

DRAFT ADUR
INFRASTRUCTURE
DELIVERY PLAN
SEPTEMBER 2013

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Glossary

ADC	Adur District Council
CCG	Clinical Commissioning Group
CIL	Community Infrastructure Levy
CLC	County Local Committee
CTS	Coastal Transport System
DFT	Department for Transport
EA	Environment Agency
FDGiA	Flood Defence Grant in Aid
fe	form entry
FE	Further Education
FRA	Flood Risk Assessment
HA	Highways Agency
HWRS	Household Waste Recycling Site
IPD	Infrastructure Delivery Plan
JAAP	Joint Area Action Plan
LAT	Local Area Team
LDF	Local Development Framework
LEA	Local Education Authority
LSTF	Local Sustainable Transport Fund
NCN	National Cycle Network
NHS	National Health Service
PAS	Planning Advisory Service
PCT	Primary Care Trust
S106	Section 106 Agreement
SECAmb	South East Coast Ambulance Service
SEN	Special Educational Needs
SFRA	Strategic Flood Risk Assessment
SGN	Scotia Gas Network
SNCI	Sites of Nature Conservation Importance
SSG	Shoreham Slipways Group
SSSI	Site of Special Scientific Interest
SuDS	Sustainable Drainage System
WRMP	Water Resources Management Plan
WSCC	West Sussex County Council
WSF&RS	West Sussex Fire & Rescue Service
WTS	Waste Transfer Station

Section A – Introduction and Context

This draft Infrastructure Delivery Plan (IDP) has been prepared to evaluate current conditions and challenges affecting Adur's infrastructure, to identify key infrastructure shortfalls in the context of future growth in Adur, and to identify how shortfalls can be met. Linked to development proposals, the infrastructure planning process will help to ensure that the population of Adur has access to a level of facilities and services to enable them to be successful, sustainable communities.

Purpose

An Infrastructure Delivery Plan is required to ensure that infrastructure is properly planned for and delivered in line with the identified requirements of the Adur's population and to meet the needs resulting from future growth.

This Draft Infrastructure Delivery Plan forms part of the process of identifying the various types of infrastructure needed to support and deliver the emerging Adur Local Plan, which covers the period up to 2031. The Adur Local Plan will provide a strategy for development in Adur¹ up to 2031. It seeks to achieve a balance in meeting needs for development and will identify key sites for housing, employment, transport, and other development to support the growth and economy of Adur. Growth and regeneration set out in the Local Plan must be underpinned by investment to ensure that sustainable development is achieved; it is the role of the IDP to ensure that this happens in a co-ordinated fashion.

This IDP should be read in conjunction with the Revised Draft Adur Local Plan 2013 and forms part of the evidence base which supports it. As a 'live' document, the IDP will continue to be monitored, developed and updated, to support the Local Plan to, and beyond, its adoption.

The IDP will give an overview as to how certain infrastructure is planned and delivered; the agencies responsible for the delivery, funding and timescales. It will also indicate whether this infrastructure is critical, or desirable, and its relationship to proposals within the emerging Local Plan. It will ensure the District grows sustainably, demonstrate what is needed to achieve growth, and help guide investment priorities.

Aims

The aims of the IDP are to:

- Assess the baseline infrastructure capacity and needs in the District and identify the lead organisations responsible for delivery and management of infrastructure.
- Identify the needs and costs arising as a result of development as detailed in the Local Plan.
- Identify the funding sources, phasing, and responsibility for delivery of infrastructure and identify how the planning process can facilitate this.
- Improve communication between infrastructure providers, other local / regional organisations and Adur District Council to align and co-ordinate delivery of infrastructure.

¹ Excluding the area covered by the South Downs National Park

- Align the implementation of IDP with the aims and objectives of local / regional strategies.
- Facilitate, and demonstrate, the delivery of the Adur and Worthing Sustainable Community Strategy '*waves ahead*' and the emerging Adur Local Plan.
- Provide evidence for the development of a Community Infrastructure Levy (CIL) for Adur.

What is Infrastructure?

There is no single definition of the term 'infrastructure' but for the purposes of this IDP it is the physical, social and green facilities and services to support the District and its population. It includes the following types of infrastructure:

Category	Type	Provision
Physical Infrastructure	Transport	A27 Strategic Road Network Local Road Network Rail Services and Facilities Bus Services Walking and Cycling Community Transport Parking
	Energy Services	Electricity Distribution and Transmission Gas
	Waste	Waste Management
	Telecommunications	Telecommunications and Digital Connectivity
	Flood Risk Management	Fluvial Tidal Surface Water / Ground Water Flooding from Sewers / Water Mains Flooding from Watercourses
	Water Supply and Treatment	Water resources Water distribution system Wastewater Treatment Wastewater sewerage system
Social Infrastructure	Accommodation	Affordable housing Supported accommodation Extra care housing
	Learning and Childcare	Early Years Provision Primary Schools Secondary Schools Further Education and Community Education
	Health	Acute care and general hospitals Health centres GP surgeries Dental surgeries
	Community Services	Library Service Youth Services Community Facilities Cemeteries and Crematoriums
	Culture and Leisure	Outdoor Sport Indoor Sports and Leisure Centres Museums, Theatres, Cinemas, Galleries

Category	Type	Provision
	Emergency Services	Police Fire and Rescue Ambulance Service Coastguard
Green Infrastructure	Green Infrastructure	Accessible Public Open Spaces Allotments Green Corridors and Waterways

Where are we now?

This is a Draft version of the IDP and will accompany the Revised Draft Local Plan 2013 for a period of public consultation from 26th September – 7th November 2013.

After this consultation, a 'submission' version of the Local Plan will be produced and made available for consultation alongside a revised version of the IDP. Once the Local Plan is adopted, the IDP will be reviewed to keep it up to date.

IDP Preparation

The IDP preparation started in 2010 when Adur District Council was part of a pilot project undertaken by the Planning Advisory Service (PAS), to support the delivery of IDPs. Since this time, a range of methods have been used to develop this document, including:

- Desk-based analysis of published plans, programmes and strategies; results summarised and included in the IDP;
- Information gathered directly from partners, meetings with delivery agencies to ascertain plans, understand their assessments of infrastructure needs arising from development proposals, and details of delivery.
- Discussions with potential developers of proposed strategic sites.

Structure of this Document

This section (Section A) provides a brief introduction and outlines the future changes facing Adur as a result of development.

The main body of this document (Section B) sets out the current situation in Adur regarding infrastructure by type and includes information on responsibilities for delivery; delivery partners; costs; sources of funding; and any identified issues or dependencies with delivery. It summarises the role of both the LDF and the IDP in achieving the delivery of infrastructure. Section B collates relevant information and the responses received from service providers about their existing and future capacity to meet current and future needs.

The Implementation Plan (Section C) sets out, as far as possible, the infrastructure schedule for Adur.

This section will identify how critical or necessary each element of infrastructure is towards the delivery of development as identified in the Adur Local Plan. This is not currently identified in the Implementation Plan – the next iteration of the IDP will contain this information.

A 'Risks' column will also be included in the Implementation Plan to identify the key risks to delivery of each project / programme. Again, this work will be undertaken for the next iteration of the IDP.

Growth in Adur

A fundamental task of the Local Plan is to establish the appropriate level of housing and employment growth in Adur over the plan period. This task has fallen to local authorities due to the revocation of the Regional Spatial Strategies following the Localism Act 2011.

Adur District Council has undertaken a range of detailed studies investigating appropriate levels of housing growth over the plan period. The Government has not published any best practice guidance on how local authorities and communities should determine their housing targets. As a result, studies have investigated both **supply-side** issues (such as the availability and capacity of land, areas at risk of flooding, etc.) and **demand-based** issues (such as demographics, household formation, the link between housing and the economy, etc.).

The Local Plan has identified a realistic housing target taking account of these supply and demand based considerations. A range of between 2797– 2947 new homes has been identified to be delivered in Adur over the Plan period from 2011 - 2031. Figure 1 shows which locations have been identified for large scale development options. A summary of the amount of residential development located at each site is provided below²:

