Assessment mitigation - interventions necessary to mitigate the effects of development on European-designated conservation sites</p> <p>Flood defences</p>
Public and Community Services	<p>Emergency services (police, fire and rescue, and ambulance)</p> <p>Libraries</p> <p>Cemeteries</p> <p>Waste management and disposal</p>
Utility services	<p>Wastewater treatment and sewerage</p> <p>Water supply</p> <p>Electricity and gas distribution</p> <p>Telecommunications infrastructure</p>

3 . The Local Plan

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

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

3 . The Local Plan

Policy 9

Development and Infrastructure Provision

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

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

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

1. Make effective use of existing infrastructure, facilities and services, including opportunities for co-location and multi-functional use of facilities;
2. Provide or fund new infrastructure, facilities or services required, both on- and off-site, as a consequence of the proposal;
3. Safeguard the requirements of infrastructure providers, including but not limited to: telecommunications equipment (particularly high speed broadband), electricity power lines, high pressure gas mains, educational facilities, health facilities, and aquifer protection areas;
4. Facilitate accessibility to facilities and services by a range of transport modes; and
5. Where appropriate:
 - Phase development to coordinate with the delivery of necessary infrastructure, facilities and services;
 - Mitigate the impact of the development on existing infrastructure, facilities or services;
 - Fund or contribute to improvements to increase the effectiveness and efficiency of infrastructure, facilities or services; and
 - Provide for the future maintenance of infrastructure, facilities or services provided as a result of the development.

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

4 . Background to the Infrastructure Delivery Plan

4.1 Creating sustainable communities is about providing the necessary supporting infrastructure of utility services, transport, schools, open space, community, health and leisure services. These services are provided by a range of organisations but at present there is little co-ordination of that provision to meet either the needs of existing communities or those in the future. The preparation of an Infrastructure Delivery Plan will help that co-ordination. By identifying what is being delivered, where, when and by whom it is an essential tool to help ensure that the Council and its partners fulfil the place shaping role and help to support social, economic and environmental targets.

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

4.3 New development often provides with it 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. The delivery of new and improved services can therefore contribute towards addressing the strategic objective of reducing the social disparities that currently exist across the District.

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

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

- water and sewerage companies overseen by Ofwat;
- gas and electricity markets overseen by Ofgem;
- Ofcom is the regulator for the UK communications industries; and
- ORR (Office of Rail Regulation), which is the independent safety and economic regulator for Britain's railways.

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

4 . Background to the Infrastructure Delivery Plan

4.7 West Sussex County Council is one of the key providers of a number of important services in Chichester District. These include: education; fire and rescue; waste management; library services; and highways and transport. To help further understand their work programmes and issues relating to service delivery, the County Council is currently formulating an Infrastructure Schedule and Plan which focuses on the services that they provide in Chichester District. This work will also help to co-ordinate and align service delivery with the expected levels of development set out in the Local Plan. This emerging work has helped to inform this first version of the Infrastructure Delivery Plan.

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

5 . Community Infrastructure Levy

5.1 Developer contributions towards infrastructure provision are currently secured via Section 106 agreements (Planning Obligations) attached to planning permissions.

5.2 The Community Infrastructure Levy (CIL) is a new system of planning charges that the Council can levy on developers undertaking most new building projects in the District. The CIL was introduced by Part 11 of the Planning Act 2008 and is now governed by the Community Infrastructure Regulations 2010 as amended in 2013. The money raised through CIL can be used to fund a wide range of infrastructure that is needed to support new development in the area.

5.3 The District Council is currently working on the production of a CIL. The chargeable amount of CIL to be levied on a new development will eventually be set out in an adopted Charging Schedule, as a rate of pounds per square metre. The Planning Act 2008 requires the Charging Schedule to be informed by appropriate available evidence.

5.4 This includes the proposed submission Local Plan, the Infrastructure Delivery Plan and the Viability Assessment. The Viability Assessment will provide evidence and recommendations on the level of charge that different types of development can afford to contribute toward the provision of necessary infrastructure.

5.5 The IDP provides evidence of the need for infrastructure investment in Chichester District and forms the basic justification for a CIL charge. It shows a draft infrastructure total still to be funded of £52 million⁽¹⁾, which CIL could go some way towards funding, along with other funding sources.

5.6 The Council's preliminary draft Charging Schedule is due to be published for public consultation in March - April 2014, and submitted to the Secretary of State in February 2015. The estimated date of adoption for the CIL Charging Schedule is April 2015.

5.7 In January 2013 the Government announced that town and parish councils that produce neighbourhood plans, endorsed by local people in a referendum, will receive 25% of the revenues from the CIL arising from development in their designated neighbourhood area. Where there is no neighbourhood plan in place, the town or parish council will receive 15% of the CIL, capped at £100 per dwelling in the parish at the time the CIL is collected.

6 . Format of the Infrastructure Delivery Plan

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

6.2 Section C sets out the infrastructure delivery schedules for each of the strategic development locations in the Chichester Local Plan: Key Policies, and more general district-wide infrastructure delivery. Where available, estimated costs are provided which inform the infrastructure funding gap demonstrated in the table overleaf.

6.3 Work will continue to update these infrastructure schedules as new information becomes available, making the Infrastructure Delivery Plan a live document.

7 . Infrastructure Costs

7.1 The table below identifies the draft total cost of infrastructure by category and details of S106 funding⁽¹⁾, showing the total cost of infrastructure still to be funded. The costs shown are estimates derived from the information available at the time of publication.

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

Infrastructure Category	Draft Total Cost ⁽¹⁾
Transport	£19,975,000
Education	£42,000,000 ⁽²⁾
Health	£3,800,000
Social Infrastructure	Unknown at present
Green Infrastructure	Unknown at present
Habitats Regulations Mitigation	£386,250
Public Services	Unknown at present
Utility Services	Unknown at present
Draft Infrastructure Total	£66,161,250
Less existing S106 funding available ⁽³⁾	£2,554,229
Less anticipated S106 funding (estimate) ⁽⁴⁾	£11,278,526
Less other known funding ⁽⁵⁾	Unknown at present
Draft gap in infrastructure funding	£52,328,495

1. The total estimated infrastructure cost (taken from the Infrastructure Delivery Schedules in Section C) has been used to calculate the draft total cost
2. Does not include cost of land purchase - this is the cost per pupil sought for contributions from developers
3. The amount of S106 received and available to use from development that has commenced
4. The amount of S106 that has been agreed but not yet received from development that has planning permission but has not yet commenced
5. This is other funding identified in the Infrastructure Delivery Schedules as contributing towards infrastructure schemes, e.g. Funding from Ofwat

1 S106 money must be spent for particular purposes set out in individual S106 agreements

8 . Transport

Transport elements - Strategic Road Network	
Lead Organisation(s)	Highways Agency West Sussex County Council (WSCC)
Main Sources of Information	West Sussex Transport Plan 2011-2026 Chichester Transport Study 2013
Existing Provision	A27 - the east to west trunk road running across the southern part of the District.
Planned Provision	<p>There have been longstanding plans by the Highways Agency to resolve the congestion problems of the A27 corridor, including the Chichester Bypass. Delays in design and funding issues have made any improvements longer term rather than short to medium term.</p> <p>In July 2013, the Department for Transport published <i>Action for Roads</i>, which listed the identification and funding of a feasibility study looking into problems on the A27 as a future project. No further information is available at this time, so in these circumstances, it is not appropriate to rely on a Government-funded solution for the A27 coming forward during the Plan period.</p> <p>The Chichester Transport Study 2013 uses the Chichester Area Transport Model to examine area-wide impacts of future traffic growth and planned development on the strategic and local highways network.</p>
Funding Sources	National transport funding sources (if available) Government funding Developer contributions
Key Issues	<p>The Highways Agency is responsible for the A27 trunk road, including the Chichester Bypass.</p> <p>The potential for achieving major improvements to relieve congestion on the A27 from developer funding alone is limited. Unless Government funding is made available, this will necessitate a focus on small scale improvements to increase capacity and reduce congestion at the A27 junctions.</p>

Transport elements - Strategic Road Network	
	<p>The objectives of the Chichester District Local Plan revolve around the District's economic growth and providing the required levels of new housing as identified in the SHMA. Major new development in the District will be necessary to achieve these objectives, which will have an impact on the transport infrastructure, including the A27.</p> <p>Anticipated increases in road traffic volumes highlight the need for the Local Plan to take into account the above issues and promote effective long term measures to manage and reduce car traffic.</p> <p>The Council works in partnership with the Highways Agency and West Sussex County Council 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.</p>

Transport elements - Local Road Network	
Lead Organisation(s)	West Sussex County Council Chichester District Council
Main Sources of Information	West Sussex Transport Plan 2011-2026 Draft Chichester Strategic Infrastructure Package (emerging) North Chichester Local Highways Infrastructure Plan South Chichester Local Highways Infrastructure Plan
Existing Provision	West Sussex County Council is the designated local highways authority for the District. It has responsibility for the provision and maintenance of most of the District's local transport infrastructure.
Planned Provision	The North Chichester and South Chichester County Local Committees (CLCs) have identified priority schemes to improve the local road network. Please see Appendix A of the Community Updates for these areas for further details: http://www.westsussex.gov.uk/living/communities/active_communities/whats_going_on_near_me.aspx
Funding Sources	WSCC capital programmes Local Sustainable Transport Fund (LSTF)

