

Developing an Employment and Infrastructure Strategy

Coastal West Sussex
Partnership

February 2012

Coastal West Sussex Developing an Employment and Infrastructure Strategy

Report Title	:	Coastal West Sussex, Developing an Employment and Infrastructure Strategy
Report Status	:	FINAL DRAFT
Job No	:	PTG3511639A/1
Date	:	29th February 2012
Prepared by	:	David Holdaway.....
Approved by	:	Colin McKenna .....

CONTENTS

		Page
1	Introduction	2
2	Methodology	3
3	Proforma assessment	4
3.1	Assessment of strategic employment sites	4
3.2	Employment site deliverability	4
3.3	Transport infrastructure assessment	4
3.4	Strategic Housing Sites	6
4	Developing an Employment and Infrastructure Strategy	7
4.1	Key Employment Sites and Related Transport Infrastructure	7
4.2	Issues Affecting the Areas of Focus Description	8
4.3	Developing an Employment and Infrastructure Strategy	9
4.4	Governance Structure	9
4.5	Criteria to determine strategic employment sites	10
4.6	Criteria to describe the Sustainable Transport nature of strategic Employment Sites	10
4.7	Criteria to Assess Job creation and economic impact of strategic Employment Sites	11
4.8	Criteria to classifying obstacles to deliverability	11
5	Infrastructure Funding Issues and Opportunities	13
5.1	Waste Water Treatment	13
5.2	Broadband	13
5.3	Coastal, River, and Ground Water Flooding	13
5.4	Local Action on River/Tidal Flooding	14
5.5	Funding Transport Infrastructure and Measures	14
6	Findings and Recommendations	16
7	References	19

APPENDICES:

- APPENDIX 1 Strategic Employment Sites
- APPENDIX 2 Strategic Housing Sites
- APPENDIX 3 Strategic Development & Housing Sites (Central, East & West Maps)

1 INTRODUCTION

- 1.1.1 This report considers the strategic employment sites in Coastal West Sussex (CWS) and related infrastructure improvements together with strategic housing sites in order to assist with the spatial vision to offer the best possible environment to deliver economic growth in the area. It focuses on a summary assessment of the strategic employment sites in the area, including identifying any obstacles to delivery and transport schemes and other infrastructure investments which are either required or desirable to enable the delivery of the employment site. The report will help inform emerging strategies for the area.
- 1.1.2 The West Sussex Local Transport Plan 3 (LTP3) 2011 – 2026 identifies a number of areas where the transport system along the coastal area needs to be improved in order to promote economic growth and improve access to services, employment and housing. This report draws on a number of previous studies and reports which have proposed schemes both for the trunk road network (e.g. on the A27 at Chichester), the public transport system (e.g. the Coastal Transport System between Worthing and Brighton) and complementary wider area Travel Demand Management measures.
- 1.1.3 Section 2 gives an overview of the methodology used.
- 1.1.4 Section 3 includes details on all of the potential strategic employment sites in the area including an assessment of the number of jobs which will be created, any obstacles to delivery, potential funding sources, the stage at which the site is at in the planning process, potential timescales for delivery and any related transport infrastructure or schemes which are either required or desirable to enable the sites delivery.
- 1.1.5 Section 4 provides details on the recommended assessment criteria for strategic sites, which can be taken forward in future pieces of work. It includes commentary on the classification of obstacles to delivery as well as additional information on potential funding sources for bringing forward strategic employment sites.
- 1.1.6 Section 5 of the report contains mapping of the strategic employment sites and associated infrastructure proposals, both on an area wide basis and in sub-areas for clarity.
- 1.1.7 Section 6 identifies gaps and areas which would benefit from further work in future and some issues for consideration in taking the work forward.

2 METHODOLOGY

2.1.1 The project methodology involved the stages outlined below.

Stage 1: Pro-forma review. The pro-forma issued by the CWS director were returned by the local planning authorities with information on strategic employment sites. These were reviewed and collated into a summary table. Each site was given a unique identification number to enable clear mapping.

Stage 2: Pro-forma assessment. A more detailed assessment of each site was undertaken based on professional expertise and local knowledge. This included a review of obstacles to delivery, the stage of the planning process the site is in, potential funding sources, delivery timescales and links to associated transport schemes which are either required to enable the employment site to be delivered or desirable. This information is summarised in a table in Appendix 1 and provides a summary of which sites are deliverable and will create growth in the CWS area.

The pro-formas received relating to strategic housing sites were also reviewed. The links to coastal employment sites and key infrastructure proposals were identified along with an assessment of the sites likely delivery date. This information is summarised in Appendix 2 which contains a table of strategic housing sites.

Stage 3: Mapping. In parallel with Stage 2, the strategic employment sites and the infrastructure schemes were mapped and the links between them shown visually. This mapping is given in Appendix 3.

Stage 4: Review. On 20th December 2011 the emerging results from the pro-forma assessment and the associated mapping were reviewed by the CWS Partnership and West Sussex County Council, with specialist input from GL Hearne on the deliverability of the employment sites.

Stage 5: Validation by Local Planning Authority Officers. On 10th January 2012 PB presented the draft tables to a meeting of the Coastal Authorities Group and sought responses to emerging issues and how work on the strategy could be taken forward.

Stage 6: Report preparation. The draft report was produced following Stages 4 and 5 above.

3 PROFORMA ASSESSMENT

3.1 Assessment of strategic employment sites

3.1.1 Appendix 1 shows the strategic employment opportunity sites within CWS which were identified by the local planning authority pro-forma submissions. It includes a high level assessment of the deliverability of each of the sites, including the known obstacles to delivery, potential funding sources and anticipated timing of each of the sites. Further criteria which can be used in future work to further assess the merits and deliverability of each site are discussed in Section 4.

3.1.2 Appendix 1 also identifies transport infrastructure schemes which are related to the delivery of the strategic employment sites. These have been classified as either:

- Linked to the development – where the infrastructure scheme appears to be a requirement to enable the employment site to be delivered;
- Linked to the development and although not essential for planning permission, they are desirable to improve the accessibility of the site to the strategic road network and to increase the confidence of investors in the development; and
- Those that have no significant direct linkage relating to site delivery.

3.1.3 The potential for each of the sites to contribute to economic growth has been assessed through the anticipated number of jobs which would be created. It has been assumed that all the jobs created would be new to the CWS area, not moved from another location within it. Further work on this would require further detailed review of the proposals for each of the sites.