New Monks Farm

450-600 new dwellings

West Sompting Site

480 new dwellings

Shoreham Airport

No residential development – employment only

Shoreham Harbour

1050 new dwellings

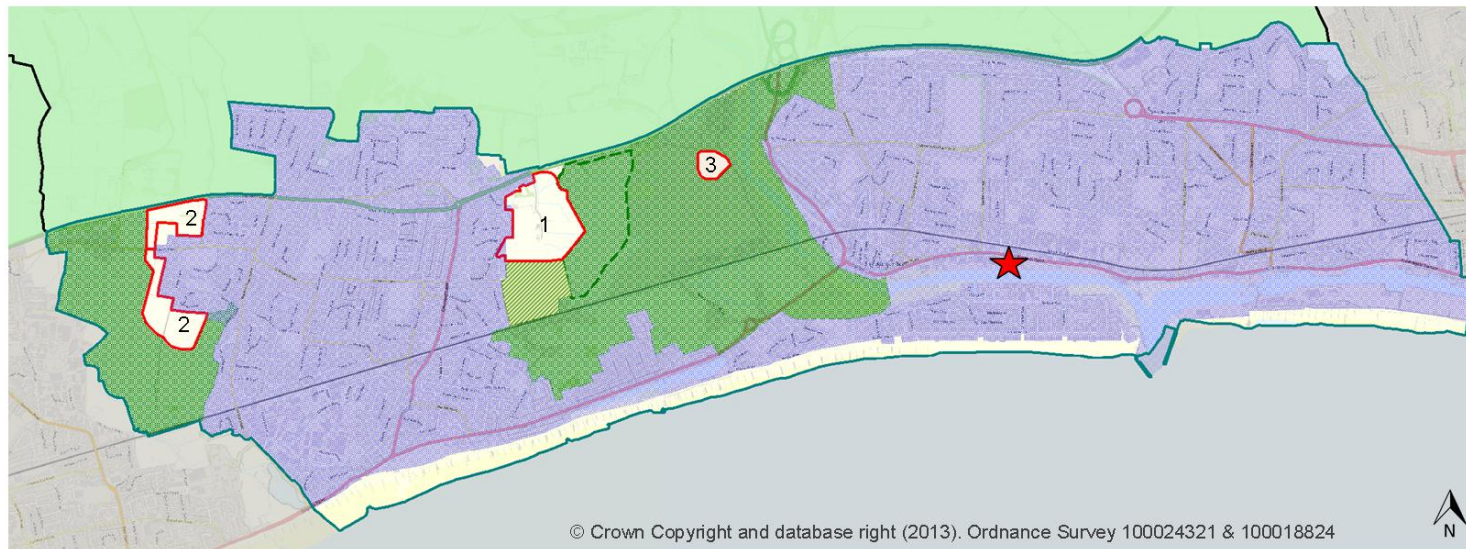
Other Sites










In addition to these strategic scale developments, smaller scale sites on brownfield land within settlements have also been identified. These sites equate to a total of 817 new dwellings with the majority of these sites likely to come forward in the Shoreham area.

The development identified above will have an impact on infrastructure needs in Adur in the future. In addition to this growth however, it is necessary to examine the current population of Adur.

² For further detail on development in Adur, please see the Revised Draft Adur Local Plan 2013 <http://www.adur-worthing.gov.uk/adur-local-plan-consultation/>

Figure 1: Strategic Development Sites in Adur



Key			
	South Downs National Park		Adur Borough Boundary
	Local Plan Boundary		Proposed Site Allocations
	Proposed Local Green Gap		Shoreham Harbour Regeneration Area - Western Arm
	Proposed Built Up Area Boundary (BUAB)	1.	New Monks Farm
	Brighton & Hove Albion Football Club Training Academy	2.	West Sompting
	New Monks Farm Proposed Country Park	3.	Shoreham Airport

Population

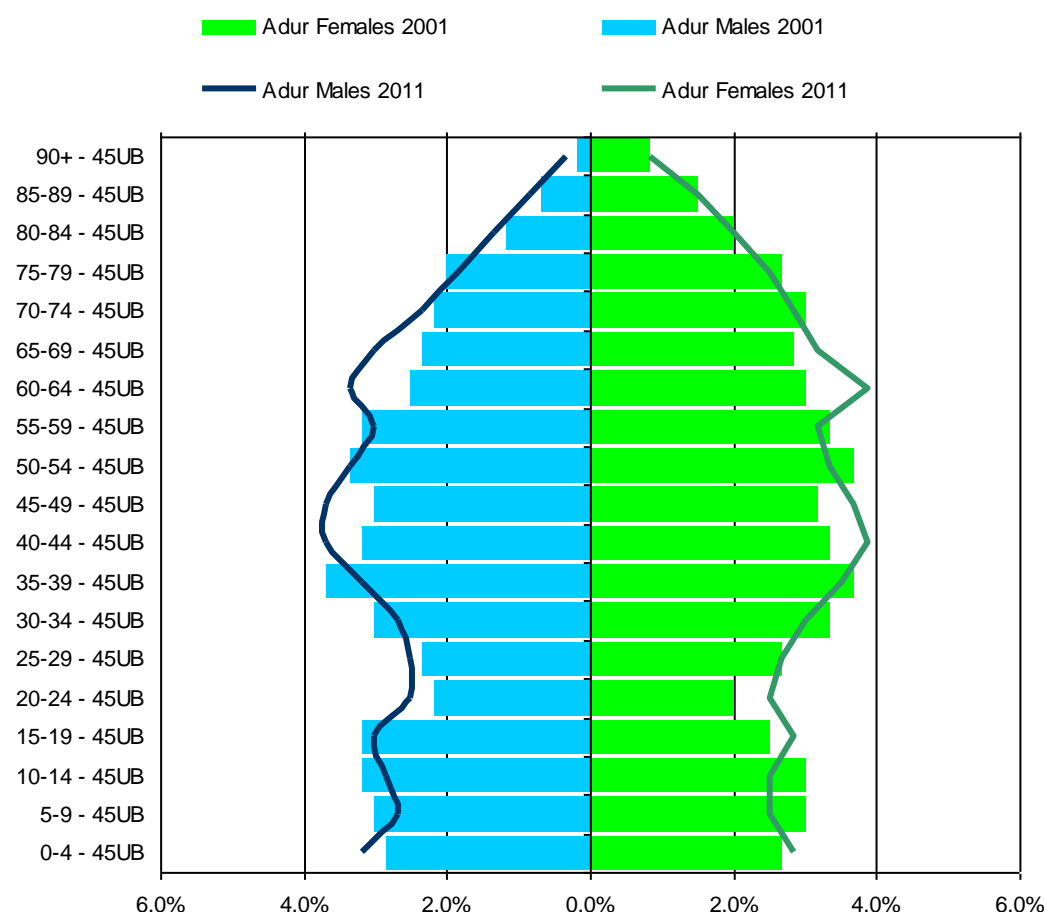
The most recent Census of 2011 recorded the population of Adur at 61,300. There was an increase in population since 2001 of 2.9%. As Table 1 shows, this represents an acceleration in the growth of population in Adur since the 1980s. This increase in population is lower than both the regional and national percentage increases

Table 1: Population Change in Adur³.

Date	Population	Difference	% Change
1981	58,600	-	-
1991	58,500	-100	-0.2
2001	59,600	1100	1.9
2011	61,300	1700	2.9

Of most significance to this IDP is the age structure of the population. As Figure 2 below shows, Adur is experiencing an ageing population, especially in the 60-64 year age group as well as the 40 – 50 year age groups. This trend is coupled with low populations of the younger age groups.

Figure 2: Population Structure of Adur 2001 - 2011⁴



The most current Office for National Statistics (ONS) population projections, using 2011 Census data, provides an idea of the potential future population growth expected in Adur. The data in Table 2 is calculated by ageing on the population for

³ Source: Nomis 2013

⁴ Source: ONS 2011 (Adur District Council Analysis)

the previous years, applying assumed local fertility and mortality rates to calculate the number of projected births and deaths, and then adjusting for migration into and out of Adur⁵.

It should be highlighted that this ONS projection only carries forward to 2021 and does not reflect the plan period (up to 2031). Despite this, it provides a useful insight of the future population increases expected.

As Table 2 below shows, Adur is projected to have an increase in population over the ten year period of roughly 10% from around 61,300 residents in 2011 to around 67,500 residents in 2021.

Table 2: Population Growth by Area⁶

Age Groups	Population Number 2011	Population Number 2021	Population Growth (% increase)
Number Under 16	10,613	12,274	16
Number 16-64	37,170	39,172	5
Number 65+	13,551	16,032	18
Number 85+	1,369	1,562	14
Total	61,334	67,478	10

The projections suggest an increasingly ageing population, with the smallest population rise projected of just 5% for 16 – 64 working age group. The 65+ age group is predicted to rise by around 18% with the under 16 age group predicted to rise by 16%.

The consequence of this ageing population is likely to put a strain on the social and community infrastructure provision in Adur. Infrastructure providers will need to react to these changes in delivery of their services.

New Development and Infrastructure Provision

In view of the likely growth and population changes anticipated in Adur, new development provides the opportunity to deliver facilities and services that may be needed to meet future needs in localities that require them. 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.

Some elements, such as the delivery of utility infrastructure, will be an integral part of all new development. Other elements, such as flood defence provision, 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 the infrastructure planning work.

⁵ The ONS use local authority assumed levels of fertility, mortality and migration derived from observed values for the years 2005 to 2010.

⁶ (Source: ONS 2012 <http://www.ons.gov.uk/ons/rel/snpp/sub-national-population-projections/Interim-2011-based/stb-2011-based-snpp.html#tab-Methodology>)

Delivery

A key issue with infrastructure planning is that many infrastructure providers plan delivery on a much shorter 'timeline' than the Local Plan period, perhaps looking only 3-5 years ahead. This is one reason that this IDP has greater certainty regarding the first 5 years of the plan period than the later stages. As mentioned previously, the IDP will be updated on a regular basis allowing future schedules of infrastructure providers to be included.