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Transport elements - Local Road Network	
	<p>Single Growth Fund (LTB administered)</p> <p>Developer contributions will provide a wide range of new transport infrastructure as part of the development process. Funding can include payment for new access and egress construction, public transport infrastructure such as bus stops and signage, supporting improvements at rail stations – cycle parking, cycle hire, real time information, waiting shelters etc., pedestrian crossings, cycle infrastructure (on-street, at journeys end) and junction improvements.</p> <p>It is intended that identified transport infrastructure improvements will be a key priority for CIL funding.</p>
Key Issues	<p>West Sussex County Council has responsibility for the provision and maintenance of most of the district’s local transport infrastructure. The District Council cannot solve the problems of road congestion in isolation.</p> <p>There is a high demand for travel in Chichester and many factors contribute to the transport problems. Chichester city and the Manhood Peninsula suffer from road congestion, especially at peak times.</p> <p>Ensuring accessibility to services and determining the best pattern of transport provision are amongst the most challenging spatial issues which the Council and the other service providers need to address.</p> <p>The Local Plan and IDP will assist the District Council and the County Council in identifying road transport infrastructure requirements and how they can be delivered, i.e. through developer contributions and other funding sources.</p> <p>Targeted investment to improve local transport infrastructure, focusing on delivery of improved and better integrated bus and train services, and improved pedestrian and cycling networks.</p> <p>Implement behaviour change measures to reduce the use of the private car (Smarter Choices).</p>

Transport elements - Rail Services	
Lead Organisation(s)	<p>Southern - train operating company</p> <p>Network Rail - main infrastructure provider</p>

Transport elements - Rail Services	
Main Sources of Information	<p>Network Rail Sussex Route Utilisation Strategy 2010</p> <p>West Sussex Transport Plan 2011-2026</p> <p>Thameslink Franchise consultation 2012</p>
Existing Provision	<p>Rail services along the West Coastway rail line through Chichester District operate between Brighton and Littlehampton to the east, and Portsmouth and Southampton to the west, with occasional services extending to and from the route to Bristol and beyond. Services operate through the District between Portsmouth and Southampton, and along the Arun Valley to Horsham, Crawley, Gatwick Airport and London Victoria.</p> <p>For communities in the north west of the District, the nearest accessible rail stations are on the line from Havant through Petersfield and Haslemere to London Waterloo. Chichester District has five rail stations at Chichester, Fishbourne, Bosham, Nutbourne and Southbourne.</p>
Planned Provision	<p>The new combined Thameslink franchise is due to commence in September 2013, with Southern Rail to merge in July 2015.</p> <p>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 (due to complete in spring 2014) and Redhill. The Thameslink Programme (due for completion in 2018) will also increase capacity across London, connecting with Crossrail services running east-west across London. These schemes will indirectly benefit services from the Arun Valley and Chichester by providing more capacity for other services on the Brighton main Line and expanding journey opportunities.</p> <p>WSCC's Local Sustainable Transport Fund programme includes forecourt improvements to Chichester station, including cycle and pedestrian routes, public realm improvements and extending the capacity of cycle parking – this will be done by March 2015.</p>
Funding Sources	<p>Funding for improvements to the main rail infrastructure is provided by Network Rail. The train operating companies are responsible for improvements to the stations, as the buildings are leased to the operator by Network Rail as the franchise.</p> <p>Funding for the rolling stock is provided by the train operating companies.</p>

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Transport elements - Rail Services	
Key Issues	<p>The existing timetable for West Coastway and Arun Valley services does accommodate conflicting demands, but the nature of the routes means there is little flexibility for change.</p> <p>A significant change to timetables was made in December 2007 following changes to the South West Trains franchise with the withdrawal of services between Basingstoke and Brighton along the coast. This meant a reworking of the Southern timetable was required, which resulted in the provision of improved journey times between Chichester along the Arun Valley route to Horsham, Gatwick Airport and London Victoria. Journey times reduced by approximately 10 minutes. This did reduce direct journey opportunities between Chichester and intermediate stations along the Arun Valley; however it has resulted in an overall increase in passenger journeys along this route.</p> <p>The West Coastway infrastructure is mainly a two track railway throughout with limited opportunities for overtaking of differing types of train services. End-to-end journey times along the coast struggle to provide a competitive alternative to the road network. West of Brighton, the only passing places are at Barnham for westbound services and at Worthing and Hove for eastbound services, and this can create reliability problems.</p> <p>This means there is little opportunity to enhance service levels with the current mix of fast and stopping services. Given demand volumes on the West Coastway relative to the busy radial routes into London, it would be difficult to justify any route enhancements that require significant changes to infrastructure. However, there are local and regional aspirations to expand the role of the West Coastway route, by improving strategic inter-urban journey times and also by increasing accessibility to the network with new stations. The new combined Thameslink franchise to commence in September, with Southern to merge in July 2015, may provide an opportunity to expand the role of this route.</p> <p>All surface-level level crossings in the County are the subject of an on-going review to see if changes to or closures of certain crossings can be achieved in an attempt to improve rail services whilst maintaining safety, improving air quality and road journey time, and reducing congestion on the road network. However, any changes could have major implications such as delays on certain parts of the network and large-scale re-routing, so would need to be modelled very carefully and further in-depth study work would be required to establish viability of any scheme/proposal. Also if crossings were closed for car traffic alternative measures would have to be implemented for pedestrians & cyclists. Impact on local shops and services (including emergency access) would also need to be carefully considered and overall appropriate mitigation put in place.</p>

Transport elements - Rail Services	
	<p>The Government will continue to play a strategic role in the future of rail provision in the UK and hence the areas surrounding Chichester. Infrastructure levels, service frequencies and most fares can be determined by the Department for Transport through the franchising process. Network Rail will be undertaking Route Studies as part of their Long Term Planning Process which will update the Route Utilisation Strategy process:</p> <p>http://www.networkrail.co.uk/improvements/planning-policies-and-plans/long-term-planning-process/route-studies/</p>

Transport elements - Bus Services	
Lead Organisation(s)	<p>Chichester District Council</p> <p>West Sussex County Council</p> <p>Stagecoach Bus Company</p> <p>Compass Travel</p>
Main Sources of Information	<p>West Sussex Transport Plan 2011-2026</p> <p>National strategic and policy initiatives set at Government level</p>
Existing Provision	<p>The city has one major provider of bus services, Stagecoach South, who run routes to all areas of the District.</p> <ul style="list-style-type: none"> • 51 Chichester to Selsey (15 minutes) • 52/53 Chichester to the Witterings (30 minutes) • 55 Chichester to Tangmere (hourly) • 56 Chichester to Bosham (hourly) • 60 Bognor Regis to Midhurst via Chichester (30 minutes to Chichester, hourly to Midhurst) <p>Stagecoach also operate the 700 Coastliner service between Portsmouth and Brighton, this runs half-hourly Portsmouth to Chichester, 20 minutes from Chichester to Littlehampton and then every 10 minutes between Littlehampton and Brighton. It passes through many of the coastal communities, including Southbourne, Bosham and Fishbourne.</p> <p>Compass Travel provides services on a contracted basis, often in rural areas, where services are not commercially viable.</p>

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Transport elements - Bus Services	
	<p>A programme of investment to provide Real Time Passenger Information (RTPI) at selected bus stops in Chichester city and at Chichester rail station has been completed.</p> <p>New low floor accessible buses have been purchased by Stagecoach and operate on routes into Chichester, such as 51 from Selsey, 60 Bognor Regis to Midhurst and 700 Coastliner.</p>
Planned Provision	<p>There have been previous proposals to develop a bus rapid transit scheme referred to as the Coastal Transport System (CTS) to provide high quality 'turn up and go' bus services along the A259 between Brighton and Worthing by providing improvements to the highway to maximise bus priority and provide a high quality alternative to the private car. This scheme was included in the former Regional Transport Board's investment programme and a major scheme business case was being prepared. However, the Regional Funding Allocations were withdrawn during the Comprehensive Spending Review in October 2010.</p> <p>There is no current allocated central Government funding for the Coastal Transport System within this spending review period (until 2015) and, at the present time, a major scheme is not actively being pursued by the local transport authorities. However, aspects of the scheme that would enhance existing services along the coastal corridor can be considered.</p> <p>A system to show real time bus time information via text messaging (SMS) was implemented across West Sussex in 2010. This allows text messaging and smart phones to be used for travel planning.</p>
Funding Sources	<p>West Sussex County Council</p> <p>Developer contributions</p> <p>Government grants (e.g. Local Sustainable Transport Fund)</p> <p>Bus Operators</p>
Key Issues	<p>Buses are the most used form of public transport for local journeys. The Government's aim is to drive up standards to provide a better quality service for those who already use buses and an attractive alternative for those who currently drive for short journeys. Working in partnership with the public and private sector, the County and District Councils also aim to increase the move toward bus use and increased passenger satisfaction.</p>

Transport elements - Bus Services	
	<p>Since the deregulation of bus services in 1986 private operators provide the majority of bus services on a commercial basis. This is a key issue as bus operators run routes that are commercially viable. Routes can be withdrawn due to not being financially viable and this raises the question of accessibility and equality.</p> <p>The County Council can subsidise the provision of 'socially necessary' bus services where these are not likely to be provided commercially. This is subject to budgetary pressures.</p> <p>The onset of Concessionary Fares has placed extra pressure on the bus companies in terms of extra bus patronage and issues for reliability and capacity. There has also been extra financial pressure placed on both the bus operators and the County Council with respect to funding a service that has led to a significant increase in patronage for the over 60 age group.</p> <p>The Local Plan has a role to play in encouraging a more sustainable pattern of transport use and encourage new development that is located and designed to minimise the need to travel.</p>

Transport elements - Walking and Cycling	
Lead Organisation(s)	West Sussex County Council Chichester District Council
Main Sources of Information	West Sussex Transport Plan 2011-2026 West Sussex Sustainable Travel Towns (WSSTTs) Local Sustainable Transport Fund Bid 2011
Existing Provision	<p>The cycle network in Chichester has been developed and is extensive for a city the size of Chichester. The majority of the network is connected, convenient and coherent; however, the WSTP acknowledges that the network is disjointed, has poor quality surfacing and signage and may not be sufficient enough to encourage and sustain the required level of sustainable transport trips.</p> <p>The National Cycle Network (NCN) route 2 passes through the District, it runs from Bognor Regis to Emsworth and is predominately an off-carriageway shared cycle/pedestrian path. Along the A259 between Chichester and Emsworth it is a combination of an on-carriageway cycle</p>