3.2 Employment site deliverability

3.2.1 In summary, in each District or Borough there are employment sites which are considered to be deliverable in the short and medium term (up to 7 years). There are also sites across the CWS area which have more significant obstacles to delivery. These could be time consuming and will mean they are only deliverable in the longer term (after 8-10 years). Where a site would otherwise be delivered in a shorter time than any infrastructure that it relies upon, the longer date has been used in the timescale categorisation.

3.3 Transport infrastructure assessment

3.3.1 There are a number of parts of the transport network in the CWS area which are already experiencing periods where demand exceeds capacity, leading to congestion and poor reliability. Any development which will generate additional trips affecting these locations will need detailed review and associated mitigation measures, which may include either infrastructure schemes and/or demand management measures (i.e. travel planning). These areas of capacity stress include:

- A27 junctions around Chichester;
- A27 /B2233 Junction
- A27 Fontwell Junctions
- A27 at Arundel and Crossbush (A284)
- A27 at Worthing and Lancing
- A283 / A259 Norfolk Bridge
- From A27 Hangleton Link to Shoreham Harbour access
- West Coastway train services between Worthing and Brighton

- A259 through Worthing

3.3.2 Further, the coastal nature of the study area means transport access to certain locations is problematic and improvement in access would promote economic development. This is compounded by the presence of level crossings which also inhibit access between the A27 and A259 and can cause severance and unreliability. Areas where access to specific locations can be improved include:

- A259 at A27 Bognor Road Junction for access to Bognor Regis and Chichester
- A29 at A27 Fontwell Junctions and A29 Woodgate Level Crossing (Westergate) for access to Bognor Regis
- A284 from A27 Crossbush Junction and Wick Level Crossing for access to Littlehampton
- Access to Shoreham Harbour from A27 Hangleton Junction
- Access to Shoreham Airport from the A27

3.3.3 Transport infrastructure improvements which are necessary or desirable for the delivery of the strategic employment sites are summarised in Table 1.

Infrastructure Project	Associated employment site	Commentary
Bognor Regis Relief Road (BRRR)	AR1: Enterprise@Bognor Regis AR2: Butlins & Waterport Centre	BRRR necessary for AR1 site delivery and desirable for AR2.
A284 Lyminster Bypass and A27 SRN Crossbush Junction Improvement	AR4: St Martins Littlehampton AR5: Wick Site AR6: West Bank of River Arun	Lyminster Bypass and A27 SRN Crossbush Improvement would improve access to sites AR4 and AR5 and therefore would be desirable. May also increase interest in AR6.
A27 SRN – new access to Shoreham Airport and improvement to North Lancing Roundabout	AD1: Shoreham Airport AD2: Shoreham Harbour Regeneration AD3: Shoreham Cement Works	Improved access from A27 SRN to AD1 essential. Improvements at North Lancing Roundabout and the Norfolk Bridge Roundabout are desirable and assist access to AD2 and AD3
A27 Chichester Bognor Road Junction	C4: Old MOD site Chichester C1: Land at Barnfield Drive AR1:Enterprise@BognorRegis AR2: Butlins Watersport centre AR3: Bognor Regis Centre C7: Old Tarmac site	Scheme likely to be essential for development at C4. Local road improvements plus A27 improvements at Bognor Road desirable to support C1 and C7. AR1, 2, & 3: Desirable to create better access to Bognor Regis and stimulate investment.
A27 Chichester Portfield and Oving Road junctions	C7: Old Tarmac site C1: Land at Barnfield Drive	Improvement required on capacity grounds to local road access and A27 junctions. Likely to be essential for development at C7 & C1.

Table 1: Infrastructure projects associated with strategic employment sites

3.3.4 On-line junction schemes have been investigated in more recent years rather than proposals for an A27 Worthing Bypass. These improvements in Worthing are not required to enable any specific strategic employment sites. However, they will offer benefits to the CWS area as a whole by relieving congestion on the A27 and increase

the viability of development across the area. The A27 Bypass for Arundel has been investigated and proposed over the years and it would offer similar area-wide benefits. Given the difficulties of delivering this scheme in the current financial climate and the environmental considerations that would need to be considered and mitigated, the delivery of this scheme is beyond the short to medium term (greater than 7 years).

3.3.5 While there is the possibility of a development at Westergate coming forward through the Arun Local Plan, the realignment of the A29 to the north of Bognor Regis is not related to one specific employment or housing site. This realignment will improve access to the area which will increase its appeal to investors and deliver a number of wider benefits (e.g. reducing traffic through Westergate). However, any improvement of the A29 is likely to put additional pressure on the A27 junctions at Fontwell which may require consequential improvements.

3.3.6 Given the scope of this report, and the level of information on the strategic sites available at this time, a detailed assessment of the transport impacts of each of the employment sites has not been undertaken. This will be required as the sites pass to the appropriate stage of the planning process.

3.3.7 As well as the items listed in Table 1, there are other transport schemes which should be considered for the area to improve travel in the CWS area which could in turn help attract investment and promote economic growth. These are detailed in the West Sussex Local Transport Plan 3.

3.4 Strategic Housing Sites

3.4.1 Appendix 2 shows the strategic housing sites within CWS which were identified in a previous HCA assessment and confirmed by the local planning authorities. It includes a summary of the anticipated number of housing units to be included in each site and the anticipated delivery date. Appendix 2 also shows the relationships between these sites and strategic coastal employment sites and infrastructure projects.

4 DEVELOPING AN EMPLOYMENT AND INFRASTRUCTURE STRATEGY

4.1 Key Employment Sites and Related Transport Infrastructure

4.1.1 Analysis of the pro-formas received, infrastructure requirements and the subsequent mapping at Appendix 3 shows four emerging areas of focus which should be considered further in the development of a strategy for the CWS area. These are:

- Chichester/Tangmere/Bognor Regis
- Littlehampton
- Goring – Causeway/Northbrook College /and Martletts Way
- Shoreham Harbour/Shoreham Airport

4.1.2 In Appendix 3 the strategic development sites are colour coordinated with strategic highway links to indicate the infrastructure required to deliver each strategic development site. Strategic housing sites have also been marked for information. The strategic development and housing sites on the mapping in Appendix 3 can be directly referenced to the tables in Appendices 1 and 2 respectively.

4.1.3 At Chichester, Tangmere and Bognor Regis there are employment and key housing sites reliant on improvements to A27 Chichester Bypass junctions (principally the A259/A27 Bognor Road Roundabout and Portfield Roundabout junctions) as well as Travel Demand Management measures such as workplace Travel Planning, parking controls, and car sharing and cycling incentives.