Funding

There are two main sources of funding that support infrastructure delivery through the planning system:

1. *Contributions from developers* to deliver the required infrastructure to support development. Such contributions have traditionally been through Section 106 (S106) agreements to secure site specific provision. However, whilst S106 agreements will continue to be used for certain site specific infrastructure needs, the Council is exploring the use of the Community Infrastructure Levy (CIL) to fund future infrastructure provision. The CIL will only be applied once a charging schedule has been produced and formally adopted⁷. The rates of CIL charged will be dependent on viability. The use of the CIL in Adur is currently being investigated by the Council. Should this be implemented, it is not yet clear which schemes / proposals will be funded through it. In addition, for schemes where CIL is implemented, there will be a reduction in the use of S106 agreements.
2. *Public sector funding* from national, regional, strategic and local grants as well as the normal capital and revenue funding streams for public service and statutory infrastructure providers. Where relevant this is indicated in the IDP.

⁷ At the time of writing, it is anticipated that this will be in 2015.

Section B: Position Statements

Section B below collates relevant material on individual services and the responses received from service providers about their existing and future capacity to meet current and future needs. To organise this information, position statement tables for each element of infrastructure (as identified Section A) have been provided setting out the following information:

Lead organisations

Main sources of information

Existing provision

Planned provision

Sources of funding / costs

Key issues and dependencies

Summary / role of IDP / LDF

Physical Infrastructure

Transport

A27 Strategic Road Network	
Lead organisations	Highways Agency (HA) West Sussex County Council (WSCC)
Main sources of information	West Sussex Transport Plan 2011 – 2026 Adur Local Plan and Shoreham Harbour Transport Study (2013) Emerging Shoreham Harbour Transport Strategy Action for Roads: a network for 21 st century, DfT (2013)
Existing provision	<p>The District Council is not the designated highways authority. WSCC has responsibility for the provision and maintenance of most of Adur's local transport infrastructure (except for the A27).</p> <p>The Highways Agency, an executive agency of the Department for Transport, manages the trunk road network which within Adur is the A27 and its slip roads at Shoreham. The A27 is the main road transport route running east – west on the Sussex Coast.</p> <p>The A27 passes through Sompting and Lancing in the north of the District. The capacity of the road on this section is not sufficient to cope with current traffic flows resulting in queuing at the junctions during peak hours. This represents a constraint on the amount of new development which can be accommodated in Adur. The alignment of the road also severs the communities of Lancing and Sompting and has a poor accident record. There are some junctions on the A27 which are near, or exceed capacity, and new development will place extra pressure on the highway network.</p> <p>There are a number of parts of the highway network in Adur which are already experiencing periods where demand for private car travel exceeds capacity, leading to congestion and poor reliability. Any development which generates additional trips (by car) affecting these locations will need detailed review and associated mitigation measures, which may include either infrastructure schemes and / or demand management measures (e.g. travel planning; improvements to sustainable transport infrastructure).</p>
Planned provision	The HA have no strategic planned improvement works for the A27.
Sources of funding and costs	<p>Delivery of infrastructure (or mitigation measures) on the A27 resulting from development proposed in the emerging Local Plan is anticipated to be led by the developers or through developer contributions. See section C for details including costs.</p> <p>The Government has recently announced the funding of a feasibility study to investigate congestion on the A27 in the Worthing to Lancing corridor.</p>
Key issues and dependencies	It is unlikely that new road building is the first option to be considered by the Highways Agency in relation to the strategic road network when assessing new infrastructure provision. It is now

considered important to assess 'softer' deliverable options to reduce car use, such as increasing public transport use and promoting more cycling and walking. Only when it is clear that these options are not sufficient to reduce congestion will options be considered that could lead to major transport capital schemes.

A new access route from the A27 is considered necessary to help unlock the economic potential of Shoreham Airport. It is likely that this will need to be a new roundabout or junction improvements at the existing Sussex Pad junction.

Provision of a new junction will need to be shared with the New Monks Farm site as the Highways Agency will not allow additional junctions onto the A27. Improvements to the junction will be required before a significant amount of new development is realised at the New Monks Farm and Airport sites. This access is required as WSCC and ADC consider the impacts of new development on the existing residential road network to be unacceptable. The phasing, location and delivery of this new access road has not been confirmed.

Depending on the location of the new access road, delivery may be dependent on the construction of the Adur Tidal Walls Scheme (see flooding section for details) which is likely to be completed by 2017. Further work is required for future iterations of the IDP to identify the details of delivery.

The Adur Local Plan and Shoreham Harbour Transport Study 2013 considered the impact of growth in Adur (including the impact of strategic sites) on the transport network. There is likely to be an increase in travel demand from both background growth and the specific allocations resulting in many junctions within Adur operating over capacity. Five junctions were identified that were considered to experience the worst congestion, three of which had junctions on the A27:

- A27 / Grinstead Lane (North Lancing Roundabout);
- A27 Sussex Pad;
- A27 / A283 Steyning Rd;

A further 8 junctions were identified that would to be operating over capacity. Three of these had junctions on the A27:

- A27 / Busticle Lane
- A27 Sompting Bypass / Upper Brighton Road
- A27 Shoreham Bypass / Hangleton Link dumbbell (2 junctions)

(Please note – the final junction is located in Brighton & Hove. It is anticipated that improvements to this junction may be delivered through contributions for Shoreham Harbour).

In order to mitigate the impacts of future development in Adur, the study considered a package of demand management measures in the form of sustainable transport initiatives. These included:

- sustainable measures focused on site allocations and their

	<p>immediate vicinity;</p> <ul style="list-style-type: none"> • Area wide travel awareness campaigns, cycling and walking facility improvements; and • Public transport improvements <p>The combined impact of these sustainable measures is equivalent to approximately 2% reduction in the overall highway travel demand based upon empirical evidence from other studies in the UK.</p> <p>In addition, highway mitigation measures were explored at key junctions to increase the capacity of the junctions with minimum land take and physical changes, as detailed below:</p> <p>A27 / Grinstead Lane - Replace existing roundabout with a signalised junction including a left turn slip from the A27 and widen all approaches.</p> <p>A27 Sussex Pad - Allow ahead and left turning vehicles to use nearside lane of A27 in both directions rather than left turning only.</p> <p>A27 / A283 Roundabout - Fully signalise roundabout with a three lane circulatory and widen A283 north entry and exit, and A283 south entry.</p> <p>A27 / Busticle Lane - provide a two lane to one lane funnel on the Busticle Lane exit and allow the right-turning lane from Halewick Lane to be available for right-turning and straight-on traffic.</p> <p>A27 Sompting Bypass / Upper Brighton Road - move or remove the central island to the right of traffic entering the junction from Upper Brighton Road to allow a two-lane exit for this arm with the left lane for straight-on and right-turning traffic and the right lane for right-turning traffic only.</p> <p>A27 Shoreham Bypass / Hangleton Link dumbbell – convert both north and south roundabouts into signalised junctions with appropriate amendment to flares at entries; upgrade the eastbound merge to the A27 from Type A to Type C.</p> <p>The findings of the study indicate that overall the levels of development for the Revised Draft Local Plan can be accommodated in terms of their traffic impacts assuming these mitigation measures are implemented. However, there are some localised junctions on the network that may require further investigation.</p>
<p>Summary and role of LDF and IDP</p>	<p>Policies in part 2 of the Revised Draft Local Plan ensure that strategic allocations provide highway mitigation and demand management mitigation (including sustainable transport improvements) to ensure development doesn't negatively impact on transport on the A27 over the plan period (to 2031).</p> <p>This IDP (Section C) details the improvements required to the network.</p> <p>The Local Plan acknowledges and promotes sustainable transport infrastructure improvements. As noted in the NPPF, it will be the function of the Local Plan to assess the quality and capacity of infrastructure for transport and its ability to meet forecast demands.</p>

Local Road Network	
Lead organisations	WSCC
Main sources of information	West Sussex Transport Plan 2011 – 2026 Coastal West Sussex Partnership: Developing an Employment and Infrastructure Strategy (2012) Adur Local Plan and Shoreham Harbour Transport Study (2013) Shoreham Harbour Transport Strategy (in progress) Adur Local Highways Infrastructure Plan Shoreham Town Centre Study (in progress)
Existing provision	<p>The A259 is the main road running through Adur. It runs directly through Shoreham town centre and at certain times can be heavily congested. There are some junctions on the A259 which are near, or exceed capacity (i.e. Norfolk Bridge Roundabout), and new development will place extra pressure on the highway network.</p> <p>The A270 (Old Shoreham Road) runs east to west through the residential areas of Shoreham into Brighton and Hove. This road suffers from congestion problems during peak hours.</p> <p>The A283 (Old Shoreham Road) runs north off the A259 (at the Norfolk Bridge Roundabout) following the line of the River Adur into Bramber. The junction of the A283 with the A259 suffers from high levels of congestion during peak hours. The A2025 runs from the coastal A259 road northwards through Lancing to connect with the A27.</p> <p>A new study (Shoreham Town Centre Study) has been commissioned by WSCC to address congestion issues in Shoreham along the A259 and including junctions with A283.</p> <p>Adur has several level crossings that contribute to levels of traffic congestion, especially during peak periods, disrupting journey times and causing poor local air quality.</p>
Planned provision	<p>A number of schemes have been identified by the County Local Committee as priorities for Adur. These include safety improvement schemes at key junctions, pedestrian improvement schemes, school safety zones, pedestrian improvement links and pedestrianisation options for town centre locations⁸.</p> <p>In addition, there are a number of improvement schemes that are set out in WSCC Integrated Works Programme including general road and pedestrian surface maintenance and crossing facilities planned for 2013 – 2016. Community led projects will also be identified by the CLCs as part of the County's Infrastructure Planning Process.</p>
Sources of funding and	Some improvements to the local network will be funded through WSCC Capital Programmes and its Major Schemes Programme.