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Transport elements - Walking and Cycling	
	<p>lane and off-carriageway shared path. From Emsworth the route continues towards Havant. Some sections of the route is relatively disjointed and may not provide the most direct or convenient route for cyclists.</p> <p>An off-road cycle and pedestrian route, Centurion Way, has been created along the former Chichester to Midhurst railway alignment. This links the city with the South Downs National Park.</p> <p>There are other named cycle routes from Chichester into the surrounding countryside, including the Salterns Way to West Wittering, which makes use of public rights of way and quiet lanes; and the Chichester Ship Canal towpath to Hunston.</p> <p>Routes have constructed recently on Quarry Lane, through Barnfield Drive and in the city centre. A new cycle/pedestrian bridge has been constructed by Network Rail at the Fishbourne Road level crossing, replacing the pedestrian facility, this helps to connect the network and provide a safe crossing point of the railway.</p> <p>To encourage and support the use of the cycle network there are education, skills and information initiatives for children and adults. These include Bikelt, Online Cycle Journey Planners and Bikeability training.</p> <p>There are many footpaths/public rights of way both within Chichester and connecting to the surrounding countryside such as Chichester Harbour and the South Downs National Park. This includes long distance paths and a network of footpaths, bridleways and byways.</p>
Planned Provision	<p>The West Sussex Sustainable Travel Towns (WSSTTs) LSTF project seeks to enhance the cycle network in Chichester city centre. This will deliver two new cycle routes through the city centre using quieter roads avoiding the pedestrianised area. Creating a connection north-south providing access to retail and employment in the city centre as well as connecting to wider routes to St Richard's Hospital, Chichester University, Festival Theatre and Graylingwell development. It will also provide a connection to the rail and bus stations.</p> <p>Cycle improvements will be made to both the Northgate and Southgate gyratories to make them safer for cyclists to use. Pedestrians will also benefit from crossing improvements at Southgate and to the forecourt at Chichester rail station.</p>

Transport elements - Walking and Cycling	
	<p>Other planned improvements to the network include routes in Summersdale and Barnfield areas of the city. In addition there are a number of improvement schemes that are set out in the WSCC Integrated Works Programme planned for 2013-16, including general road and pedestrian surface maintenance and improved pedestrian crossing facilities.</p> <p>Chichester city:</p> <ul style="list-style-type: none"> - Completion of the Chichester cycle network by delivery of strategic cycle routes linking the city centre with Portfield, Parklands, Summersdale and Oving - Consider a balanced solution for the Northgate Gyratory (subject to further detailed modelling assessment work) – partial signalisation, mini roundabouts, shared use pedestrian and cycle routes, pedestrianise North Street section or sign and line lanes <p>North East of Chichester:</p> <ul style="list-style-type: none"> - Introduce cycle route around Westhampnett Mill <p>Tangmere</p> <ul style="list-style-type: none"> - Enhanced routes between Chichester and Tangmere and Shopwyke cycle route
Funding Sources	<p>WSCC</p> <p>Developer contributions</p> <p>Local Sustainable Transport Fund (LSTF) and other Government funding sources</p> <p>Sustrans</p>
Key Issues	<p>A key issue for the Local Plan 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, but the Local Plan needs to reflect the profile of residents in the District. This also includes enhanced pedestrian facilities and safer, more attractive cycle routes, as well as improving safety, security and new cycle parking and other end of trip facilities.</p>

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Transport elements - Walking and Cycling

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 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 environment for walkers and cyclists, particularly in giving priority to pedestrians and cyclists in town centres and ensuring the appropriate infrastructure for walking and cycling is built into new developments, with good networks for off-road and leisure cycling.

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.

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 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 both small and larger development proposals, particularly commercial, including measures to encourage walking and cycling. Cumulative traffic impacts can be evident from both small and large scale development.

Education - Primary Schools	
Lead Organisation(s)	West Sussex County Council
Main Sources of Information	West Sussex County Council: Planning School Places 2013
Existing Provision	<p>There are 29 primary schools serving the plan area:</p> <ul style="list-style-type: none"> • Birdham CE Primary School, Birdham • Bosham Primary School, Bosham • Boxgrove CE Primary School, Boxgrove • Camelsdale First School, Camelsdale • Central CE Junior 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 • Lancastrian Infants' School, Chichester • 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) • Rumboldswyke CE Infants' School, Chichester • St Richard's RC Primary School, Chichester • Seal Primary Academy, Selsey (academy)

9 . Education

Education - Primary Schools	
	<ul style="list-style-type: none"> • 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 <p>There are 3 primary schools within the South Downs National Park where the catchment area extends into the Chichester District Local Plan area:</p> <p>Funtington Primary School, West Ashling</p> <p>Lavant CE Primary School, Chichester</p> <p>Petworth CE Primary School, Petworth</p> <p>There are a number of private (fee-paying) primary schools located in the plan area.</p>
Planned Provision	<p>Extension to St Richard's RC Primary School to accommodate 15 additional places per year group (105 total places).</p> <p>Chichester Free School opened in September 2013 with Reception (60 places) and Years 1, 3, 7 (90 places) and 8 and will grow year on year until capacity is reached in around 2019, with 1,170 pupils with ages ranging from 4 to 19.</p> <p>Subject to consultation with educationalists, parents and the wider community, the potential expansion of a school within the Manhood locality to accommodate 15 additional places per year group (105 total places).</p> <p>Extension to Wisborough Green Primary School to accommodate 10 additional places per year group (70 total places).</p>

Education - Primary Schools	
Funding Sources	<p>Central government grant</p> <p>Chichester District Council requires developer contributions towards the cost of education provision for any development which gives rise to increased need if the current capacity of the existing schools exceeds 95%.</p>
Key Issues	<p>West Sussex County has indicated that at a certain level, large-scale strategic development will require new and additional educational facilities, while other development may require improved facilities.</p> <p>There is considerable pupil movement in the south of the plan area, making detailed planning more difficult. Chichester District adjoins Hampshire and Surrey and has good rail and road links which aid pupil movement across the area and between local authorities. The availability of church schools also attract children from some distance.</p> <p>Developer contributions do not reflect the true cost of providing a new school and these are topped up with the basic need grant.</p> <p>Bourne</p> <p>Pupil numbers are projected to peak at primary level in this locality in September 2013 with a decline in intake at entry level across the locality as a whole over the next three years. The locality will however continue to operate very close to its overall capacity whilst the large year groups from previous years' work their way through the system.</p> <p>There are a number of housing developments going ahead and planned for across the locality which will be monitored for their effect on the schools and their capacities.</p> <p>There may be the need to create some additional space within the locality at a later date including at secondary.</p> <p>Chichester</p> <p>Primary pupil intake numbers are projected to peak in September 2013 with a decline to follow. The locality will be operating very close to its overall capacity for the foreseeable future with some schools operating over their capacity.</p>

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Education - Primary Schools	
	<p>As demand for school places remains high, the County Council has added an additional 15 places per year of age at St. Richard's RC Primary School as well as temporary measures at Parklands Primary School. A bid from the Chichester Free School was approved by the Secretary of State which aims to open in September 2013.</p> <p>Manhood</p> <p>Primary pupil numbers are projected to be high in September 2013 with demand outweighing supply. Temporary measures may need to be put in place to provide for this peak but with projections showing a decline in numbers in the following three years, it does not appear that any permanent expansions in capacity will be required.</p>

Education - Secondary Schools	
Lead Organisation(s)	West Sussex County Council (Children and Young People Services)
Main Sources of Information	West Sussex County Council: Planning School Places 2013
Existing Provision	<p>There are 5 secondary schools serving the plan area:</p> <ul style="list-style-type: none"> • Bishop Luffa Church of England School, Chichester⁽¹⁾ • Bourne Community College, Southbourne • Chichester High School for Boys, Chichester (academy) • Chichester High School for Girls, Chichester (academy) • The Academy, Selsey (academy) <p>There is one secondary school within the South Downs National Park where the catchment area extends into the Chichester District Local Plan area:</p> <ul style="list-style-type: none"> • Midhurst Rother College, Midhurst (academy)

Education - Secondary Schools	
	<p>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 Westergate Community School⁽²⁾ may also cater for pupils from the Chichester Local Plan area.</p> <p>There are a number of private (fee-paying) secondary schools located in the plan area.</p>
Planned Provision	Nothing at present. Currently the secondary schools in the Chichester locality could all accommodate additional pupils either by way of expansion or in the accommodation they already have, especially the high school academies in Chichester which are both low on pupil numbers at present.
Funding Sources	<p>Central government grant</p> <p>Chichester District Council requires developer contributions towards the cost of education provision for any development which gives rise to increased need.</p>
Key Issues	<p>West Sussex County has indicated that at a certain level, large-scale strategic development will require new and additional educational facilities, while other development may require improved facilities.</p> <p>Although there is currently capacity for additional secondary school children in the Chichester locality, it is likely that an additional 3,000 homes would generate the need for a new secondary school (6 forms of entry). It appears from the proposed strategic and parish allocations that this would be required within the Plan period. There may be a need to secure a site for a new secondary school around 2019, but the secondary school children arising from new development within the Plan may not start at this school until around 2025.</p> <p>There is considerable pupil movement in Chichester, making detailed planning more difficult. The District adjoins the neighbouring educational authorities of Hampshire and Surrey. There are good rail and road links which aid pupil movement across the area and between local authorities. The availability of church schools also attract children from some distance.</p> <p>Developer contributions do not reflect the true cost of providing a new school and these are topped up with the basic need grant.</p> <p>Bourne</p>

9 . Education

Education - Secondary Schools

	There may be the need to create some additional space within the locality at a later date including at secondary.
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1. exploring the option to become a converter academy
2. to be known as the Ormiston Six Villages Academy from 1 November 2013

Education - Special Schools

Lead Organisation(s)	West Sussex County Council
Main Sources of Information	West Sussex County Council: Planning School Places 2013
Existing Provision	<p>There are 3 special schools serving the Plan area, all in Chichester:</p> <p>Fordwater School - ages 2 to 19</p> <p>Littlegreen School - ages 7 to 14</p> <p>St Anthony's School - ages 4 to 16</p>
Planned Provision	Nothing at present
Funding Sources	<p>Central government grant</p> <p>Chichester District Council requires developer contributions towards the cost of education provision for any development which gives rise to increased need.</p>
Key Issues	West Sussex County has indicated that at a certain level, large-scale strategic development will require new and additional educational facilities, while other development may require improved facilities.