4.1.4 At Littlehampton, transport improvements are likely to help investor confidence both for employment and residential uses (i.e. construction of the Lyminster Bypass and some resolution of queuing at the Crossbush Junction of the A27 with the A284). Mixed use developments in the area will also help encourage sustainable travel and re-balance the local economy by providing local shopping and employment opportunities.

4.1.5 The Goring sites are unrelated to each other and to essential infrastructure. However, they are all in the same local area and as such may benefit from a place based approach to improving public transport access, attracting employment uses, and supporting the planning policies that are designed to retain employment use and where possible resist the financial pressure for change of use to residential.

4.1.6 Development at Shoreham Airport will rely on public transport improvements and a new roundabout to provide access to the A27. The development is also dependent on improved flood defences at the river Adur, where, at present, funding is only assured for the western bank. Shoreham Harbour is a mixed use site with both housing and employment opportunities, so has the potential to be sustainable, particularly if accompanied by improvements to passenger transport such as the Coastal Transport System (CTS) and an increased frequency of trains between Worthing and Brighton. The improvement of public transport combined with TDM measures should relieve the A27 sufficiently for new traffic generation from the developments not to give rise to significant additional congestion on the A27.

4.1.7 Development of Shoreham Airport and Shoreham Harbour should be looked at together to see whether CTS could link the sites with Lancing Station and the potential for Park & Ride using land at Shoreham Airport for business that may be based within the port area. Additionally (and subject to planning considerations) any

proposals that may arise in future for other development sites in Adur west of Shoreham Airport should be drawn into these considerations.

4.1.8 Historically the business case for CTS was based upon the assumption of up to 10,000 houses at Shoreham Harbour. While a recent significant reduction in the number of houses is proposed at Shoreham Harbour, an improved bus service is still required in combination with travel planning to reduce future congestion generated by the new development proposals.

4.1.9 The current proposals for the redevelopment of part of Shoreham Harbour do require the re-alignment of the A259 away from the portside and close to the railway to allow more integrated development with traffic free access to the harbour. Although this realignment is only one option among others, this would be a major undertaking and would require funding to examine the business case in more detail before being considered further. The need for an A259 realignment will be explored through the preparation of a Joint Area Action Plan for Shoreham Harbour and a Development Brief for the Western Arm.

4.2 Issues Affecting the Areas of Focus Description

4.2.1 Not all proposed transport infrastructure improvements within the CWS area are contained in the areas of focus listed above. As has already been mentioned, Worthing Junction improvements and a potential scheme at Arundel would help improve connectivity across the coastal area. However, they are general improvements rather than directly assisting the delivery of the strategic sites.

4.2.2 Other infrastructure improvements of a more general nature include improved superfast broadband coverage which is a programme underway for the CWS area.

4.2.3 Flood alleviation schemes are particular to individual sites and the prominent sites affected are included within the identified areas of focus. Waste water treatment is a particular obstacle to development affecting Chichester and is included as an issue within that area of focus. It could also be an issue for Shoreham Harbour but this will be dependent on the levels of new housing proposed.

4.2.4 It is suggested by GL Hearn that general demand for employment premises within Worthing remains buoyant. However, there is concern that planning policies may be under pressure from the more lucrative conversion of space to residential use. This may require some incentive through coordinating an approach in the Goring area of the town where there are 3 sites within close proximity to each other.

4.2.5 Although three of the areas of focus are contained within a single local planning authority area this is not the case for the area encompassing Chichester City, Tangmere, and Bognor Regis. Here there is a significant inter-relationship of employment sites, key housing sites and transport infrastructure. The new National Planning Framework established under the Localism Act requires cooperation between authorities in taking their development plans forward. A consideration also is the timing of support for site assembly as the area as a whole seems to have a considerable amount of potential B1 class development in the pipeline and a joint approach to attracting firms and ensuring a sufficiency of supply of new premises may be of greater value for both authorities concerned.

4.3 Developing an Employment and Infrastructure Strategy

- 4.3.1 For the development of a detailed CWS employment and infrastructure strategy, we recommend that the authorities concerned in each area of focus assess the nature of development, job creation and deliverability in more detail possibly using the detailed criteria set out below. They should also assess the extent of site “de-risking” required to attract market interest. The related strategic housing sites should also be considered for their potential funding towards the key infrastructure requirements in each area.
- 4.3.2 Once the key investment and timescale requirements for each of the areas of focus are clear, a view needs to be taken of how a financial business model could support the funding of required infrastructure for the delivery of the strategic employment sites. This would include an assessment of what the market is unable to provide to deliver investment in the timescale desired by the local authority. It is understood that the Coast to Capital Local Enterprise Partnership is taking advice on the development of financial models that would provide such positive intervention required using rolling funds pump primed by the Growing Places Fund and other funding opportunities - see section 5.5 for further information.
- 4.3.3 The existing business community in each area of focus should also contribute its voice in terms of the obstacles preventing site development and the likely benefits to their business of infrastructure improvements. It will be important in putting forward a complex programme of interventions that understanding and consensus is achieved wherever possible.
- 4.3.4 Each of the key infrastructure requirements will require business cases that meet the infrastructure providers’ priorities as well as meeting the priorities of the local areas of focus and the Coastal Area as a whole. In terms of the A27 improvements, for example, the Highways Agency will require an economic assessment of any schemes according to its PAR methodology for schemes up to a cost of £10m and a full major project business case for schemes over this limit. The latter is expensive and will require the support of the County Council and the relevant Local Planning Authority to contribute to such a case.
- 4.3.5 Such funding is always at risk that the resultant scheme may not be selected for Government Funding support. However, the case for investment would be strengthened if the contribution of such a scheme to the local economy and employment can be shown to be significant. The investment programmes by other providers such as Southern Water (waste water treatment), The Environment Agency (flooding remediation), or the County Council (Local Highway Authority) are also likely to be influenced where clear local economic benefits can be demonstrated.

4.4 Governance Structure

- 4.4.1 In taking forward the development of a CWS Employment and Infrastructure Strategy it is apparent that there is no clear governance structure at present to develop priorities and programmes for infrastructure serving key employment sites across the CWS area. In addressing the “Growing Places Fund” and how a Revolving Infrastructure Fund (RIF) could be taken forward the HCA report (published January 2012) advises that the establishment of a governance structure is a key issue to consider along with other more detailed management matters.