⁸ See Adur's Community Update for further details:

http://www.westsussex.gov.uk/living/communities/active_communities/idoc.ashx?docid=0ad57d6f-0da9-4c54-a75b-23302d6541d&version=-1

costs	Other improvements are anticipated to be implemented by the developers or through developer contributions. See section C for details.
Key issues and dependencies	<p>The District Council is not the designated highways authority. WSCC has responsibility for the provision and maintenance of most of Adur's local transport infrastructure. Adur District Council therefore cannot solve the issues of traffic congestion or improving the sustainable transport offer in isolation.</p> <p>The coastal nature of Adur means transport access to certain locations is problematic. Improvement in access would, however, promote economic development.</p> <p>The Adur Local Plan and Shoreham Harbour Transport Strategy (2013) considered the following as being the most likely (local network) junctions to experience the worst congestion in the district based on future development options. Highway mitigation measures were explored to increase the capacity at these junctions as detailed below:</p> <ul style="list-style-type: none"> • A259 Brighton Road / A283 Old Shoreham Road – Expand the roundabout and increase capacity westbound from the A259 High Street entry. • A259 Brighton Road / A2025 South Street - Widen the A259 west approach and enlarge circulatory as appropriate. • A259 Wellington Road / B2194 Station Road – Amend the signal control so the Basin Road signal stage is only activated in one cycle when there is demand from that entry. <p>(Please note – the final junction is located in Brighton & Hove. It is anticipated that improvements may be delivered through contributions from development at Shoreham Harbour).</p> <p>In order to mitigate the impacts of future development in Adur, the study considered a package of demand management measures in the form of sustainable transport initiatives. These included:</p> <ul style="list-style-type: none"> • sustainable measures focused on site allocations and their immediate vicinity; • Area wide travel awareness campaigns, cycling and walking facility improvements; and • Public transport improvements <p>The combined impact of these sustainable measures is equivalent to approximately 2% reduction in the overall highway travel demand based upon empirical evidence from other studies in the UK.</p> <p>The findings of the study indicate that overall the levels of development for the Revised Draft Local Plan can be accommodated in terms of their traffic impacts. However, there are some localised junctions on the network that may require further investigation.</p>

	<p>WSCC is leading on the preparation of the Shoreham Harbour Transport Strategy (emerging) to inform planning policies that support regeneration and development at Shoreham Harbour. The strategy will contain a set of integrated measures that will guide the provision of transport infrastructure in the area for the next 15 years. This will include:</p> <ul style="list-style-type: none"> • improvements to the existing road network • measures to encourage the use of sustainable modes of transport. <p>These measures will be comprised of infrastructure and behaviour change initiatives where these would be considered effective and appropriate.</p>
<p>Summary and role of LDF and IDP</p>	<p>Policies within the Revised Draft Local Plan seek to focus development in sustainable locations, within or near to existing communities and existing infrastructure. Policies also seek to improve the road network including junctions, through traffic calming and, where appropriate, the provision of new roads. The Revised Draft Local Plan also seeks to provide sustainable forms of transport and travel plans.</p> <p>The emerging Shoreham Town Centre study is investigating improvements at the Norfolk Bridge roundabout and other options to improve traffic flow around the town centre. Once designed and costed, appropriate options will be taken through the WSCC County Local Committee Priority List and / or the WSCC Integrated Works Programme for delivery. It is likely improvements will be partly funded through developer contributions. Future iterations of this IDP will need to reflect these options.</p> <p>The Shoreham Harbour Transport Strategy will similarly identify mitigation options for transport improvements in the Shoreham area. Future iterations of this IDP will need to reflect these options.</p>

Rail Services and Facilities	
<p>Lead organisations</p>	<p>Network Rail (Infrastructure Provider) Southern (Service Provider) First Great Western (Service Provider)</p>
<p>Main sources of information</p>	<p>Sussex Route Utilisation Strategy, Network Rail. West Sussex Transport Plan 2011 – 2026</p>
<p>Existing provision</p>	<p>The district has four rail stations at Lancing, Shoreham-by-Sea, Southwick and Fishergate. Of these stations, Shoreham-by-Sea, and to a lesser extent Lancing are the busiest with the highest frequency of service. The West Coastway Line runs through the district from Havant in the west to Brighton in the east.</p> <p>Shoreham and Lancing rail stations have a morning peak hour direct train service of 2 trains per hour to London Victoria and 1 per hour to London Bridge. The quickest of these journeys takes between 60 and 90 minutes. There are frequent trains stopping at</p>

	<p>all stations in the district serving Brighton during the same period with travel times of less than 30 minutes. Services westbound go to Littlehampton, Portsmouth and Southampton.</p> <p>All stations in Adur provide bicycle storage facilities with CCTV. Not all stations have covered bike storage.</p> <p>The WSCC Transport Plan acknowledges that journey times on the West Coastway are slow and do not compare well against travelling by road (towards Brighton, Worthing, Chichester and beyond).</p> <p>Real Time Bus Information screens are also located at Shoreham, Southwick and Fishersgate rail stations. Stations also have car parking and level access.</p>
Planned provision	<p>Network Rail's Route Utilisation Strategy (2010) recommends:</p> <ul style="list-style-type: none"> • lengthening several high peak Southern services to and from Brighton and Chichester to 4-car • lengthening the evening peak First Great Western service from Brighton to 4-car. <p>In response, Southern have subsequently provided additional capacity from the West Coastway to and from Brighton in the peaks. However, the First Great Western service still operates as 3-cars.</p>
Sources of funding and costs	<p>Network Rail is responsible for investment in the rail network infrastructure (e.g. the track, signals, line-side equipment and bridges) whereas individual train operators are responsible for investment for trains and stations.</p>
Key issues and dependencies	<p>The key issues of capacity at peak times, journey times and level crossing downtime are key concerns in relation to rail travel. Level crossing downtime in particular creates issues for other non-rail users and creates the knock-on effects of congestion, poor air quality and increased journey times for road users.</p> <p>Network Rail's Route Utilisation Strategy (2010) acknowledges that Peak West Coastway services to and from Brighton (from Shoreham-by-Sea eastwards) suffer from overcrowding. This is especially the case for services arriving between 08:14 and 08:50 into Brighton (although it is likely that this has somewhat improved with the changes identified above). Peak services to Gatwick and London also suffer from overcrowding with trains leaving the district becoming progressively more crowded with proximity to London.</p> <p>Trains running to Brighton in the morning peak hours and from Brighton in the evening peak hours have restrictions for non-folding bicycles. This lack of capacity reduces the potential of the rail network to act as an integrated sustainable form of transport. Train operators instead focus on maximising capacity at busy times and exploring opportunities to improve cycle storage at stations and potential for cycle hire.</p>

	<p>As the West Sussex Transport Plan notes, public perception of public transport in the district continues to be negative as it is viewed as unreliable and expensive.</p> <p>Network Rail will be undertaking Route Studies as part of their Long Term Planning Process which will update the Rail Utilisation Studies.</p>
Summary and role of LDF and IDP	<p>The Revised Draft Local Plan encourages a more sustainable pattern of transport use and encourages new development that is located and designed to minimise the need for travel as well as seeking to improve pedestrian and cycle connections to and from train stations.</p> <p>The Local Plan and IDP will have a limited role in influencing the running of the strategic rail network, particularly in relation to issues associated with level crossings.</p>

Bus Services	
Lead organisations	WSCC
Main sources of information	West Sussex Transport Plan 2011 – 2026 Bus operator websites
Existing provision	<p>Three bus operators currently run services in the district:</p> <p>Stagecoach Stagecoach run services connecting :</p> <ul style="list-style-type: none"> • Worthing with Lancing and Sompting (Pulse, nos. 7 and 7a); • Angmering, Durrington, and Goring in the west with Worthing, Lancing, Shoreham and Southwick in the east (no. 9). <p>Stagecoach also operates the 700 Coastliner bus service which runs every ten minutes between Brighton and Littlehampton, with services extending to Chichester (every 20 minutes), Havant and Portsmouth (half-hourly). It passes through many of the coastal communities, including Fishersgate, Southwick, Shoreham-by-Sea, and Lancing.</p> <p>Compass Bus Compass Bus company run the following services in the District:</p> <ul style="list-style-type: none"> • 19 serving Shoreham, Shoreham Beach, North Shoreham and the Holmbush Centre (hourly). • 19a serving Lancing, Lancing Schools, Shoreham and Holmbush Centre (1 journey). • 106 serving: Hen field, Steyning, Lancing and Worthing (3 journeys/day). • 108 serving Shoreham, Steyning, Partridge Green, Horsham (1 journey, Wed Only) • 16 serving Lancing and North Lancing (south of A27), Sompting and East Worthing. <p>Compass also run the 'Holmbush Express' service, which links the Holmbush centre with many locations on the coast and the rural</p>