Education - Nursery Schools (Early Years and Childcare)

Lead Organisation(s)	<p>West Sussex County Council (WSSCC)</p> <p>Private sector</p> <p>Voluntary sector</p>
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Education - Nursery Schools (Early Years and Childcare)	
Main Sources of Information	West Sussex Childcare Sufficiency Assessment March 2011 Sure Start
Existing Provision	<p>There is a wide range of day nurseries, nursery schools/classes, crèches, childminders, pre-school playgroups, toddler groups and out of school care/holiday schemes within the District.</p> <p>Sure Start Children's Centres provide integrated services for young children and their families. There are four Children and Family Centres located in the Chichester District Local Plan area, located at:</p> <ul style="list-style-type: none"> • St James Road, Chichester • The Hive, Tangmere Primary School, Bishop Road, Tangmere • East Street, Selsey • Southbourne Village Hall, First Avenue, Southbourne
Planned Provision	<p>The Council is not aware of any planned additional provision.</p> <p>WSCC continues to monitor the supply of current childcare places for 2 year olds.</p>
Funding Sources	<p>Government funding for Free Entitlement</p> <p>Public sector</p> <p>Private sector</p> <p>Parents</p>
Key Issues	<p>Free Entitlement (FE) funding is provided by the government. The funding offers a free place with childcare providers (childminders, nursery or pre-school), allowing all children between the ages of 3 and 4 have access to good quality early years care and education. The funding pays for 570 hours per year of flexible early education and care.</p>

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Education - Nursery Schools (Early Years and Childcare)

Sure Start Children and Family Centres aim to help offer children and young people the best opportunities in life. This is an integrated approach to improve access to information, advice and support through health and other family support services, particularly for those in greatest need. Diversity of provision and parental choice are important.

Community Healthcare/Primary Care	
Lead Organisation(s)	Coastal West Sussex Clinical Commissioning Group
Main Sources of Information	Coastal West Sussex Clinical Commissioning Group
Existing Provision	<ul style="list-style-type: none"> • Southbourne Surgery • The Medical Centre (East Wittering) • Selsey Medical Practice - Selsey Medical Centre • Seal 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 <p>There are two surgeries within the South Downs National Park which may accommodate patients from the Chichester Local Plan area:</p> <ul style="list-style-type: none"> • Riverbank Medical Centre - Midhurst • The Surgery - Petworth
Planned Provision	Potential amalgamation of central Chichester practices is a major priority, as all have capacity/property issues at present. Parklands may need improvements to cope with the influx of new residents/patients from the West of Chichester Strategic Development Location.
Funding Sources	NHS/LIFT/Third Party Development - not yet clearly defined. Developer contributions
Key Issues	As part of the changes made by the Health and Social Care Act 2012, Primary Care Trusts, including NHS West Sussex, were abolished. They have been replaced by NHS England and local Clinical Commissioning

Community Healthcare/Primary Care	
	<p>Groups (CCGs). From 1st April 2013, the Coastal West Sussex CCG is responsible for the majority of the local health services, with contracting and commissioning of Primary Care directed by the Local Area team.</p> <p>In this respect, Chichester District will be covered by Coastal West Sussex CCG who are finalising their Strategic Plan for healthcare for the future.</p> <p>In Chichester city centre 3 out of 4 GP practice buildings are regarded as either constrained or unsuitable for modern healthcare delivery; Parklands, Langley House and Lavant Road. Accordingly, they may struggle to cope with significant adjacent new housing development (such as West of Chichester and Westhampnett/North East Chichester) where new residents/patients may choose to register with a city centre practice. Therefore, replacement surgeries are likely to be a distinct future possibility.</p> <p>Other areas like Southbourne, Selsey may need capital improvements in the future, and even Tangmere with its present new surgery and current full capability to take on new patients may, post 2019, need additions to cater for a further 1,000 houses or potentially 2,300 new residents/patients.</p> <p>Witterings practice has recently had a large new extension so will be able to accommodate patients from new developments for the foreseeable future.</p> <p>Community healthcare services, particularly in rural areas, may also need capital improvements for delivery purposes and therefore the proposed new housing allocations identified for various parishes will also have an impact as new residents/patients will utilise these services in one way or another.</p>

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 430 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.

St Richard's Hospital	
	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.
Planned Provision	Upgrades of internal infrastructure - a redesign/rebuild of the sterile unit and an expansion of the endoscopy suite over the next five years.
Funding Sources	Western Sussex Hospitals NHS Foundation Trust
Key Issues	<p>Western Sussex Hospitals NHS Trust was awarded Foundation Trust status from 1 July 2013.</p> <p>The area served by St Richard's hospital is around 400 sq miles. It consists of the coastal areas of Selsey, Chichester Harbour, Littlehampton and Bognor, together with the city of Chichester and the South Downs market towns of Midhurst, Billingshurst, Pulborough, Arundel and Petworth. There is also a significant number of patients from East Hampshire.</p> <p>The hospital site is relatively constrained by the surrounding residential and student accommodation.</p> <p>Over the next ten years demographic projections suggest an increase in the elderly population. The hospital assumes a requirement of an additional eight wards for inpatient accommodation from 2024-2025.</p>

11 . Social Infrastructure

Sports and Leisure Facilities	
Lead Organisation(s)	Chichester District Council
Main Sources of Information	Chichester District Council Open Space, Sport & Recreation Facilities Study 2013-2029
Existing Provision	<p>There is a wide range of sport and recreation facilities across the District including health and fitness clubs, sports halls, swimming pools, synthetic turf pitches and bowls facilities.</p> <p>There are leisure centres in Chichester and Southbourne offering a range of sporting activities. The Sport and Leisure section at the District Council offer support to clubs and teams across the district and also run a variety of sports courses and events throughout the year.</p> <p>The District has a rich heritage of landscapes, buildings, archaeological sites, museums, villages and towns. Attractions include Chichester Cathedral, Fishbourne Roman Palace, Chichester Festival Theatre and The Novium museum.</p>
Planned Provision	Not currently known
Funding Sources	<p>Chichester District Council</p> <p>Government grants</p> <p>Developer contributions</p> <p>External funding (e.g. Trusts; private provision)</p>
Key Issues	<p>CDC needs to ensure that it has sufficient indoor and outdoor leisure activities and premises to cater for both residents and visitor requirements in the future. It is likely that demand for leisure facilities will increase in the future so it is key that this demand is met. The recommendations of the Open Space, Sport & Recreation Facilities Study 2013-2029 have been taken into account in the preparation of the proposed submission Local Plan.</p> <p>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 District Council will work with towns and parishes preparing Neighbourhood</p>

Sports and Leisure Facilities	
	Plans to identify suitable sites for the provision of health and leisure facilities where particular deficiencies and local needs have been identified.

12 . Green Infrastructure

Green Infrastructure (GI)	
Lead Organisation(s)	Chichester District Council West Sussex County Council Natural England
Main Sources of Information	Chichester District Council Open Space, Sport & Recreation Facilities Study 2013-2029 Natural England Green Infrastructure Guidance
Existing Provision	A summary of Chichester District's green infrastructure is set out below: <ul style="list-style-type: none"> • 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 • Public Rights of Way
Planned Provision	Green Infrastructure 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.
Funding Sources	Chichester District Council Developer contributions
Key Issues	<p>Green infrastructure encompasses the full range of natural and historic landscape, including waterways, woodlands, and green corridors, and access to and between these features. It brings many social, economic and environmental benefits, attracting investment, jobs and people. For example, well-designed and integrated green infrastructure can assist with promoting a sense of community and providing opportunities for recreation.</p> <p>Natural England promotes green infrastructure as an important component of the infrastructure required to support sustainable growth. It also has an important role in enabling landscapes to become more responsive to climate change, such as absorbing CO₂, heat and flood control.</p>

Green Infrastructure (GI)	
	<p>Green infrastructure must be adequately resourced up front to meet capital and on-going revenue needs. Multi-functional land use is key to achieving value for money by planning, creating and managing areas to produce multiple public and environmental benefits, sharing resources between sites and combining investment from different sectors.</p> <p>The requirement for open space, sport and recreation facilities is likely to be maintained, 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.</p> <p>GI, in the form of public rights of way, also provide access to services, commuting facilities, and support many local businesses, such as cycle hire shops and equestrian supplies.</p> <p>The Local Plan is the delivery mechanism for ensuring GI is provided as part of development, linking with existing GI, enhancing or improving other areas and ensuring mitigation for those areas that where GI will be lost through development.</p> <p>A Green Infrastructure strategy will be produced in order to provide a detailed strategy for implementing the delivery of an integrated green infrastructure network.</p>

Mitigation under the Habitats Regulations Assessment	
Lead Organisation(s)	Solent Disturbance and Mitigation Group (including Chichester District Council and Natural England)
Main Sources of Information	Solent Forum Website
Existing Provision	<p>An Interim Statement currently seeks mitigation for development.</p> <p>The policy is updated in light of the final phase of the SDMP and forms one of the strategic policies for Chichester District.</p>
Planned Provision	Some mitigation measures will be provided through an Interim Charging Schedule which will be used to address "in combination" effects Solent wide. This will include on-site wardens throughout the Solent.

12 . Green Infrastructure

Mitigation under the Habitats Regulations Assessment	
	Contributions 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 on-site Suitable Alternative Natural Greenspace (SANGS).
Funding Sources	Developer contributions
Key Issues	It remains important to avoid development in sensitive areas that are important and valued for their ecology. Where this is not possible, development should seek to mitigate any likely effects from development. This includes development that has an impact on Pagham Harbour Special Protection Area and the Medmerry Compensatory Habitat.