-
- 4.4.2 It is clear government policy is to promote a sustainable approach to transport investment. This will require an area-wide approach to reducing demand to allow the network to accommodate additional development related traffic without contributing to congestion. Some coordination across the area is required to promote improvements to public transport and in tandem promote demand management so that there are more choices to a wider group of people than the option of the single driver car mode.
- 4.4.3 Alongside sustainable transport approaches there is also the need to consider climate change mitigation measures to ensure the transport system is resilient to the increasing frequency and intensity of adverse weather events. Investment in travel information and incident management should be considered to keep traffic moving and help businesses in the area to plan their journeys with more confidence.
- 4.5 **Criteria to determine strategic** employment sites
- 4.5.1 Appendix 1 provides an initial assessment of all the pro-forma returns received from the Local Planning Authorities situated in CWS. It was agreed with the CWS group that strategic employment sites be confined to those projected to deliver 100 or more full time equivalent jobs or for a lesser number the site would have to be located in an Area of Focus. Similarly the label of Strategic in relation to housing sites was reserved to 100+ housing units.
- 4.5.2 Outside of these criteria a few sites have been retained as strategic where they provide for key skills such as supporting local agriculture, horticulture, fishing, or boat building/repair. A number of potential sites have been left out at this stage as they have no firm foundation of approval within the development planning system although these will need to be included as Local Plans come forward through their consultation and approval stages. Appendix 3 provides maps of the strategic employment and housing sites.
- 4.6 **Criteria to describe the Sustainable Transport nature of strategic Employment Sites**
- 4.6.1 This report was intended to provide a broad overview of the current list of sites within the scope, budget and timescales for this report. We were also asked to provide some advice on what criteria could also be developed in future for more detailed consideration and comparison between the sites. Accordingly we have put forward the following criteria for consideration by the CWS Group as the strategy is developed.
- Promotion of Sustainable Development:** The nature of the development should be assessed on a number of dimensions, including whether the site is on brownfield land and whether it promotes sustainable travel patterns.
- Greenfield verses Brownfield development:** Those sites that re-use land which was previously developed should be prioritised over those which are on greenfield sites.
- Sustainability of development - local travel:** Developments which encourage local, sustainable travel patterns should be prioritised. Those developments which include a mix of uses (e.g. housing and shopping facilities) will help promote local trips. The mix of housing and jobs (e.g. at Shoreham Harbour) would need to be assessed for each site to understand whether the jobs can be filled by people from the local labour pool.

Sustainability of development – mode of travel: Developments which maximise the use of sustainable modes such as public transport, walking and cycling should be prioritised over those which increase reliance on single occupancy car use.

4.7 Criteria to Assess Job creation and economic impact of strategic Employment Sites

4.7.1 The economic impact of the sites should be assessed not only in terms of the number of jobs created, but also the nature of those jobs (i.e. the skills required compared to those of the local population) and the wider economic benefits.

Number of new jobs: The number of new jobs generated by a site is a relatively straightforward indicator of the benefit which will arise from the site. The number of jobs can be classified into bands as appropriate (e.g. 0-200, 200-800 and over 800) to permit comparison across the Coast to Capital area.

Nature of jobs: A more detailed assessment of the job creation benefits of the sites should include an assessment of whether the jobs identified are new or whether they will result in a re-distribution from other parts of the study area and beyond. The skills match of the type of jobs created compared to the pool of local labour should also be considered.

Wider economic impacts: It is not just the number of jobs created by a site which will help support economic growth, but there will also be a multiplier effect as the local population have more disposable income. Further wider economic benefits could be realised as businesses which locate in the area grow their supply chains or encourage an increase in tourism or leisure spend. An initial assessment of his multiplier effect has been made for the strategic employment sites. Any further work on individual sites should revisit this in more detail and consider the impact of the sites on the economic growth of the area beyond just jobs.

4.8 Criteria to classifying obstacles to deliverability

4.8.1 The obstacles to delivery of employment sites will form an important consideration in further developing a strategy for the area and assist with comparison elsewhere across the Coast to Capital area. We recommend that these obstacles are classified as high, medium or low accordingly to a series of criteria. This can be converted to a numeric score (1 to 3 or 1 to 5) if required.

4.8.2 Assessment of obstacles to delivery of sites is necessarily subjective. To enable commonality in assessment, and allow comparison between sites, Table 2 on the following page outlines a proposed approach to classifying these obstacles. This can be used to take into account where sites rely on the delivery of transport or other infrastructure. Following a review of all the potential obstacles, a more detailed view on the likely timescales for delivery of the sites can be established and Table 2 developed further with more quantifiable criteria.

Obstacle category	High	Medium	Low
Transport Infrastructure required	Scheme requires major infrastructure costing over £10m which required a major scheme funding business case or would have significant deliverability issues (e.g. negative impact on National Parks)	Scheme requires transport infrastructure or Transport Demand Management measures costing under £10m with limited known deliverability issues	Minor or no transport infrastructure associated with the scheme as transport impacts will not cause or exacerbate existing capacity problems
Other infrastructure required for delivery (e.g. utilities, telecommunications, drainage, flood mitigation)	Scheme requires multiple items of additional infrastructure or has complex requirements	Scheme requires additional infrastructure of limited complexity	Minor or no additional infrastructure required to enable development
Design and construction issues	Large number or complex design or construction issues (e.g. shape of land, acquisition issues, earthworks required)	Small number or relatively straightforward design or construction issues (e.g. shape of land, acquisition issues, earthworks required)	Standard site construction within no unusual issues
Planning	Significant issues anticipated with planning permission which will take time to resolve (e.g. site will impact upon land with statutory protection, proposed function will require mitigating measures to be provided)	Some planning issues anticipated (e.g. need for transport assessment)	No planning permission issues anticipated
Funding – likelihood of scheme meeting self funding requirement	Will compete for funding nationally through detailed business case	Potential to secure additional funding to reduce impact on LA budget or reliance on developers, which will require time commitment to secure. Growing Places Rolling Fund or similar may apply. May attract contribution or funding from HA or HCA	No or limited Local Authority funding required.
Environmental impacts	Significant adverse environmental impacts	Adverse environmental impacts which can be mitigated	No adverse environmental impacts
Dependencies	Links to or dependencies on more than one other proposal or development	Links to or dependencies on another proposal or development	No dependencies on other proposals

Table 2: Classifying obstacles to the delivery of employment sites

5 INFRASTRUCTURE FUNDING ISSUES AND OPPORTUNITIES

5.1 Waste Water Treatment

5.1.1 Chichester city and environs have the most significant infrastructure obstacle constraining development. Here additional investment is required before any significant increase in usage can be accepted. The Utility concerned, Southern Water, subject to approval by the regulator, can increase charges to cover the necessary investment. It is understood that Southern Water has looked at the options available and its next step will be to propose its preferred option to the regulator for funding. The preferred option may consist of reducing infiltration in the system and applying improved technology at waste water treatment facilities.