	<p>South Downs.</p> <p>The frequency of Compass buses is often low due to the rural nature of the routes and the small communities it serves.</p> <p>Brighton and Hove Buses</p> <p>The 2 connects Brighton with Fishersgate, Southwick and Shoreham (20 minutes).</p> <p>The 2a connects Brighton with Fishersgate, Southwick, and Shoreham with Beeding Bramber and Steyning (hourly).</p> <p>The 46 links Southwick with communities to the east including Brighton and Hove (20 minutes).</p> <p>59/59A – connects Shoreham, Southwick with Portslade, Hove and Brighton (3/day).</p>
Planned provision	None known of
Sources of funding and costs	<p>Bus operators WSCC Developer Contributions</p> <p>Bus routes 16, 19 and 108 are 100% funded by WSCC Bus Service Budget. All other routes are commercially operated and do not receive funding from the Local Authorities.</p>
Key issues and dependencies	<p>Private bus operators provide the majority of bus services on a commercial basis running routes that are commercially viable. As a result, routes can be withdrawn due to lack of financial viability 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 West Sussex Transport Plan notes that 'despite a good public transport network throughout the District, public perception continues to be negative as it is viewed as unreliable, infrequent and expensive.'</p> <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. There is no current allocated central Government funding for CTS within this spending review period (until 2015) and, at the present time, a major scheme is not actively being pursued by the local transport</p>

	<p>authorities. However, aspects of the scheme that would enhance existing services along the A259 are being considered as part of the Shoreham Harbour Transport Strategy.</p>
<p>Summary and role of LDF and IDP</p>	<p>The Revised Draft Local Plan encourages a more sustainable pattern of transport use and encourages new development that is located and designed to minimise the need for travel.</p> <p>The Revised Draft Local Plan identifies the need for developers to encourage the uptake of sustainable forms of transport including the provision of bus shelters, bus priority measures, real-time information and road improvements.</p> <p>Bus services / access arrangements for buses will need to be considered in relation to strategic sites being allocated in the Revised Draft Local Plan. The Revised Draft Local Plan currently identifies this need generally but specifically identifies Shoreham Airport as a site for bus access / service improvements. New Monks Farm and Sompting sites will require improved public transport provision.</p> <p>For Shoreham Harbour, a Transport Strategy is being prepared which will contain a set of integrated measures to guide the provision of transport infrastructure in the area for the next 15-20 years. The outputs from this strategy will need to be reflected in the next iteration of the IDP as well as the JAAP.</p> <p>Lastly, the Revised Draft Local Plan identifies the need to work with WSCC and BHCC to promote a sustainable transport system along the coast to help in the regeneration of the area including Shoreham Harbour and to ensure that the A259 is improved.</p>

Community Transport	
<p>Lead organisations</p>	<p>WRVS Adur Dial-a-Ride Adur Community Transport WSCC ADC</p>
<p>Main sources of information</p>	<p>Adur and Worthing Councils' website</p>
<p>Existing provision</p>	<p>Community transport organisations provide access to employment and services for rural communities and people who, through a mobility impairment, may find travelling on public transport difficult. In Adur, these include:</p> <p>Adur Dial-A-Ride part of Adur Community Transport, the Dial-A-Ride service offers door-to-door transport for Adur residents unable to use public transport.</p> <p>Adur Community Transport provides a service to community groups who need to travel. The organisation has a mini bus which can be hired to community organisations for people with disabilities and mobility problems, as well as able bodied groups.</p>

	<p>Royal Voluntary Service Adur Good Neighbours is a volunteer car scheme provided by the Royal Voluntary Service for residents of Adur District and Worthing who are unable to use public transport. Can be transported to any part of the county provided a driver is available.</p> <p>Lancing Youth Centre is an accessible minibus service available to youth and community groups, travelling anywhere by arrangement.</p> <p>British Red Cross Transport Service is a transport service to medical appointments for people with disabilities or who are unable to use public transport. Volunteers' cars are available for journeys starting in the Adur and Worthing area and travelling further afield (including London hospitals) on request. Also provides a loan service for wheelchairs and medical equipment.</p>
Planned provision	None
Sources of funding and costs	The RVS and British Red Cross Transport Service fund their transport activities through their own charity funding and by raising their own revenue through winning private contracts.
Key issues and dependencies	Adur has an aging population, and as such community transport services (as well as other public transport services) will continue to play an important role in providing specialist transportation for the elderly as well as other less mobile groups identified above.
Summary and role of LDF and IDP	<p>The Local Plan and IDP will have a limited role in influencing the running of the community transport services.</p> <p>Policies within the Revised Draft Local Plan seek to focus development in sustainable locations, within or near to existing communities and existing infrastructure. The Revised Draft Local Plan also seeks to provide sustainable forms of transport.</p>

Walking and Cycling	
Lead organisations	WSCC
Main sources of information	WSCC works programme West Sussex Transport Plan 2011 – 2026
Existing provision	<p>The cycle infrastructure in the District consists of National Cycle Network (NCN) Route 2, which runs from Worthing through to Lancing and Shoreham Beach along the seafront (predominantly an off-road treated cycle lane / shared space). From Shoreham Beach it runs through to Southwick along various roads. This section of the route is relatively disjointed and is not the most direct passage for cyclists. From Southwick the route crosses the Port at Southwick Lock Gates and follows Basin Road South which experiences many HGV movements. At Hove Lagoon the route joins a treated cycle path and continues on to Brighton.</p> <p>The Adur Ferry Bridge, a new shared pedestrian and cycle</p>

	<p>crossing, is being constructed that will link Shoreham with Shoreham Beach and which forms part of NCN 2.</p> <p>National Route 223, which is also known as the 'Downs Link' and is a bridleway, runs along the River Adur from Shoreham (entirely off-road) and connects to the South Downs around Steyning/Beeding and Bramber with the North Downs around Guildford in Surrey. This is an untreated cycle / walking route. This route also links with the South Downs Way National Trail, a well-used long distance bridleway that connects Winchester in the West to Eastbourne in the East.</p> <p>There are other unconnected sections of cycle facilities in Adur on Upper Shoreham Road between Buckingham Road and Eastern Avenue.</p> <p>The Monarch's Way long distance path, which runs from Worcester and passes through the Midlands, the Cotswolds, the Mendips, the Jurassic Coast and the South Downs, passes through Adur District connecting Hove with Shoreham Harbour, following NCN route 2 along Basin Road South. Signage along the final stretch of the route is non-existent, and much could be done to improve the public realm in this area.</p> <p>There are many footpaths/public rights of way leading from the urban / developed parts of Adur into the countryside to the north and into the South Downs National Park. Many of these routes could benefit from better signage.</p> <p>The main transport route running east – west (the A259) is a poor environment for pedestrians and cyclists. The road is busy, noisy and dusty with HGV and minerals / waste uses along the frontage and being characterised by poor public amenity. The A270 (Old Shoreham Road) is an alternative route but this also blighted by high volumes of traffic, poor air quality and an unwelcoming environment.</p> <p>The West Sussex Transport Plan notes that the current provision of pedestrian and cycling facilities throughout the District is unable to support and foster sustainable travel. Much of the network, including National Cycle Network route 2, is disjointed, indirect and suffers from inadequate signing, safe crossing points, and poor surfacing.</p>
Planned provision	<p>A number of schemes have been identified by the County Local Committee as priority for Adur. These include safety improvement schemes at key junctions, pedestrian improvement schemes and crossing facilities, school safety zones, pedestrian improvement links and pedestrianisation options for town centre locations⁹</p> <p>In addition to the above a number of improvement schemes are set</p>

⁹ See Adur's Community Update for further details:

http://www.westsussex.gov.uk/living/communities/active_communities/idoc.ashx?docid=0ad57d6f-0da9-4c54-a75b-23302d65541d&version=-1