Natural Environment and Landscape Character	
Lead Organisation(s)	West Sussex County Council Chichester District Council Chichester Harbour Conservancy South Downs National Park Authority
Main Sources of Information	Chichester Harbour Conservancy AONB Management Plan WSSC Landscape Studies CDC Landscape Capacity Assessments (2009 and 2011) South Downs National Park key objectives and emerging Local Plan
Existing Provision	Chichester Harbour Area of Outstanding Natural Beauty South Downs National Park
Planned Provision	Potential for improvement/enhancements to areas through Green Infrastructure
Funding Sources	Developer contributions

Natural Environment and Landscape Character	
Key Issues	<p>It remains important to protect and where possible enhance areas that are important and valued for their nature, flora, fauna, geological and biodiversity conservation.</p> <p>Defined areas of valued landscape and environmental sensitivity should be safeguarded in order to protect the existing landscape character and biodiversity of the area.</p> <p>CDC and SDNPA have policies in their Local Plans to protect and enhance these areas through development, delivered through small scale Green Infrastructure initiatives.</p>

Flood Defences	
Lead Organisation(s)	<p>Chichester District Council</p> <p>West Sussex County Council</p> <p>Environment Agency</p>
Main Sources of Information	<p>Beachy Head to Selsey Bill Shoreline Management Plan</p> <p>North Solent Shoreline Management Plan (2010)</p> <p>Chichester District Strategic Flood Risk Assessment</p> <p>The Pagham to East Head Coastal Defence Strategy</p>
Existing Provision	<p>The Manhood 16km coastline is actively protected. This is mostly Chichester District Council's frontage but the Environment Agency manages 5km over the Medmerry and Pagham frontages. In addition the Environment Agency is delivering the Medmerry managed realignment scheme which is due for completion in autumn 2013.</p> <p>Within the Manhood Peninsula, the Environment Agency is undertaking Earnley Improvement works, which include a local scheme at Bookers Lane.</p> <p>The Environment Agency intends to undertake a coastal defence strategy from Emsworth to East Head. This could recommend works on the coast at Emsworth and maintaining the existing defences in Southbourne and North Thorney.</p>

12 . Green Infrastructure

Flood Defences	
	<p>The Environment Agency has undertaken flood defence works at West Wittering which is due for completion in autumn 2013.</p> <p>The Environment Agency has constructed a Flood Alleviation Scheme for the River Lavant which runs through Chichester.</p>
Planned Provision	<p>The Manhood Peninsula Surface Water Management Plan will be undertaken by West Sussex County Council as Lead Local Flood Authority.</p> <p>The Environment Agency continually monitors the risk of fluvial and coastal flooding to communities in the Manhood Peninsula and produces up to date flood mapping.</p> <p>A beach management plan in the Selsey/Bracklesham/Wittering is being undertaken by CDC.</p> <p>The community in Bosham, in partnership with West Sussex County Council, the Environment Agency, Chichester District Council and Chichester Harbour Conservancy aim to build a small section of sea wall as an extension to the existing Trippett Sea Wall; however funding for this has not yet been secured.</p> <p>Works will be required in the next 5+ years to protect Apuldram's STW.</p>
Funding Sources	<p>Defra's Flood Defence Grant in Aid (FDGiA) is the key source of funding for the Environment Agency's flood and coastal risk management (FCRM) works. However due to partnership funding rules, FDGiA is extremely unlikely to fund 100% of any FCRM schemes in Chichester District.</p> <p>Contributions will be required from other funding sources, including from the community, for any future works or schemes.</p>
Key Issues	<p>Failure to provide adequate flood defences could lead to extensive property damage and possible land loss within Chichester District.</p> <p>The onset of climate change needs to be mitigated for and the implementation of a long term, deliverable strategy will help to achieve this.</p> <p>The Local Plan will provide the policy framework to mitigate against the adverse effects of climate change by locating new development in areas that are less prone to flooding. This will include development on the coast where a lack of adequate seas defences could lead to property damage.</p>

Allotments	
Lead Organisation(s)	Parish and Town Councils
Main Sources of Information	Parish and Town Councils Open Space Study (2013)
Existing Provision	There are 20 allotments in Chichester Local Plan area, covering a total area of 14.8 hectares. The Open Space Study identified a shortfall of 16.32 hectares of allotments across the District. There are two new sites in Selsey, at Park Road and Mill Lane.
Planned Provision	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
Funding Sources	CDC Developer contributions
Key Issues	<p>Allotment gardening makes an important contribution to the quality of people's lives. It has an important role to play in creating and maintaining healthy neighbourhoods and sustainable communities. 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 against the adverse impacts of climate change by encouraging the provision of locally sourced food.</p> <p>Responsibility for the management of allotments lies with Parish, City and Town Councils.</p>

13 . Public Services

Emergency Services - Police	
Lead Organisation(s)	Sussex Police
Main Sources of Information	Sussex Police
Existing Provision	<p>Stations at:</p> <ul style="list-style-type: none"> • Chichester • Selsey • Chichester Custody Centre - Private Finance Initiative building providing custodial services for West Sussex. <p>In the South Downs National Park at:</p> <ul style="list-style-type: none"> • Midhurst • Petworth
Planned Provision	<p>There are ongoing discussions regarding greater collaboration with Surrey Police and there may be a need for specialist operational units such as firearms, dogs, crime investigation and forensics to be collated and share facilities within the next few years. There will also be a potential impact on any increase in population estimates in delivering the front line policing activity and expected increase in demand.</p> <p>Sussex Police have an updated current estates strategy, but the clear need for investment based on a reduced estate will be in the provision of mobile data pads and fleet, as well as the initial costs in recruitment of staff. With the current political climate there is the likelihood of future joint provision including Hampshire Police as well.</p>
Funding Sources	<p>Council tax precepts are only instigated after the most current census population data and is the only local provision taken from rates - Sussex has one of the lowest in the UK.</p> <p>The Home Office has a funding policy 2013/2014 for Police forces and there has been a 20% reduction in total funding. It also means that capital investment required initially to cohabitate with Local Authorities, other key partners or to purchase equipment, would not be realised.</p>

Emergency Services - Police	
Key Issues	<p>Sussex Police have 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 may planning applications should demonstrate how crime prevention measures have been considered.</p> <p>An increase in population may increase needs for the service. However, given the potential for a long-term reduction in crime combined with the approach to funding which is already linked to population, it is considered that the development requirements will not have a significant impact on this service.</p> <p>There will need to be an increase in IT infrastructure and investment in mobile data to provide a response to an increasing population and more sharing and investment with local authority and other key partner facilities.</p> <p>Not only does an increase in population affect local policing, it also draws upon other resources based outside of Chichester, such as Roads Policing, Firearms response, Custody provision and the arrangements of a PFI facility. It also means that there is increased demand and that will mean an impact on Community Safety.</p>

Emergency Services - Fire and Rescue Service	
Lead Organisation(s)	West Sussex County Council is the fire authority with statutory responsibility under the Fire and Rescue Services Act 2004.
Main Sources of Information	West Sussex Fire and Rescue Service Plan 2010-2015
Existing Provision	<p>Stations at:</p> <ul style="list-style-type: none"> • Chichester: Service Headquarters, Immediate Response and Retained Duty System • East Wittering • Selsey <p>In the South Downs National Park at:</p>

13 . Public Services

Emergency Services - Fire and Rescue Service	
	<ul style="list-style-type: none"> • Midhurst • Petworth <p>Outside the plan area at:</p> <ul style="list-style-type: none"> • Billingshurst • Dunsfold • Emsworth • Haslemere
Planned Provision	<p>West Sussex Fire and Rescue Service are currently undertaking a strategic review of the service. This review may result in the need to relocate or revise the current fire cover provision within the Chichester District. This is at a very early stage, with station locations and crewing arrangements interdependent across the whole county. It is currently too early in the process to predict any further changes at this time.</p>
Funding Sources	<p>Funding for the fire service comes from two principal sources:</p> <ul style="list-style-type: none"> • Precept - this is simply an amount of money collected by a local authority, from individuals, via their council tax which goes towards the cost of funding the fire and rescue service. • Grant settlement - The remainder of the fire and rescue service funding comes from a central government grant settlement paid to each fire authority. Each fire and rescue service has to negotiate its own grant according to size and demands on its services. <p>Developers will also be required to contribute towards works that may be needed to fulfil the fire authority's duty to ensure the provision of an adequate access and supply of water for fire fighting. In addition, the developer may be required to make a proportionate contribution towards the provision of new fire fighting services or facilities to enable the fire and rescue service to meet its statutory requirements and prescribed standards of fire cover for the area. The costs are based on the additional population coming from the new development.</p>

Emergency Services - Fire and Rescue Service	
Key Issues	Most of the area covered by the Local Plan is classified as a low/medium risk of fire. 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.

Emergency Services - Ambulance	
Lead Organisation(s)	South East Coast Ambulance Service NHS Trust (SECAMB)
Main Sources of Information	South East Coast Ambulance Service NHS Trust Integrated Business Plan 2010 – 2015
Existing Provision	<p>Stations at:</p> <ul style="list-style-type: none"> • Chichester - Terminus Road • St Richards Hospital Ambulance Community Response Post - Spitalfields Lane, Chichester <p>In the South Downs National Park at:</p> <ul style="list-style-type: none"> • Midhurst
Planned Provision	There is no planned provision
Funding Sources	Service level agreements with the region's Primary Care Trusts (now Clinical Commissioning Groups), hospitals and mental health trusts
Key Issues	<p>The Trust responds to 999 calls from the public, urgent calls from health professionals and in Kent and Sussex, provides non-emergency patient transport services (pre-booked patient journeys to and from healthcare facilities). The Service:</p> <ul style="list-style-type: none"> • 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 4.5 million

13 . Public Services

Emergency Services - Ambulance	
	<ul style="list-style-type: none"> • Employs over 3,200 staff working across 70 sites in Kent, Surrey and Sussex. • Received 688,714 emergency calls in 2010/11 <p>There have been increasing demands on the ambulance service and it is predicted that these will continue to rise, particularly in response to the increasingly ageing population in the region.</p>

Libraries	
Lead Organisation(s)	West Sussex County Council
Main Sources of Information	West Sussex County Council
Existing Provision	There are existing local libraries at; Chichester, Selsey, Southbourne and the Witterings. There is also a mobile library service provision throughout the District.
Planned Provision	There is no planned provision of new library infrastructure in the District
Funding Sources	West Sussex County Council Developer contributions
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.