5.2 Broadband

5.2.1 BT are upgrading broadband infrastructure along CWS including improvements at exchanges and in “superfast” services.

5.2.2 Smaller businesses will benefit by having access to faster (ADSL2) services in most locations by December 2012. Where BT are unwilling to invest and there is a case to be made in supporting new employment related development, West Sussex County Council may apply for national funding to ensure the investment. This will require match funding and the County Council has recently made provision for this.

5.2.3 Larger firms (over 100 employees) would generally opt for a dedicated direct link to the exchange. This relies on sufficient capacity within the exchange and this issue is also being addressed.

5.2.4 A report to the West Sussex Policy & Resources Select Committee 8th December 2011 states - “Broadband connectivity is an increasingly important feature of everyday living for businesses and residents. However, there are a number of areas that do not have broadband connections and, in some that do, connections can be poor or slow. Broadband Delivery UK has allocated £6.26 million for investment in the communications infrastructure in West Sussex. To release that investment, the County Council will need to match the funding. The combined public sector investment will bring forward private sector investment. The package, which could total £25 million depending on the scale of private investment, will enable much wider access to next generation or “superfast” broadband. It will also bring growth in existing and new businesses, job growth, tourism, business prosperity, reduced social isolation, and easier and cheaper access to services.”

5.3 Coastal, River, and Ground Water Flooding

5.3.1 The Environment Agency has consulted on flood alleviation plans in respect of tidal flooding along the West Sussex Coastal area. The timing of their investment has some indicative dates but firm dates will depend on their future capital programmes. This is a consideration in particular to Shoreham Airport and Shoreham Harbour and the West Bank site at Littlehampton. Improvements to the flood defences along the River Adur are planned with funding being sought from the Government, although only funding for the West bank is assured. Funding will also be needed for flood defences at Shoreham Harbour and ways of securing funding for this part of the river are being investigated.

5.3.2 Groundwater flooding – The Chichester flood alleviation scheme is considered sufficient to reduce risk in the Chichester area. Problems of low lying land in Bognor Regis area would be addressed by local mitigation measures and raising building and road levels as appropriate.

5.4 Local Action on River/Tidal Flooding

5.4.1 The report to West Sussex Policy & Resources Select Committee 8th December 2011 also covered this issue and stated - “The establishment of a community flood prevention fund will help residents and business seeking to prevent flooding of their homes, premises and communities. The County Council, through this project, will contribute some match funding to the resources raised by local communities to attract Government funding in order to reduce the risk of flooding. This will benefit the economy by reducing the time and business productivity lost through flooding, and providing businesses with confidence and certainty. The fund available will total £1.5 million. Further work will be undertaken to draw up the operating criteria for the fund including requirements for match funding.”

5.5 Funding Transport Infrastructure and Measures

5.5.1 The Department for Transport is considering the shape of its major schemes programme post 2015 and in this respect a scheme of interest to this study would be the Chichester Bypass proposals. Other schemes that may be considered for funding would be the Arundel Bypass and a package of on-line junction improvements at Worthing, although the complexity of the Arundel Bypass means it is unlikely to be delivered in the short to medium term.

5.5.2 With the exception of junctions in Chichester, Worthing and Arundel none of the sites have been assessed as dependent upon the delivery of these schemes. Furthermore, the previous CTS scheme for Shoreham Harbour was considered by the Government but not included within their programmes. As plans are progressed for Shoreham Harbour a public transport scheme may be re-considered at a later date.

5.5.3 The Highways Agency maintains the A27 Trunk Road and has been given additional funding of £220M for smaller projects across England which will ease local bottlenecks and improve safety and road layout. This fund will also invest in driver information, signage and close-circuit television, to improve incident clear up times and assist road users, particularly road hauliers. Minor schemes (under £10million) for the A27 would be considered in the first instance by the South East and London Regional Network Development team.

5.5.4 West Sussex County Council is the highway authority for all local public highways within the CWS area and Brighton City Council has the same status for roads within its area. Both authorities are awarded funding by Government and have a forward programme of schemes so will have commitments for 2012/13 and beyond. The published indicative figures for the Integrated Transport Block for 2014-15 are as follows; -

- West Sussex County Council - £6.438M
- Brighton City Council - £4.316M

5.5.5 West Sussex County Council will be bidding for funding from the Department for Transport’s Local Sustainable Transport Fund (LSTF) for travel planning initiatives in 4 towns in the county, two of which (Chichester and Worthing) are located in the CWS

area. The bid would be for up to £5m and would comprise both capital and revenue elements and spread roughly proportionately to each of the four towns. These will apply for the remaining years of the fund which runs from the current financial year to the financial year 2014-15. The West Sussex County Council bid will assist in reducing overall levels of traffic demand by providing alternatives to single car user trips.

- 5.5.6 A decision on LSTF funding is expected to be made by May or June 2012. There are also models available to ensure that initiatives developed over the shorter term can be extended to provide coverage over a longer period. An example is the Crawley Easit scheme.
- 5.5.7 The Growing Places Fund is intended to be used by Local Enterprise Partnerships (LEP's) to invest in key items of infrastructure to enable development, with money invested to be returned to the LEP for investment in further provision of infrastructure. This mechanism is referred to as a Revolving Infrastructure Fund (RIF). The Coast to Capital LEP has been given an indicative allocation of £15,083,882 and it is considering its detailed bids in accordance with the fund requirements. The HCA report "Growing Places Fund" published in January 2012 provides guidance on the development of an RIF.
- 5.5.8 Section 106 under the Town and Country planning Act enables planning authorities to require the developer to provide or fund the provision of infrastructure necessary and directly related to the impact of a new development. This process has been used to fund the Bognor Regis relief Road and a section of the Lyminster Bypass. However developers are able to re-negotiate the terms of a S106 agreement if they have not implemented their permission after a period of 3 years and the government has consulted as part of their Housing Strategy on reducing this period by allowing the re-negotiation of agreements entered into before April 2010.
- 5.5.9 The Community Infrastructure Levy (CIL) process enables local planning authorities to establish a fund whereby the levy from new development is used to fund infrastructure schemes that are published in a list by that authority. To date no CIL arrangements have been established in the CWS area but if CIL is not in place by 6th April 2014, Local Authorities will start to lose out as the regulations will limit the use of planning obligations for pooled contributions.. Therefore it is important that the infrastructure needed is identified so that CIL can contribute to its delivery.
- 5.5.10 The government published proposals in November 2011 to kick start the provision of new housing through financial incentives within its Housing Strategy – Get Britain Moving and they have allocated £400M for that purpose. The initiative covers a mortgage indemnity fund to provide 95% loan to value to assist first time buyers, a fund to free up public land release through a build now/pay later approach, and other support for developers in need of funding to develop sites.