	<p>out in the WSCC Integrated Works Programme planned for 2013 – 2016, including general road and pedestrian surface maintenance and improved crossing facilities. Community led projects will also be identified by the CLCs as part of the County’s Infrastructure Planning Process.</p> <p>The new Shoreham Adur Tidal Walls Flood Defence Scheme proposes a new pedestrian path as part of defences along the western bank of the River Adur running from the A259 north to the Old Toll Bridge. It is possible that this could be upgraded to a shared space cycle way and footpath should funds become available for the upgrade.</p> <p>As part of the Local Sustainable Transport Fund (LSTF) 2Parks project, new signage from Shoreham-by-Sea Station to the Downs Link is expected to be delivered in 2014. Further improvement works to the Downs Link between Upper Shoreham Road and Ropetackle will be carried out later in 2014-15.</p> <p>Environmental improvements are planned for Ferry Road, Shoreham, to link with the improvements already made at East Street, and linking with the new bridge and improvements to the Riverside Car Park (identified in the car parking section, below). This scheme will include paving improvements, new street furniture, cycle racks and landscaping works. It is anticipated that this work will be completed by 2014.</p> <p>Environmental improvement works are being carried out at Southwick Beach Promenade. This includes resurfacing / refurbishment of the public realm. Phase 1 of works is now complete with phases 2 and 3 scheduled to begin 2014.</p> <p>Environmental Improvements to Queensway and Queens Parade in Lancing are planned for completion in the winter of 2013 / 14. This involves new paving and street furniture, new tree planters and a seating area.</p>
Sources of funding / costs	<p>WSCC Sustrans Local Sustainable Transport Fund (LSTF) and Linking Communities Grants (both from DfT).</p> <p>Ferry Road improvements are funded by £90,000 Planning Delivery Grant, £42,500 Shoreham Harbour Growth Point Grant and £10,000 Council Reserves (£142,500 in total).</p> <p>Shoreham Adur Tidal Walls pedestrian path - no details regarding the cost of this element have been provided. It is anticipated by the Council that an upgrade to a cycle path will cost in the region of £70,000. No funding has yet been allocated for this work.</p> <p>The cost of delivery of the Lancing improvements at Queensway and Queens Parade is £150,000. This has been funded through Adur’s Capital Budget.</p>
Key issues and	There is a lack of safe pedestrian and cycle crossing points on the

dependencies	A27 particularly in Lancing - any improvement scheme here would need to be led by the Highways Agency.
Summary and role of LDF and IDP	<p>Cycle facilities and adopted footpaths are managed and maintained by WSCC. Walking and cycling are both active travel modes that promote healthy lifestyles as well as contribute to sustainable transport objectives such as reducing carbon emissions. As with encouraging the uptake of public transport initiatives, encouraging people to walk and cycle is a key challenge in the district to help reduce traffic congestion and the pressure on the local road network. Ensuring new routes are safe and attractive to cyclists and pedestrians, and preferably traffic free, will be key in encouraging people to walk and cycle.</p> <p>The Revised Draft Local Plan supports improvements to existing cycle and pedestrian network through better signage, connecting routes where appropriate, and repairing and maintaining surfaces.</p> <p>The Revised Draft Local Plan notes that Lancing and Shoreham will have improved pedestrian and cycle facilities and environmental improvements will be implemented to make Shoreham town centre more pedestrian friendly. The Revised Draft Local Plan also encourages new and improved cycle ways and footpaths lining the town centre, to the railway station, and to the new pedestrian footbridge in Shoreham.</p>

Parking	
Lead organisations	WSCC ADC
Main sources of information	West Sussex Transport Plan 2011 - 2026 Adur District Council Website
Existing provision	<p>On-street and off-street parking is insufficient to meet current demand in parts of Adur. This results in parking in contravention of restrictions, particularly around the railway stations and shopping areas. Shoreham Town Centre in particular is identified as suffering from traffic churn with cars moving around the one-way street system in search of car parking places. This is intensifying an already congested network and exacerbating air quality issues.</p> <p>There are numerous Council owned car parks situated in various locations throughout the district. These include:</p> <p>Short Stay (up to 4 hours):</p> <ul style="list-style-type: none"> • Middle Street, Shoreham-by-Sea • Littlecroft, Lancing <p>Long Stay:</p> <ul style="list-style-type: none"> • North Farm Road, Lancing • South Street, Lancing • Southwick Square (East and West) <p>Long Stay by the Coast:</p> <ul style="list-style-type: none"> • Riverside, Shoreham-by-Sea • Old Fort, Shoreham-by-Sea

	<ul style="list-style-type: none"> • Beach Green, Shoreham-by-Sea • Southwick Beach car park <p>Long Stay:</p> <ul style="list-style-type: none"> • Pond Road (Community Centre) Shoreham-by-Sea • Tarmount Lane, Shoreham-by-Sea • Ropetackle, Shoreham-by-Sea <p>There are two car parks with dedicated residents' parking available in Shoreham-by-Sea:</p> <ul style="list-style-type: none"> • Beach Green car park (Houseboat owners only) • 60 Brighton Road (A259) <p>(Car parking is free to all Blue Badge permit holders in all of the above car parks.)</p> <p>There are a number of car parks owned by other organisations within the district (such as Parish Councils and private organisations).</p> <p>In addition to car parking in Adur, the Albion Street Lorry/Coach Park in Southwick is available for HGVs, coaches and other commercial vehicles. Pay and display parking (for all vehicles) is also available at this site on a daily basis. The lorry park is owned by West Sussex County Council, but managed by Adur District Council. The future of the Lorry Park is under consideration by the County Council and a decision is expected in early 2014.</p>
Planned provision	<p>Improvements to the public realm and layout of the Riverside Car park have been designed. It is anticipated that improvements will be delivered during 2013 and into 2014 to coincide with the opening of the new Shoreham footbridge.</p> <p>Lancing South Street car park will be resurfaced. The scheme is currently on hold pending a planning application on adjacent land which includes changes to the car park entrance. This is likely to be delivered in March 2014.</p>
Sources of funding and costs	<p>The budget for the Riverside car park improvements are £450,000. WSCC are contributing £200,000 with £250,000 allocated from the ADC Shoreham Renaissance fund.</p> <p>Improvements to Lancing South Street car park cost £22,000 and will come from the Council's capital budget.</p>
Key issues and dependencies	None identified.
Summary and role of LDF and IDP	<p>The Revised Draft Local Plan notes that a car parking strategy (developed by ADC with support from WSCC) will be delivered to address on-street parking issues in Shoreham Town Centre. In addition, the Revised Draft Local Plan requires new development to apply the most up-to-date car parking and cycle parking standards and to address on and off-street parking issues.</p> <p>A Parking Review (WSCC, 2013) has been carried out for Shoreham-by-Sea. This document recommended further</p>

	<p>consideration to developing a detailed design for a Residents Parking Scheme. Whether this is progressed will be decided by the Adur County Local Committee.</p> <p>The Shoreham Town Centre Transport Study is investigating ways of improving traffic flow in and around the town centre. Part of this relates to the provision and organisation of on and off-street parking. Better signage is being considered as part of this study. Suitable improvements identified in this study should be included in future iterations of this IDP.</p>
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Energy Services

Electricity Distribution and Transmission	
Lead organisations	UK Power Networks National Grid
Main sources of information	
Existing provision	<p>National Grid owns and maintains the high-voltage electricity transmission system in England and Wales, together with operating the system across Great Britain, balancing supply with demand. The company provides electricity supplies from generating stations to local distribution companies.</p> <p>The local distribution company in Adur is UK Power Networks who deliver electricity to properties throughout Adur and are responsible for the maintenance of underground cables, overhead lines and substations.</p>
Planned provision	None identified.
Sources of funding and costs	Developer contributions / UK Power Networks / National Grid.
Key issues and dependencies	<p>Connection to electricity connections would be the responsibility of the developer.</p> <p>UK Power Networks were unable to supply any information for this version of the IDP. Further details will be required for the next version.</p> <p>Past correspondence with energy distribution companies have identified no issues or dependencies related to delivery of development.</p>
Summary and role of LDF and IDP	<p>Revised Draft Policies 17, 18 and 19 of the Revised Draft Local Plan all aim to improve energy efficiency, reduce energy consumption and as such reduce pressure on the grid.</p> <p>Revised Draft Policy 29 states that new development will be required to provide or contribute to the provision of facilities, infrastructure and services made necessary by development, and that infrastructure should be provided at the appropriate time, prior to the development becoming operational or being occupied. Larger developments may need to be phased to ensure this requirement</p>

	can be met.
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Gas	
Lead organisations	Southern Gas Network
Main sources of information	Scotia Gas Networks Quote
Existing provision	<p>Scotia Gas Networks (SGN) operates the gas networks in Adur (under the company name of Southern Gas Networks). This includes the gas pipeline and maintaining the network to ensure pipes are in an efficient state to deliver gas safely.</p> <p>SGN are responsible for connections to residential and business premises as well as services such as alterations and disconnections. SGN deliver new individual services to very large infrastructure projects (for example, at new housing developments).</p> <p>SGN has a statutory duty to develop and maintain an efficient and coordinated transmission system of gas. New gas infrastructure developments are periodically required to meet increases in demand and changes in patterns of supply.</p>
Planned provision	<p>Connection to the gas network would be the responsibility of the developer. If more capacity is required, reinforcement to the network would need to be carried out to accommodate the necessary level of development.</p> <p>Based on a quotation received from SGN in relation to development identified in the Local Plan, some infrastructure investment may be required by developers. Employment uses couldn't be assessed as this is based on detailed load requirements dependent on the type of employment use coming forward. At this stage, the information received suggests that:</p> <ul style="list-style-type: none"> • New Monks Farm and Shoreham Airport would be required to deliver reinforcement works to the network. Both developments will use the same network. • Shoreham Harbour may require reinforcement works • Sompting will require reinforcement works.
Sources of funding and costs	Developer delivered / contributions
Key issues and dependencies	None identified
Summary and role of LDF and IDP	<p>Draft policies 17, 18 and 19 of the Revised Draft Local Plan all aim to improve energy efficiency, reduce energy consumption and as such reduce pressure on the network.</p> <p>Revised Draft Policy 29 states that new development will be required to provide or contribute to the provision of facilities, infrastructure and services made necessary by development, and that infrastructure should be provided at the appropriate time, prior</p>

	to the development becoming operational or being occupied. Larger developments may need to be phased to ensure this requirement can be met.
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Waste