Libraries	
	<p>The residential development proposed at the strategic development locations is likely to create additional demand for library provision. A flexible approach is needed whereby this provision is identified as part of a new community centre or school. This approach should be considered for Tangmere, West of Chichester and development in the north east section of the City. If a dual use (school and public) library is felt to be the best solution then provision is best incorporated at the point of design of a new school, rather than retrofitting to an existing school. Depending on the type of housing proposed for Southbourne, it may be appropriate to expand Southbourne Library to accommodate a Children & Family Centre.</p>

Cemeteries & Crematorium	
Lead Organisation(s)	<p>Chichester District Council Contract Services (Cemeteries)</p> <p>Dignity (Crematorium)</p>
Main Sources of Information	Chichester District Council
Existing Provision	<p>Portfield Cemetery has sufficient provision within the existing cemetery for the next 5 years.</p> <p>Petworth Cemetery (in the South Downs National Park) has sufficient provision for the next 100 years.</p> <p>Chichester Crematorium is run by Dignity, a private company</p>
Planned Provision	An extension to Portfield Cemetery ⁽¹⁾
Funding Sources	<p>The Council owns the land for the extension, and the neighbouring developer will provide the boundary fencing.</p> <p>Cemetery fees for grave spaces.</p> <p>50% of the costs are met by Chichester City Council (at Portfield)</p>

1 In future, individual parish church needs will be assessed in line with the projected development in each parish

13 . Public Services

Cemeteries & Crematorium	
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 Management	
Lead Organisation(s)	West Sussex County Council
Main Sources of Information	<p>West Sussex County Council and the South Downs National Park Authority submitted the West Sussex Waste Local Plan (Regulation 22) to the Secretary of State on Wednesday 27 March 2013.</p> <p>The West Sussex Waste Local Plan covers the period to 2031 and sets out the vision and strategic objectives for waste planning.</p> <p>As part of the Examination in Public, hearing sessions into the 'soundness' of the plan took place between 2 and 11 July 2013. Discussions between all parties at the hearing sessions resulted in the development of a number of modifications to the Submitted Plan. Following approval by the two Authorities, the modifications will be subject to a 6-week public consultation commencing on 4 November. If found 'sound' by the Inspector, it is anticipated that the document will be adopted in spring 2014.</p>
Existing Provision	<p>West Sussex County Council, as Waste Disposal Authority, is responsible for co-ordinating and managing the disposal of municipal waste, which includes household, some commercial or industrial waste, and waste deposited at Household Waste Recycling Sites. Infrastructure in the District includes Household Waste Recycling Sites at Westhampnett near Chichester (co-located with a Waste Transfer Station) and at Midhurst.</p> <p>Municipal waste in the District is collected by Chichester District Council (the Waste Collection Authority).</p> <p>There is an existing network of waste management sites across the county which handle waste outside the control of the County Council. The Waste Local Plan includes a key diagram indicating the location of the main sites.</p>

Waste Management	
Planned Provision	<p>Policy W10 of the West Sussex Waste Local Plan Submission is concerned with strategic waste site allocations required to meet future forecast demand for waste treatment and disposal in the County. Along with a few other sites in the County, land at the Fuel Depot, Bognor Road, Chichester is proposed for allocation for a waste management facility. The allocation is supported by a range of development management principles which indicate that the site is suitable, in principle, for the development of proposals for the transfer, recycling, and/or treatment of waste (including the recycling of inert waste).</p> <p>The former fuel depot is approximately 4.8 hectares outside the defined built-up area. The waste management capacity achieved will depend upon the type of facility and chosen technology. The development principles for the site include height restrictions to protect views of Chichester Cathedral spire and to the South Downs National Park, and no direct access onto the A27.</p>
Funding Sources	<p>West Sussex County Council</p> <p>Chichester District Council</p>
Key Issues	<p>The County Council's Chichester (Westhampnett) Household Waste Recycling Site (co-located with a Waste Transfer Station) was improved in 2005. It is considered unlikely that additional infrastructure will be required in the plan period to accommodate currently indicated future housing provision.</p> <p>However, new development within the District has a cumulative effect on the County Council's waste infrastructure and this effect will be monitored.</p>

14 . Utility Services

Wastewater treatment and sewerage	
Lead Organisation(s)	Southern Water
Main Sources of Information	Southern Water Chichester Water Quality Group
Existing Provision	<p>Wastewater sewerage system - Southern Water is the statutory sewerage undertaker for most of West Sussex. There is a sewerage system, which is operated mainly under gravity, throughout Chichester District with limited spare capacity at Tangmere and Apuldram Wastewater Treatment Works (WwTW).</p> <p>The existing infrastructure capacity is adequate to serve existing development in the District. However, the Apuldram WwTW catchment suffers from groundwater infiltration, which compromises the functioning of the sewerage system. The Environment Agency is advising the Council to refuse new development in this catchment unless it can be demonstrated that it will not significantly increase flows to the sewer network. Transfer of flows to Tangmere WwTW has been identified as a technically feasible solution.</p>
Planned Provision	<p>Southern Water is currently in the process of preparing a Business Plan for the investment period 2015 to 2020. It will include investment schemes required to serve the development coming forward in the emerging Local Plan to a 2020 planning horizon. A further Business Plan will be prepared in 2019, to cover the period 2020 to 2025.</p> <p>A scheme at Tangmere Wastewater Treatment Works (WwTW) will be included in the next Business Plan to serve new development at Tangmere and Chichester city, as agreed through the Chichester Water Quality Group. It is expected that the investment will be delivered by 2019, subject to Ofwat approval. Development would need to be phased accordingly.</p>
Funding Sources	Developer contributions Ofwat
Key Issues	Southern Water confirms that the existing infrastructure at Tangmere WwTW is inadequate to accommodate the future growth allocated in the Local Plan. There will be no release of the existing headroom at Apuldram

Wastewater treatment and sewerage	
	<p>WwTW until ultraviolet treatment has been installed (Autumn 2014). This will offer limited capacity for development, as the WwTW is currently at best available technology.</p> <p>Southern Water is in the process of assessing headroom at wastewater treatment works. This work is on-going. In terms of sewerage (i.e. the underground sewer pipes and associated facilities that convey wastewater from individual homes and businesses to the works for treatment), capacity to service individual development sites will need to be assessed on a site by site basis.</p> <p>Additional wastewater treatment and sewerage capacity would need to be provided to meet demand from new development. Development must be co-ordinated with provision of this infrastructure.</p> <p>Southern Water can plan and fund additional wastewater treatment capacity through the water industry's periodic price review process. This is carried out by Ofwat, the water industry's economic regulator, every five years. Delivery of additional capacity is therefore achievable, provided the Local Plan supports Southern Water's investment proposals to Ofwat. Strategic development draining to Tangmere WwTW would need to be phased post 2019 to allow time to deliver additional capacity at this works.</p> <p>In terms of local sewerage infrastructure, Ofwat takes the view that the local infrastructure required to serve development should be funded by the development. Southern Water is therefore not fully funded, and the company is expected to recover new development and growth costs from developers. There is a need for improvements to the existing system, including the maintenance of pipe networks.</p> <p>Sewerage infrastructure is a particularly significant issue for the proposed strategic sites that are located around Chichester city, as flows are required to be transferred to Tangmere WwTW.</p>

Water supply	
Lead Organisation(s)	Portsmouth Water
Main Sources of Information	Portsmouth Water Southern Water

14 . Utility Services

Water supply	
	Thames Water
Existing Provision	<p>Water resources - Portsmouth Water is responsible for the supply of clean drinking water in the southern part of the plan area. Thames Water serves Hammer and Camelsdale in the north of the plan area, and Southern Water supply water to the north eastern parishes in the plan area.</p> <p>Water distribution system - Demand per capita is falling; Portsmouth Water are operating within their current abstraction licenses.</p> <p>Portsmouth Water's Water Resources Management Plan is based on the South East Plan housing numbers and there are sufficient resources to meet demand in Chichester.</p>
Planned Provision	<p>Portsmouth Water have spare capacity but some of this is currently being offered to Southern Water and South East Water as bulk supplies. Further development needs to fit within the regional forecast of population.</p> <p>If demand for bulk supplies increase, Portsmouth Water will need to develop additional sources, such as Havant Thicket Reservoir, and demand management.</p> <p>If there are no significant increases in the bulk supplies then Portsmouth Water will only need to continue their policies of optional metering, water efficiency and further leakage control.</p> <p>Individual sites will need to be assessed for on and off site mains when the details are known. Funding for these mains is obtained from the developers but the sites around Chichester do not vary much in terms of closeness to trunk mains or storage.</p>
Funding Sources	<p>Developer contributions</p> <p>Ofwat</p>
Key Issues	<p>Portsmouth Water is currently working on an update to their 2009 Water Resources Management Plan (WRMP), to be adopted in 2014. This is likely to show falling consumption per capita, as demand is currently falling. The 2014 WRMP is not likely to include compulsory metering, nor investment by Portsmouth Water.</p>

Water supply

The water supply in Chichester District is from existing source works, and would be managed through existing reservoirs and storage capacity. Any transfer of bulk supply would not require any further infrastructure in Chichester District.

Water resources are not a restriction on development in the Chichester area.