6 FINDINGS AND RECOMMENDATIONS

- 6.1.1 This report looks at the measures that would improve economic performance by unlocking strategic sites across CWS in the short to medium term, in particular the infrastructure schemes that are required to deliver strategic employment sites and enable CWS to develop further in the longer term. Major schemes such as the Arundel Bypass would benefit existing business and stimulate investment throughout the whole of the coastal area. However, there are no specific strategic employment sites at present that require the bypass to be built before they can be delivered and the complexity of the bypass means it is unlikely to be delivered in the short to medium term. Furthermore, a major scheme such as the Arundel Bypass would take at least 7 years to deliver even if it was accorded high priority by government in the immediate future.
- 6.1.2 The infrastructure issues addressed in this report are focussed around what can be delivered within the next 5 to 7 years and are either necessary for development to proceed or would be a significant stimulus for investment.
- 6.1.3 Site development will in some cases depend on the coordinated programming of transport and other infrastructure schemes and measures as well as bringing forward approvals in Local Plans (core strategies). This requires local "Place Based" leadership and appropriate management arrangements to ensure effective delivery. It is encouraging to note that one constraint to development in the CWS will be lifted in the near future given the approved programme for Broadband improvements along the coast.
- 6.1.4 We consider that it is important to build consensus on an overall approach to developing a strategy for specific areas of CWS to ensure that schemes and measures that come forward for consultation and approval are understood by the local business and residential community. At the same time the CWS Group and the Coast to Capital Local Enterprise Partnership need to be clear on the added value of schemes and measures to the local economy.
- 6.1.5 The role of travel planning measures to reduce the need for more expensive schemes is also often less understood and supported and should be considered in such consensus building in order to reduce the demand for transport infrastructure in the future and reduce the carbon footprint of the CWS area.
- 6.1.6 To assist the process of scheme development in the short term and position schemes to take advantage of any new funding opportunities, detailed business cases would need to be developed for those schemes identified as being required to deliver strategic employment sites. Fortunately in each case there has been prior technical work undertaken that can be refreshed and extended to meet the requirements of infrastructure providers such as the Highways Agency.
- 6.1.7 Having reviewed the strategic employment sites, associated infrastructure, and the influence of nearby strategic housing sites a number of gaps in existing work and areas which would benefit from further evidence gathering have been identified. These would help to develop a robust employment and infrastructure strategy for the CWS area and these are identified within the report in section 4. However, this should not prevent immediate action to take forward the recommendations of the report above but should be incorporated into the consideration of further work.

-
- 6.1.8 In respect of funding there are opportunities to fund the infrastructure preventing or inhibiting the development of key employment sites but further work on business cases is necessary in order to determine the likelihood of meeting the requirements of the various funding sources.
- 6.1.9 Finally it is important to base local and strategic decisions on up to date and accurate information. In this respect it is vital that the tables in the report and supporting information to these are updated as a matter of course on a regular basis. This would ideally be undertaken on a 6-monthly basis.
- 6.1.10 **Recommendation 1:** That place based delivery plans be developed for the four Areas of Focus described in the report. Two areas of focus have infrastructure improvements that must be delivered to enable current employment and housing proposals to be taken forward. These are set out in plans in the Appendix to the report and are:
- Shoreham Airport/Shoreham Harbour
 - Chichester/Tangmere/Bognor Regis
- 6.1.11 The other two areas require a coordinated approach to infrastructure or transport improvements in order to stimulate investment and maximise investment opportunities. These are:
- Littlehampton
 - Goring/Northbrook College, Worthing
- 6.1.12 **Recommendation 2:** That an appropriate governance structure be established to develop the “Place Based” delivery plans and to coordinate plans across CWS.
- 6.1.13 **Recommendation 3:** That the governance arrangements ensure that the development of the “Place Based” proposals are understood and supported by the local business community, local planning authority, and local communities so that they receive a wide measure of understanding and support as specific schemes come forward for consultation and delivery.
- 6.1.14 **Recommendation 4:** That infrastructure investment providers are made aware as soon as possible of the importance of critical infrastructure to the realisation of local economic and employment benefits emerging from the strategy and they be pressed to align their investment plans.
- 6.1.15 **Recommendation 5:** That in order to support the development of the “Place Based” delivery plans the following transport schemes and their previous technical studies should be reviewed and updated and a business case developed for each scheme to meet the requirements of the Highways Agency and other potential funders. The latter should include addressing developer funding, the developing Community Infrastructure Levy arrangements, and a rolling fund arrangement such as that proposed by Government as part of the Growing Places Fund.

***Improvement of access to Shoreham Airport from the A27** (a transport study of strategic development options and sustainable transport measures is currently being undertaken to support regeneration at Shoreham Harbour and development coming forward through the Adur Local Plan. The final report is due towards the end of April and will inform any further work required to identify an appropriate junction improvement)*

-
- **Shoreham Harbour – A259 diversion proposals, improvements to bus services, and demand management to permit redevelopment proposals** (a Development Brief is due to be commissioned for the Western Arm character area of Shoreham Harbour and it is likely that this will explore the need for the A259 realignment. Public transport improvements and demand management will form a major part of the emerging Shoreham Harbour and Adur District Transport Strategy)
 - **Local accessibility improvements improving access to key employment sites in Goring/Northbrook College, Worthing** (the Worthing Core Strategy has now been adopted. It is important that these improvements are included in the Infrastructure Delivery Plan being prepared by Worthing Borough Council to ensure that developer contributions can contribute to their delivery. Further work is now required to prepare designs, undertake consultation and secure relevant approvals for an affordable package of improvements)
 - **The improvement of the A27 Crossbush junction with the A284 and the completion of the A284 Lyminster Bypass** (consent has been given for two strategic development sites north of Littlehampton which will include part of a partially realigned A284 and s106 contributions towards the remainder of the Lyminster Bypass. A study into the technical feasibility of the remaining section is due to finish in early March. Options to improve the A27 Crossbush junction were recently studied by Arun District Council to support preparation of the Arun Local Plan. Having regard for the availability of funding in the short term, further work is now required to prepare designs, undertake consultation and secure relevant statutory approvals for both the A284 Lyminster Bypass and A27 Crossbush improvements)
 - **Chichester Bypass junction proposals for the A259 Bognor Road Junction, Portfield Roundabout, and the local road network between this roundabout and Barnfield Drive** (these proposals reached a fairly advanced stage prior to the Spending Review of 2010 when it was announced that an A27 Chichester Improvement scheme would not be programmed for construction prior to 2015. However, there is no current budget allocation for further scheme development. This scheme could be progressed once realistic funding opportunities become available)