Waste Management	
Lead organisations	WSCC
Main sources of information	WSCC
Existing provision	<p>WSCC (as Waste Disposal Authority) has statutory duties to make arrangements for the disposal of waste collected by Adur (the Waste Collection Authority) and to provide places where the public can take their own household waste for disposal (Household Waste Recycling Sites). The County Council must also comply with legislation and meet various targets that are set by Government and the EU. This includes diverting waste away from landfill towards increased recycling and this can be achieved through a range of initiatives and the provision of the appropriate infrastructure.</p> <p>Shoreham is served by the Shoreham Household Waste Recycling Site (HWRS) which is located on Brighton Road, Shoreham-By-Sea. Its catchment area extends from the coast northwards to Small Dole and westwards to North Lancing with the Brighton and Hove City Council boundary 2 miles to the east resulting in cross border use of the site. The current site capacity is c22,000 tonnes per annum in terms of waste handling. It currently operates at just over half that annual throughput. The Western Harbour Arm Development Brief for Shoreham Harbour identifies this site for potential future redevelopment (phase 3)¹⁰. It is unlikely that this phase will progress before phases 1 and 2 on the southern side of the A259 are significantly developed. A new HWRS will need to be provided should the site be developed. It is anticipated that this will be beyond the Local Plan period.</p> <p>A Waste Transfer Station (WTS) exists in Lancing and is located on Chartwell Road. This is used by Adur & Worthing Council Services to receive waste and recyclables collected by those councils. The facility is relatively new and is handling just over half its capacity of c100,000 tonnes per annum of waste and recyclables.</p> <p>A number of 'Bring Sites', provided by ADC, are also located throughout the district providing the opportunity to recycle cans, paper, glass, textiles, plastic and shoes. The capacity of these facilities is likely to reduce in the future as usage of these sites decline and Council residential collections increase..</p> <p>In addition there are 3 private waste disposal companies operating in Adur including Rabbit Group waste recycling and waste processing site in Lancing, European Metal Recycling site in</p>

¹⁰ For further information, please see the following link: <http://www.adur-worthing.gov.uk/media/media.115933.en.pdf>

	Shoreham and Davis Metal Recycling site in Lancing.
Planned provision	None
Sources of funding and costs	If a new HWRS is required in Shoreham as a result of redevelopment of the site, the cost (assuming the land, planning, design and construction and a fully serviced, level and vacant site), is in the order of £2.5 million. The actual cost will be site specific and may also be offset by the capital receipt secured through the disposal of the existing site.
Key issues and dependencies	<p>Both the Lancing WTS and Shoreham HWRS are on constrained sites with no scope for expansion. However housing numbers currently proposed are within the capacities of those sites. A replacement HWRS will be required if Phase 3 of the Shoreham Harbour Regeneration Area goes ahead (this is likely to be beyond the plan period and therefore beyond the scope of this IDP).</p> <p>Policy W2 of the adopted WSCC Waste Local Plan (draft, submitted for Examination in March 2013) safeguards all existing capacity from non-waste development/redevelopment. The policy allows for the loss of existing sites subject to certain criteria being met including the re-provision of a suitable site.</p>
Summary and role of LDF and IDP	<p>The policies in the Revised Draft Local Plan seek to reduce waste within the District wherever possible. The Waste Disposal Authority (WSCC) is required to make arrangements for the disposal of waste collected by the Waste Collection Authority (ADC) and provide places where the public can take their own household waste for disposal.</p> <p>The WSCC Waste Local Plan (draft, submitted for Examination in March 2013) does not identify any additional requirements for the handling of household waste in Adur to meet current and future projected needs.</p>

Telecommunications and Digital Connectivity

Lead organisations	WSCC Internet and telecommunications providers
Main sources of information	WSCC Local Broadband Plan (2011)
Existing provision	<p>Adur is served by three main internet exchanges at Shoreham, Lancing and Portslade. The district is well served by both BT and Virgin Media internet providers.</p> <p>Connections to the internet are generally defined by download speeds in Megabits per second (Mbps). Broadband connections have between 2 and 8 Mbps speeds, fast broadband between 8 and 24 Mbps and superfast over 24Mbps.</p> <p>Most of Adur currently has access to basic broadband. A large proportion of the district either already has access to superfast broadband, or is likely to have access in the near future.</p>

Planned provision	Not all parts of the urban area of Adur have access to super-fast broadband connections. For these areas, provision is likely to come forward in the coming years, in many places, more than one service provider is likely to be offering superfast broadband connections. Compared to the rest of West Sussex, Adur is likely to have a better level of provision over the coming years.
Sources of funding and costs	Service providers will fund the majority of improvements in Adur. Where this is unlikely to occur in the next three years, WSCC may allocate funds to help providers improve provision. There are no further details regarding costs at this time.
Key issues and dependencies	<p>Areas currently without superfast broadband, or unlikely to be provided with superfast broadband by one or more telecommunications provider, are eligible for public funding to deliver provision. For the strategic sites in Adur, the following information is based on nearby postcodes. Whilst the broadband infrastructure would be near these postcode areas, it doesn't guarantee that the sites would be able to receive a service. However, at this point in time, there are no identified obstacles to provision in these locations.</p> <p>New Monks Farm (BN15 9ES) – This postcode is within the area eligible for funding for superfast broadband by the West Sussex Better Connected project. The area is currently served in part by the commercial rollout but as the coverage is currently below 90% of the postcode, the parts of the postcode that are not currently served by commercial operators are eligible for funding by the project.</p> <p>West Sompting Site (BN15 OBE) – This postcode is wholly served by commercial operators.</p> <p>Shoreham Airport (BN43 5FF) – This postcode is wholly served by commercial operators.</p> <p>Shoreham Harbour (BN43 6RN) – This postcode is in the area eligible for funding for superfast broadband by the West Sussex Better Connected project. The area is currently served in part by the commercial rollout but as the coverage is currently below 90% of the postcode, the parts of the postcode that are not currently served by commercial operators are eligible for funding by the project.</p>
Summary and role of LDF and IDP	This is not considered to be a significant issue for the LDF. However, it should be noted that for new areas of modern employment space, access to superfast broadband will be a significant benefit. In addition, availability of superfast broadband would benefit home working reducing the need to travel.

Flood Risk Management

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Lead organisations	EA WSCC ADC
Main sources of information	Beachy Head to Selsey Bill Shoreline Management Plan (2006) Arun to Adur Flood Management Strategy (2010) Adur and Worthing Councils Strategic Flood Risk Assessment (2012) West Sussex Local Flood Risk Management Strategy (draft)
Existing provision	<p>Flood mitigation measures in the district protect against a range of types of flooding. The sections below discuss the existing provision:</p> <p>Tidal The tidally dominated River Adur, including Shoreham Harbour, is lined with formal defences on both banks. The defences along the River Adur vary in type, condition and standard of protection.</p> <p>Upstream of Shoreham Harbour these predominantly consist of earth embankments. The Rivers Arun to Adur Flood and Erosion Management Strategy states: "<i>the defences on the west bank are mostly maintained by the Environment Agency and provide a very low standard of protection with the possibility of regular overtopping and defence failure</i>".</p> <p>The defences of the River Adur at Shoreham Harbour include steel sheet piling, concrete walls, rock revetments and a shingle beach at Kingston Beach.</p> <p>The Shoreham Airport - Lancing area on the west bank of the River Adur is the largest area benefiting from tidal defences. The Rivers Arun to Adur Strategy identifies improvement works to the defences in the river Adur. These are explored further below.</p> <p>Coastal The Adur seafront is protected from coastal flooding by formal sea defences. The beaches along the coastal frontage consist of managed shingle ridges controlled by groynes. The Environment Agency continues to maintain the shingle beach as part of the defence network.</p> <p>Fluvial The main fluvial risk is from the network of watercourses draining the area of land east of Lancing.</p> <p>Surface Water / Ground Water Surface water that falls on the highway or flows to the highway is disposed of by WSCC or the Highways Agency depending upon the road upon which it falls.</p> <p>Surface water from roof drainage drains to public sewers, operated by Southern Water, or to soakaways / SuDS onsite.</p> <p>Ground water affects much of the area and occurs generally as a line of springs running along the A27 or as saturated ground to the south of this.</p> <p>Flooding from Sewers / Water Mains</p>