Portsmouth Water already have a 25 year plan for water resources and this includes housing development at Chichester. In their new plan they will consider the impact of further sustainability reductions as a result of the Water Framework Directive(WFD) and the need to supply more water to other water companies. Agreement on the WFD actions is important to the plan but Portsmouth Water have assumed further reductions in their 'Alternative Plan'.

Portsmouth Water has not allowed for significant growth in horticultural demand in its Draft Water Resources Management Plan 2014 and no work has been done on off site reinforcements to distribution system. In combination with the development of 1000 houses, and the development of the Business Park, horticultural development could require significant main laying.

The local authority will need to identify the location, scale and timing of development in the Local Plan to provide evidence for periodic reviews of prices carried out by Ofwat. The next periodic review is in 2014.

Ofwat generally agrees to fund strategic investment required to service new development provided there is planning certainty. Adopted Local Plans provide this certainty, because they have been through the public examination process. Portsmouth Water will need to seek funding through the periodic review process to provide additional water resources.

The local authority will need to provide site specific policies in the Local Plan to ensure that developers requisition a connection to the water distribution system in line with evidence provided by Portsmouth Water. To this end Portsmouth Water will need the opportunity to carry out site specific assessments when precise locations and scale of development have been refined.

The requisition process is in accordance with Ofwat's view that improvements which are required to local infrastructure as a result of new development should be funded by the development. This ensures that the infrastructure is paid for by those who directly benefit from it, and reduces the financing burden on existing customers, who would otherwise have to pay through increases in general charges.

14 . Utility Services

Gas supply	
Lead Organisation(s)	Scotia Gas Networks (SGN)
Main Sources of Information	Scotia Gas Networks
Existing Provision	Scotia Gas Networks confirm that the existing network is adequate to serve existing development.
Planned Provision	If more capacity is required, reinforcement to the network can be carried out to whatever extent is required. This means that essentially SGN can accommodate any level of development.
Funding Sources	Developer contributions Ofgem Scotia Gas Networks
Key Issues	<p>Scotia Gas is responsible for both the transmission and distribution infrastructure in the whole of Chichester but there are some areas where mains gas is not available.</p> <p>Improvements will be provided by the utilities companies as required, although some additional infrastructure required to enable development will be funded by developers through connection charges.</p> <p>The Local Plan identifies the location, scale and timing of development, so this can be incorporated in SGN's strategic design.</p>

Electricity supply	
Lead Organisation(s)	Southern Energy Power Distribution (SEPD)
Main Sources of Information	Southern Energy Power Distribution
Existing Provision	Southern Energy Power Distribution confirm that the existing network capacity for the Chichester area is adequate for meeting existing customer's demand. There is a requirement for gradual replacement of cast iron gas mains pipes.

Electricity supply	
Planned Provision	Southern Energy Power Distribution have 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.
Funding Sources	Developer contributions Ofgem Southern Energy Power Distribution
Key Issues	<p>New developments will be assessed when they come forward. Ofgem discourages Electricity Distribution Companies from investing speculatively in their infrastructure ahead of confirmed requirements.</p> <p>Improvements will be provided by the utilities companies as required although some additional infrastructure required to enable development will be funded by developers through connection charges.</p> <p>The Local Plan identifies the location, scale and timing of development, so this can be incorporated in Southern Energy Power Distribution economic design.</p>

Telecommunications	
Lead Organisation(s)	Mobile Operators Association Various broadband providers West Sussex County Council BT
Main Sources of Information	Various Internet
Existing Provision	<p>Each of the major networks provides standard coverage across the District.</p> <p>Broadband via BT's copperwire phone network is available in all areas of the District.</p>

14 . Utility Services

Telecommunications	
Planned Provision	West Sussex County Council has contracted with BT Telecommunications plc to build the necessary communications infrastructure to provide improved broadband services. The £20million project is being funded by West Sussex County Council, the government and BT Telecommunications plc.
Funding Sources	<p>Mobile telephone services are provided by telecommunications companies as required at their own cost.</p> <p>West Sussex County Council</p> <p>BT</p> <p>Central Government</p>
Key Issues	<p>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.</p> <p>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.</p> <p>Fibre broadband will be rolled out to around 98 per cent of West Sussex homes and businesses within the next three years, following a multi-million partnership project between West Sussex County Council and BT. The Better Connected West Sussex Broadband project builds on BT's on-going commercial fibre deployment across the county, and will provide broadband infrastructure to over 44,000 premises with superfast speeds of at least 24Mbps by Spring 2016. It is anticipated that a target of 90% of premises at superfast speeds will be exceeded once the project is complete. On completion of the roll-out, the aim is for all premises within West Sussex to receive a minimum of 2Mbps but with a vast majority achieving speeds well in excess of this.</p>

Telecommunications	
	<p>Advanced, high quality communications infrastructure is essential for economic growth. The development of high-speed broadband technology and other communication networks also plays a vital role in enhancing the provision of local community facilities and services. The Local Plan recognises the importance of delivering super-fast broadband to rural areas, and development should facilitate where possible the growth of new and existing telecommunications systems to ensure people have a choice of providers and services</p>

West of Chichester Strategic Development Location - Local Plan Policy 15

15.1 The site is allocated for residential development of 1,000 dwellings during the plan period to 2029 (increasing to 1,600 post-2029), and a range of infrastructure including leisure, green infrastructure, social and community facilities. The development will be planned as an extension to the city, taking the form of a new neighbourhood.

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/how)
Utility Services	Connection to Tangmere Wastewater Treatment Works	<p>The development is reliant on additional wastewater capacity at Tangmere WwTW following its proposed expansion/upgrade in 2019.</p> <p>The development will be required to fund the necessary wastewater infrastructure linking the site to Tangmere WwTW and development will not commence until these measures are in place</p>	Post 2019	<p>Funded by the developer prior to delivery of housing.</p> <p>The developer is submitting form SL1 to Southern Water in order for Southern Water to undertake work to provide a cost estimate for this.</p>	The developer makes a payment to Southern Water to undertake the necessary infrastructure work.	Southern Water
Total Utilities Costs						
Education	Primary school	A new school site for a 1FE or 2FE primary school (dependent on the quantum of development).	In line with site development	<p>£4-5m (1FE)</p> <p>£8-9m (2FE)</p>	Developer contributions	West Sussex County Council

15 . Strategic Development Locations

15 . Strategic Development Locations

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/how)
		The site should make provision for a capacity of 2FE			Basic Need Grant	
Total Education Costs				£9,000,000⁽¹⁾		
Health	NHS Medical Centre	A new NHS Medical Centre to amalgamate Chichester Practices to cover 20 years ahead and to accommodate new residents/patients from planned developments.	In line with site development	£3.3m	NHS sources/LIFT/Third Party Development Developer contributions	Coastal West Sussex Clinical Commissioning Group
	General Community & complementary Healthcare Services	Delivery improvements to cope with the increased number of residents /patients	In line with site development	£0.5m	NHS sources/LIFT/Third Party Development Developer contributions	Coastal West Sussex Clinical Commissioning Group
Total Health Costs				£3,800,000		
Green Infrastructure	Cycling connectivity	Improvements to the existing network, ensuring good links to new networks and improved connectivity across the city linking strategic sites. Enhancements for both	Post 2019		Developer contributions	Either through masterplanning or Neighbourhood Planning

15 . Strategic Development Locations

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/how)
		commuters and recreational cyclists				
	Ecological connectivity	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	Either through masterplanning or Neighbourhood Planning
Chichester and Pagham Habours Recreational Disturbance Mitigation	Mitigation for impact of development	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	£150 per dwelling (approx) 1000 dwellings during the Plan period Total £150,000	Developer contributions	Chichester District Council or Mitigation Delivery Officer
Total Green Infrastructure Costs				£150,000		

1. Does not include cost of land purchase - this is the cost per pupil sought for contributions from developers

Shopwyke Strategic Development Location - Local Plan Policy 16

15.2 The site has planning permission for residential development of 500 dwellings within a parkland setting, together with employment uses, a range of social infrastructure and community facilities. Although the site is physically separated from Chichester by the A27 Bypass, the development is planned as an extension to the city, forming a new neighbourhood.

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/how)
Utility Services	Connection to Tangmere WwTW	The development will be required to fund the necessary wastewater infrastructure linking the site to Tangmere WwTW	2013 onwards	Funded by the developer prior to delivery of housing.	The developer makes a payment to Southern Water to undertake the necessary infrastructure work.	
Total Utilities Costs						
Green Infrastructure	Cycling connectivity	Cycling infrastructure is included in the outline permission granted for this site. Improvements to the existing network, ensuring good links to new networks and improved connectivity across the city linking strategic sites. Enhancements for both commuters and recreational cyclists	2013 onwards		Developer contributions	Masterplanning

15 . Strategic Development Locations

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/how)
	Ecological connectivity	Improvements and enhancements to the existing network, ensuring connectivity is restored or maintained and improved access for health and well-being	2013 onwards		Developer contributions	Either through masterplanning or Neighbourhood Planning
Chichester and Pagham Harbours Recreational Disturbance Mitigation	Mitigation for impact of development	Mitigation for the impact of recreational activities arising from development in the Special Protection Areas (Solent-wide Wardens)	50% on completion of development and 50% before 51% of the site is occupied	£150 per dwelling (approx) 500 dwellings over Plan period Total £75,000	Developer contributions	Chichester District Council or Mitigation Delivery Officer
Total Green Infrastructure Costs				£75,000.00		

Westhampnett/North East Chichester Strategic Development Location - Local Plan Policy 17

15.3 The site is allocated for residential development of up to 500 dwellings. Development of the site will be directed towards the settlement of Westhampnett, to the south of Madgwick Lane; and to the eastern edge of Chichester, away from the floodplain of the River Lavant. The proposed development offers the opportunity to provide or contribute towards new community and recreational facilities.