- 6.1.16 **Recommendation 6:** There is a category of schemes that could be undertaken in the short to medium term and may have some benefit in improving access to the Areas of Focus. The links between these and the strategic employment sites are more supportive than essential for their delivery. In this category we would put forward proposals for improving junctions on the A27 in Worthing and also the A29 realignment scheme to replace the Woodgate Level crossing. In both cases further work would be required to examine their benefits in relation to strategic employment sites.
- 6.1.17 **Recommendation 7:** That each authority maintains and updates their summary tables on a 6 monthly cycle and provide copies to the CWS Director.
- 6.1.18 **Recommendation 8:** That the strategy be updated in 6 months time following the establishment of appropriate governance arrangements, more detailed consideration

of the criteria presented in the report, and further work by the C2C LEP on financial models and other strategy work.

7

REFERENCES

- Adur Core Strategy and Shoreham Harbour Transport Study – Phase 2, Parsons Brinckerhoff (September 2010)
- Chichester Housing Numbers and Locations (August 2011)
- Arun Core Strategy A27 Junction Capacity Modelling, Mott MacDonald (October 2010)
- Arun Economic and Employment Land Assessment (December 2010)
- A27 Worthing Congestion Study – Phase 2, Balfour Beatty/Mott MacDonald (March 2011)
- Growing Places Fund – Guidance on Revolving Infrastructure Funds, Homes and Communities Agency (January 2012)
- Sussex Coastal Strategic Employment Sites Consultation, DTZ (2002)
- West Sussex Coast Study, Developing a Sustainable Transport System (May, 2010)
- West Sussex Transport Plan – 2011 to 2026 (February 2011)
- Worthing and Adur Strategic Transport Model Phase 2 - Strategy Development Report, Parsons Brinckerhoff (March 2010)
- Worthing Infrastructure delivery Plan (September 2010)
- Worthing Core Strategy (April 2011)

APPENDIX 1

STRATEGIC EMPLOYMENT SITES NOTIFIED BY LOCAL PLANNING AUTHORITIES

Site	Jobs	Site Plan	Obstacles to Delivery	Related Housing Sites	Planning Stage	Potential Funding Sources for Infrastructure	Timing
ARUN DISTRICT							
AR1 Enterprise@Bognor Regis	Initially up to 2200	Y	New highway – N/S link from the A259 Bognor Regis Relief Road (BRRR) to the current A259. Also flooding issues apply and it may place pressure on A27/A259 junction	Completion of homes at North Bersted and Felpham. Also Bognor Regis Eco Quarter, Land at Tangmere (1500)	Included within Core Strategy. Subject of EZ application (not successful)	Relies on BRRR being completed. In addition, S106 – developer; LTP3; Growing Places rolling fund Also Governments Housing Strategy Statement contains incentives	2015 +
AR2 Butlins & Watersport Centre	100-120 (data from BR Ltd)	Y	Would benefit from better access via N/S link – see above(but not essential requirement	Any significant housing would add to viability	Site has existing user right but a component needs permission	n/a*	2013 onwards
AR3 Regis Centre Hothampton	500	Y	Would benefit from on completion of BRRR + N/S link – see above	Above sites would add to viability of development	St Modwen’s propose to renew option to develop option	See AR1 above	
AR4 St Martins Littlehampton	50	Y	Value- access - Lyminster Bypass completion would help improve access to Town centre	Completion of Housing development at Courtwick and North Littlehampton	St Martins Car Park Feasibility Study 2007 St Martins Littlehampton Town Centre Development Brief 2009	n/a*	No info
AR5 The Wick Site (former Body Shop)	300 –A1 200 –B1	N	Planning Permission; Lyminster Bypass would improve access but not essential requirement	As above	Morrison’s and Ent hub has been approved (subject to S106)	£1m for Lyminster Bypass	2012 onwards
AR6 West Bank of the River Arun, Littlehampton	400	Y	Tidal flooding, contamination, ecology, landscaping; Lyminster Bypass may improve interest in site	Proposed residential on site +As above	West Bank Regeneration Study	In short term Arun DC and WSCC funding	Medium to longer term

WORTHING BOROUGH							
W1 Union Place South Worthing	250-400	Y	Site assembly, wider transport issues associated with access to Worthing	Delivery of Durrington and Teville Gate will improve viability	Included in Core Strategy	n/a*	medium or longer term
W2 Teville Gate Worthing – mixed site	500+ (note developer claims up to 1000)	Y	Funding, Pressure on Grove Lodge Roundabout	260 residential units on site	Included in Core Strategy Planning Application considered – close to determination	Highways Agency NDD Schemes Budget	2012 onwards
W3 Land Adj Martletts Way Goring. Mixed use - West site employment 1.25Ha. East(1.01) and South (1.7) residential	100 – west site.	Y	Local access a key issue. Also possible contamination issues; Current economic conditions; Has been proposed as a mixed use site since 2003	residential units on site	Included in Core Strategy	n/a*	medium or longer term
W4 Northbrook College, West Worthing – mixed use residential + commercial	50 – 100 from B1 element	Y	Drainage and design issues. Considered a good viable employment site if planning policies protect designation	Residential units on site	Included in Core Strategy –	n/a*	2012 onwards
W5 The Causeway and Bolsover Road Goring – mixed use residential/commercial	100-150	Y	No significant issues	Residential units on site	Included in Core Strategy	n/a*	2012 onwards
W6 Decoy Farm off Willowbrook Road	No info	Y	Current waste recycling centre , previous landfill site (i.e. contamination an issue), access issues; Note: relocation to this site could help Shoreham Harbour +other sites	No significant relationships	Included in Core strategy	n/a* for waste recycling centre but any more intensification would require significant funding source	medium or longer term