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/how)
Utility Services	Connection to Tangmere WwTW	The development is reliant on additional wastewater capacity at Tangmere WwTW following its proposed expansion/upgrade in 2019 for the delivery of approximately 375 homes at Westhampnett. Approximately 125 will be delivered adjoining the settlement of Chichester and will connect to Apuldram WwTW which can be developed prior to 2019. The development will be required to fund the necessary wastewater infrastructure linking the site to Tangmere WwTW and development will not commence until these measures are in place	Post 2019 for delivery at Westhampnett and 2014 onwards for development being delivered at Chichester	Funded by the developer prior to delivery of housing.	The developer makes a payment to Southern Water to undertake the necessary infrastructure work	Southern Water

15 . Strategic Development Locations

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/how)
Total Utilities Costs						
Green Infrastructure	Cycling connectivity	Improvements to the existing network, ensuring good links to new networks and improved connectivity across the city linking strategic sites. Enhancements for both commuters and recreational cyclists	Post 2019		Developer contributions	Either through masterplanning or Neighbourhood Planning
	Ecological connectivity	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	Either through masterplanning or Neighbourhood Planning
Chichester and Pagham Habours Recreational Disturbance Mitigation	Mitigation for impact of development	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	£150 per dwelling (approx) 500 dwellings over Plan period Total £75,000	Developer contributions	Chichester District Council or Mitigation Delivery Officer

15 . Strategic Development Locations

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/how)
Total Green Infrastructure Costs				£75,000.00		

Tangmere Strategic Development Location - Local Plan Policy 18

15.4 The site is allocated for residential development of up to 1,000 homes and 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 19 (Tangmere Strategic Employment Land) and 32 (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/how)
Utility Services	Connection to Tangmere WwTW	The development is reliant on additional wastewater capacity at Tangmere WwTW following its proposed expansion/upgrade in 2019. The development will be required to fund the necessary wastewater infrastructure linking the site to Tangmere WwTW and development will not commence until these measures are in place	Post 2019		Funded by the developer prior to delivery of housing	Southern Water
Total Utilities Costs						
Education	Primary school	A new school site for a 1FE primary school for the strategic development location	In line with site development	£4 - 5million	Developer contributions Basic Needs Grant	West Sussex County Council

15 . Strategic Development Locations

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/how)
Total Education Costs						
Green Infrastructure	Cycling connectivity	Improvements to the existing network, ensuring good links to new networks and improved connectivity across the city linking strategic sites. Enhancements for both commuters and recreational cyclists	Post 2019	£5,000,000	Developer contributions	Either through masterplanning or Neighbourhood Planning
	Ecological connectivity	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	Either through masterplanning or Neighbourhood Planning
Total Green Infrastructure Costs						

District Wide Transport Infrastructure Needs

16 . District Wide Infrastructure Needs

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/how)
Strategic Road Network	A27 Chichester Bypass junction improvements	Junction improvements at the following roundabouts: <ul style="list-style-type: none"> • Fishbourne • Stockbridge • Whyke • Bognor Road • Portfield • Oving Road 		£12,817,000	Developer contributions	Highways Agency
Smarter Choices	High intensity behaviour change programme (new commercial & residential development, existing employers & schools, personalised travel planning)	City-wide high intensity programme to support the 7% reduction in trips to / from Chichester City Centre by 2031		£121,000 per annum	Developer contributions	West Sussex County Council
Public transport	Bus lane along A259 approaching Bognor Road	Widening of existing carriageway from Bognor Road Roundabout for 250m east (£1,035,000)		£1,200,000		West Sussex County Council

16 . District Wide Infrastructure Needs

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/how)
	Roundabout from the east	Reallocation of existing carriageway for 1.3km back to Drayton Lane (£135,200)				
	Real Time Public Information screens at key locations	£7,000 per sign Approx 20 signs required		£150,000		West Sussex County Council
	Bus/rail interchange improvements	LSTF: improve cycle / pedestrian routes, refresh signals at gyratory, narrow entrance & provide 300 cycle parking spaces. Further improvements to be identified		To be determined		West Sussex County Council
Cycling	Portfield cycle route	Shared use path and on carriageway signed		£120,000		West Sussex County Council
	St Paul's cycle route	Shared use path, on road cycle lane and contraflow cycle lane		£140,000		West Sussex County Council

16 . District Wide Infrastructure Needs

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/how)
	Summersdale cycle route	Shared use Bridle Path, on carriageway signed, segregated cycle path and on road cycle lane		£230,000		West Sussex County Council
	Oving cycle route	On carriageway signed, shared use path and on road cycle lane		£80,000		West Sussex County Council
	Chichester - Tangmere	On road cycle lane, shared use cycle path and on carriageway signed		£630,000		West Sussex County Council
	Graylingwell cycle route	Shared use cycle path		Committed		West Sussex County Council
	Parklands cycle route	Shared use cycle path and on carriageway signed		£440,000		West Sussex County Council
	Chichester – Selsey cycle route	Shared use cycle path, shared use Bridle path and on carriageway signed		To be determined		West Sussex County Council
	Selsey – Witterings cycle route	On carriageway signed, shared use cycle path and on road cycle lane		£200,000		West Sussex County Council

16 . District Wide Infrastructure Needs

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/how)
	Gap-filling to complete the Chichester Cycle Network	Shared use cycle path, on carriageway signed, on road cycle lane and contraflow cycle lane		£500,000		West Sussex County Council
Traffic management	Variable Message Signing (VMS)	Potential additional sign along Spitalfield Lane		£8,000		West Sussex County Council
	Right turn from Oaklands Way into Festival Theatre car park	New priority junction – (local road) dual carriageway entries		£400,000		West Sussex County Council
Junction improvements	Northgate Gyratory	Signal controlled junction at two entries Resurfacing and lane markings to allow two way traffic Raised pedestrian link and retention of subway with new steps and ramp		£1,025,000		West Sussex County Council

16 . District Wide Infrastructure Needs

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/how)
	Southgate Gyratory	Replacement signals and provision of MOVA Potential to be partially delivered through LSTF		£200,000		West Sussex County Council
	Westhampnett Road/ St Pancras/ Spitalfield Lane/ St James Road double mini roundabouts	Linked traffic signals at both junctions (£621,000) An internal eastbound right turn lane along A285 into St James Road (at least 30m) Banning of the right turn from Spitalfield Lane into St Pancras Pedestrian stage will be called approximately every other cycle This would require 120m of box culverting and carriageway construction (£300-400k)		£1,000,000		West Sussex County Council
	Sherborne Road / St Paul's Road	New compact roundabout junction		£540,000		West Sussex County Council

16 . District Wide Infrastructure Needs

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/how)
	Cathedral Way / Via Ravenna	Major roundabout junction improvement - amend existing junction, extensive carriageway construction e.g. widen circulating area for up to 4 single carriageway entries		£170,000		West Sussex County Council
	A286 Birdham Road / B2201 (Selsey Tram Roundabout)	Traffic signals on B2201 to help the flow on the A286 at this junction		£25,000		West Sussex County Council
	B2145 / B1266	Minor roundabout junction improvement – amend existing junction, minor carriageway construction, up to 4 single carriageway entries		£100,000		West Sussex County Council
Transport Total				£19,975,000		

District Wide Education Infrastructure Needs

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/how)
Secondary school	New school in south of the District	A new 6FE secondary school may be required during the plan period	From 2019	£28,000,000 ⁽¹⁾	Developer contributions Basic Needs Grant	West Sussex County Council
Education Total				£28,000,000		

1. Does not include cost of land purchase - this is the cost per pupil sought for contributions from developers

16 . District Wide Infrastructure Needs

District Wide Health Infrastructure Needs

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/how)
Health Total						

16 . District Wide Infrastructure Needs

District Wide Social Infrastructure Needs

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/how)
Social Infrastructure Total						

16 . District Wide Infrastructure Needs

District Wide Green Infrastructure Needs

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/how)
Green Infrastructure	Cycling connectivity	Improvements to the existing network, ensuring good links to new networks and improved connectivity across the city linking strategic sites. Enhancements for both commuters and recreational cyclists			Developer contributions	Chichester District Council or Neighbourhood Plans
	Ecological connectivity	Improvements and enhancements to the existing network, ensuring connectivity is restored or maintained and improved access for health and well-being.			Developer contributions	Chichester District Council or Neighbourhood Plans
Chichester and Pagham Harbours Recreational Disturbance Mitigation	Mitigation for impact of development	Mitigation for the impact of recreational activities arising from development in the Special Protection Areas (Solent-wide Wardens)	For small scale – total contribution on completion of development For large scale - 50% on	£150 per dwelling (approx) 575 parish housing sites have been identified in the Local Plan Total £86,250	Developer contributions	Chichester District Council or Mitigation Delivery Officer

16 . District Wide Infrastructure Needs

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/how)
			<p>commencement of development and 50% before 51% of the site is occupied.</p> <p>Mitigation could be on or off site.</p>			
Green Infrastructure Total				£86,250.00		

16 . District Wide Infrastructure Needs

District Wide Public Services Infrastructure Needs

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/how)
Public Services Infrastructure Total						

District Wide Utility Services Infrastructure Needs

Infrastructure Category	Scheme (what)	Justification/Rationale	Phasing (when)	Total Estimated Infrastructure Cost	Sources of funding	Delivery Lead (who/how)
Broadband	Better Connected West Sussex Broadband	<p>Advanced, high quality communications infrastructure is essential for economic growth.</p> <p>Fibre broadband will be rolled out to around 98 per cent of West Sussex homes and businesses within the next three years, following a multi-million partnership project between West Sussex County Council and BT.</p> <p>The Better Connected West Sussex Broadband will provide broadband infrastructure to over 44,000 premises with superfast speeds of at least 24Mbps by Spring 2016.</p>	By 2016	Funded by West Sussex County Council, the government and BT	<p>West Sussex County Council</p> <p>BT</p> <p>National Government</p>	<p>West Sussex County Council</p> <p>BT</p>
Utility Services Infrastructure Total						

16 . District Wide Infrastructure Needs

Chichester District Council



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