Site	Jobs	Site Plan	Obstacles	Related Housing Sites	Planning Stage	Potential Funding Sources	Timing
ADUR DISTRICT COUNCIL							
AD1 Shoreham Airport	1250	Y	Access from A27 – new roundabout required in or adjacent to the A27 to access development. Improvements desirable at North Lancing Roundabout. Provision of CTS desirable and demand management essential; flood zone/defences		Land review 2011	Developer funding; Growing places; LTP 3,	Medium term
AD2 Shoreham Harbour Regeneration Area incl. Parcel Force Site	3000	Y	Flood Zone, contamination, congested roads /inadequate access. Master plan proposals show major re-alignment of the A259 and proposals would require improved bus services and demand management	See above	Various studies. Port Master Plan provides locations for non port development and delivery plan considered	Developer funding; Growing places; HA NDD Schemes; LTP 3, other?	Medium term
AD3 Shoreham Cement Works	x	Y	Impact on A27, South Downs National Park – would require further assessment		Various previous proposals	As above	Medium or longer term
AD4 Brighton and Hove football Academy	76	Y	Traffic impact on local roads		Current application	Developer	Medium term
CHICHESTER DISTRICT COUNCIL							
C1 Land at Barnfield Drive Chichester	500+ Retail +employ	Y	Flood Risk, traffic impact analysis, transport improvements required to local roads and A27 and wider demand management	Various – Chichester, Bognor Regis	Planning application imminent together with transport impact appraisal	Developer Funding LTP 3, HA – major schemes for Bognor Road and Portfield Junctions	Planning application expected early 2012
C2 City Fields Extension Tangmere	250-500 B Park	N	Poor Broadband due to be resolved shortly – needs optic fibre cable from Chi Exchange; slight impact on A27 Tangmere Junction	2 sites - Tangmere and nearby Chichester and Bognor Regis sites	Included in preliminary Master Plan by developers in support of mixed residential and employment scheme likely to feature in Core Strategy.	Developer funding commencing 2015 onwards	x

C3 Eastons Farm Chichester	60 – Glass-house	Y	Subject to planning appeal commencing late February 2012		Subject to Planning Appeal	n/a*	x
C4 Old MOD site Chichester		Y	Some contamination + significant Highway Issues. Could provide park & Ride for Chichester City centre		Brownfield site in Strategic Gap. Owners intentions not yet sufficiently clear	HA major scheme at Bognor Road junction would assist development	Medium to longer
C5 Lincac Site, Quarry Lane Industrial Site, Chichester	40	Y	Proposals coming forward soon	Chichester, Tangmere, and Bognor Regis sites	Permission for trade counter unit B1, MOT Testing centre, 2storey B1 Office Current planning application would complete package	n/a*	Short term
C6 Land at Manor Road Selsey	120	Y	Economic situation – lack of demand /location poor	As above	Available for development	n/a	
C7 Old Tarmac Site	x	N	Access to site has difficulties – wrong side of A27	As above	Outline permission for 3 B8 storage & distribution units. Application for A1 non-food + restaurant refused but developer continuing to discuss prospects with HA	Developer Funding for A27 junction improvement(s)	Not known
C8 Plot 12A Terminus Road, Chichester	120-180	Y	None – apart from awkward site shape	As above	Ready to go. CDC proposal for enterprise hub once development partner selected	n/a*	2013/14

Note:

- Where not applicable (n/a) is starred (n/a*) this indicates that development is not expected to contribute to any particular strategic infrastructure scheme although a CIL contribution or S106 funding may be required for funding local or more general transport schemes.

APPENDIX 2

STRATEGIC HOUSING SITES NOTIFIED BY LOCAL PLANNING AUTHORITIES

Site	Housing Units	Site plan	Related to Coastal Employment Sites?	Description of Relationship	Related to key infrastructure Provision/How?	Delivery Date
Arun District Council						
ARH1 Site 6 North Bersted/Felpham	1350	N	Yes -Strategic	Supports employment proposals	Would provide Bognor Regis Relief Road	2012+
ARH2 North Littlehampton	1260	Y	Yes -Strategic	Supports employment proposals	Would provide part of Lyminster Bypass including bridge over railway	2012+
ARH3 Toddington Nurseries	252	N	Yes - strategic	Supports employment proposals	No relationship	2014+
ARH4 West Bank of River Arun	1000	N	Yes - strategic	Supports employment proposals	May require completion of Lyminster Bypass/Crossbush improvement	2015+
Worthing Borough Council						
WH1 Teville Gate	300	N	Yes - Strategic	Supports employment proposals	Will increase pressure on A27 junctions in Worthing	2012+
WH2 Durrington	700	N	Yes - Strategic	Supports employment proposals	Will increase pressure on A27 junctions in Worthing	2013+
Adur District Council						
ADH1 Southlands Hospital Phase 2	100+	N	Yes - Strategic	Supports employment proposals	Will increase pressure on A27 and A259	2015+
ADH2 Ropetackle	150	N	Yes - Strategic	Supports employment proposals	Will increase pressure on A27 and A259	2015+
ADH3 Shoreham Harbour	2000	Y	Yes - Strategic	Supports employment proposals	Requires provision of A259 and A27 improvements + Coastal Transport (Bus)Scheme	2014+
ADH4 Parcellforce	100	N	Yes - Strategic	Supports employment proposals	Will increase pressure on A27 and A259	2012+

Chichester District Council (Note: decision on locations of strategic sites not yet made)						
CH1 Barratt Site, Donnington, Chichester	100	N	Yes - Strategic	Supports employment proposals	Will increase pressure on A27 Stockbridge Junction	2014+
CH2 Land at Tangmere – extension to existing settlement	500-1100	Y	Yes Strategic	Supports employment proposals	Will increase pressure on A27 Chichester Junctions but could provide access improvements for Tangmere employment sites and contribute financially to A27 Chichester improvements. Will require major extension and upgrading of Tangmere waste water treatment works	2015+
CH3 North East of City	1500	N	Yes strategic	Supports employment proposals	Will require A27 Junctions and local road improvements	2015+
CH4 West of Chichester Extension	500-1500	N	Yes strategic	Supports employment proposals	May require A27 Junctions and local roads improvement	2015+
CH5 Shopwyke Lakes Chichester	600	N	Yes Strategic	Supports employment proposals	Current planning application for 500 units. Requires large infrastructure provision – impact on A27 Chichester Bypass Junctions; dealing with site contamination; long pipe and extension and upgrading of Tangmere waste water treatment works.	2013+ Subject to gaining planning permission



APPENDIX 3

STRATEGIC DEVELOPMENT AND HOUSING SITE MAPS

ADDENDUM

Shortly before submission of this report Arun District Council has advised on employment approvals at 'Courtwick' and 'North Littlehampton'. While these have not been referenced in the report we have provided indicative site locations for these strategic sites on the maps at Appendix 3 for information.

We understand these sites will contribute to and assist in delivering the Lyminster Bypass. The North Littlehampton site will also contribute to improvements at the A27 Crossbush junction north of Littlehampton.