	<p>Flooding from either of these sources is the responsibility of the relevant water company, in Adur this is Southern Water. Again, flooding along and to the south of the A27 in north Lancing has been a recent issue (December 2012) and was a result of high ground water, poor drainage ditch maintenance and broken / leaking public foul sewers in this area over the winter period.</p> <p>Southern Water work to ensure that flood risk is not exacerbated as a result of new connections to the system. This can be achieved by ensuring that new development connects to the local sewerage system at the nearest point of adequate capacity. Development in areas at risk of flooding from rivers and/or the sea will need to incorporate mitigation measures such as sealed sewers to prevent flood water from inundating the system. It is also important that surface water run-off from new development is not allowed to enter the sewerage system. Peak surface water flows during wet weather could compromise the functioning of the system and lead to foul water flooding.</p> <p>Flooding from Watercourses Watercourses are the responsibility of riparian owners. Riparian owners have a duty to keep the watercourse clear of any obstruction to flow. West Sussex County Council (as the Lead Local Flood Authority) can serve legal notices on owners to deal with obstructions. Recent works have been undertaken to clear the ditches of sediment and improve the flow of water in the East Lancing area.</p> <p>Ordinary Watercourse Consenting. As a Lead Local Flood Authority, West Sussex County Council is responsible for managing local flood risk which includes flooding caused by alterations to ordinary watercourses. Any development that may affect the flow or storage of water will need to apply to West Sussex County Council for consent. Future development should be encouraged to avoid the culverting, diverting or infilling of existing watercourses.</p> <p>Certain "strategic" watercourses, that are known to pose a high risk of property flooding if they become blocked, are checked and maintained by West Sussex County Council. This work is carried out by Adur & Worthing Councils on behalf of WSCC.</p>
Planned provision	<p>Shoreham Adur Tidal Walls The Environment Agency is currently working on plans for improvements to the Shoreham Adur Tidal Walls on both the east and west sides of the River. A 5.4km stretch of flood defence improvements are proposed on the west bank between the river mouth and the A27. On the east bank, the flood defences proposed include a 1.8km stretch between Coronation Green and the A27 road bridge.</p> <p>This planned flood defence will provide protection of 0.33% (protection against a 1 in 300 year event). As a consequence, land currently designated as functional floodplain (Flood Zone 3b) to the west of the Adur will be changed to Flood Zone 3a.</p>

	<p>The Rivers Arun to Adur Flood Management Strategy identifies improvements to the defences for the River Adur towards the latter end of the Local Plan period. This includes raising sections of flood wall on the western and eastern side of the river.</p> <p>Developments in areas of flood risk will need to provide suitable flood defence and flood mitigation infrastructure in line with national and local policy.</p>
Sources of funding and costs	<p>An estimated £26 million will be required for the Shoreham Adur Tidal Walls scheme. Funding is not yet secured for this; however the business case has been approved by the Department for the Environment Food and Rural Affairs.</p> <p>The EA have carried out a beach management plan. In this they are allowing for around £50,000 per year for shingle re-cycling.</p> <p>External funding / developer contributions will be required for the Shoreham Harbour Regeneration area flood walls. An early indicative cost for this work is likely to be in the region of £9m. It is likely that a small proportion of this cost will be covered by DEFRA's Flood Defence Grant in Aid (FDGiA). In addition, the Shoreham Harbour Regeneration Partnership is proactively bidding for flood infrastructure funding from other funds.</p>
Key issues and dependencies	<p>Strategic development in the District is subject to delivery of significant flood infrastructure. The viability of delivery of much of this infrastructure is yet to be determined. For sites such as Shoreham Airport and Shoreham Harbour, new defences / mitigation measures need to be in place before new development can commence. This poses a threat to delivery of some sites should delivery of flood defences be delayed. For the Shoreham Airport site – delivery is dependent on funding for the Shoreham Adur Tidal Walls being secured.</p> <p>The Shoreham Harbour Regeneration area will need to provide protection from flooding to any new development in the area. In order to provide comprehensive protection, it is likely that new defences will be required from Shoreham Footbridge in the west to Kingston Beach in the east. The defences proposed could include land raising or a flood wall. Any new defence should protect the areas from flooding during a 200-year return period extreme sea level event based in the year 2115.</p> <p>The Joint Area Action Plan for Shoreham Harbour will need to identify an appropriate flood defence scheme for the Western Harbour Arm. Because of the complexity surrounding the phasing of development and the nature of flood risk, the JAAP will need to be very clear on the requirements for flood defences in terms of design and how development should be phased. A new Flood Risk Technical Guidance document is being produced to investigate these issues. The next iterations of this IDP as well as the JAAP will need to reflect the recommendations of this guidance document.</p> <p>Development at Shoreham Airport is dependent on flood defences</p>

	<p>being delivered as part of the Shoreham Adur Tidal Walls scheme. Any future development at the Airport will need to be delivered after flood defences are completed to ensure the new development is safe. There is no current estimated completion date for the delivery of the EA Tidal Walls scheme, although it is anticipated that this will be no later than 2017.</p> <p>Development at New Monks Farm will require SuDS and drainage improvements to overcome issues associated with surface water and groundwater flooding. The development will need to fund the future maintenance and management of the flood alleviation measures proposed.</p> <p>WSCC is currently working with Adur and Worthing Councils on the delivery of a study to investigate flooding in the Lancing area. It is unclear how any improvements identified in this study will be funded.</p>
Summary and role of LDF and IDP	<p>Revised Draft Policy 29 states that new development will be required to provide or contribute to the provision of facilities, infrastructure and services made necessary by development, and that infrastructure should be provided at the appropriate time, prior to the development becoming operational or being occupied. Larger developments may need to be phased to ensure this requirement can be met.</p> <p>Revised Draft Policy 36 (Flood Risk and Sustainable Drainage) requires new development to provide some form of SuDS. It states: 'substantial storage through SuDS will be required to achieve a reduction in runoff to levels below that experienced prior to development'.</p>

Water Supply and Treatment

Lead organisations	Southern Water
Main sources of information	Southern Water
Existing provision	<p>Southern Water is the statutory water and sewerage undertaker in Adur District. The company has a duty to serve new development. Local Plans inform the company's investment planning.</p> <p>Water resources - Southern Water supplies drinking water in Adur. There are no known constraints in existing provision that would prevent new development from coming forward.</p> <p>Water distribution system – This conveys water supplies to existing homes and businesses. There are no known constraints in existing provision that would prevent development from coming forward.</p> <p>Wastewater Treatment – Southern Water operates East Worthing Wastewater Treatment Works (in Worthing Borough) and Shoreham Wastewater Treatment Works (in Adur). These facilities</p>

	<p>serve parts of Adur, Arun, Worthing and Brighton & Hove. There are no known constraints in existing provision that would prevent development from coming forward.</p> <p>Wastewater sewerage system – This conveys wastewater to the treatment works for treatment. There are no known constraints in existing provision that would prevent development from coming forward.</p>
Planned provision	<p>Southern Water plans investment required to meet demand from new development through the water industry's five yearly price review process. Business Plans are prepared by the company for five year periods, which are scrutinised by Ofwat, the water industry's economic regulator. Customer prices are determined following this process. Ofwat's price determination funds Southern Water's investment over the planning period. The next price review is in 2014, and another review will take place in 2019, etc. Local Plans inform the price review process.</p> <p>Water resources – Southern Water prepares a Water Resources Management Plan (WRMP), which sets out how the company plans to secure drinking water supplies for customers, including new development. The WRMP is updated every five years, and feeds into the company's Business Plan.</p> <p>Water distribution system – Southern Water plans investment through the price review process. However, Ofwat expects the company to recover new development and growth costs. Local water distribution infrastructure required to service individual development sites must be provided by the development. This ensures that the infrastructure is paid for by those who directly benefit from it, and protects existing customers who would otherwise have to pay through increased general charges.</p> <p>Wastewater Treatment – Southern Water plans investment required to wastewater treatment works in order to meet demand from new development through the price review process. The company may also be required to meet stricter environmental standards. Investment schemes will be delivered where required within each investment period, informed by Local Plans and environmental objectives. An assessment of the capacity of the Waste Water Treatment works at Shoreham Harbour has been undertaken concluding that the existing plant has sufficient capacity to accommodate the levels of development being proposed through the Local Plan, Brighton & Hove City Plan and the JAAP. However, proposed changes to environmental regulation requirements may have implications for future land take and an alternative site may need to be identified.</p> <p>Wastewater sewerage system – Southern Water plans investment through the price review process. However, Ofwat expects Southern Water to recover new development and growth costs. Local sewerage infrastructure required to service individual development sites must be provided by the development. This ensures that the infrastructure is paid for by those who directly benefit from it, and protects existing customers who would</p>

	otherwise have to pay through increased general charges.
Sources of funding and costs	Southern Water/Developer contributions
Key issues and dependencies	<p>The necessary infrastructure can be delivered in parallel with delivery of strategic sites. However Ofwat, the water industry's economic regulator, takes the view that local infrastructure required specifically to serve new development should be funded by the development. This protects existing customers, who would otherwise have to pay through increased general charges.</p> <p>It is therefore important that connections are made to the nearest point of <i>adequate capacity</i>, and that any off-site infrastructure required to achieve this is provided by the development. This approach would prevent the demand on the sewerage and water distributions systems from exceeding the capacity available.</p> <p>Co-ordination of new development and provision of infrastructure is essential to ensure that new development is not constructed and occupied before the necessary infrastructure is provided.</p> <p>A key issue relates to possible changes to European Union environment regulations. This could result in the need for infrastructure to meet more stringent water quality requirements. It is not currently known whether these regulations will come into force and therefore whether a new site for infrastructure will be required. This will be addressed through the JAAP for Shoreham Harbour.</p>
Summary and role of LDF and IDP	<p>The need for a possible site expansion of the Shoreham Waste Water Treatment Works in the vicinity of Shoreham Harbour will be explored through the emerging Joint Area Action Plan in close liaison with Southern Water and Shoreham Port Authority. This approach is outlined in the Revised Draft Local Plan.</p> <p>Revised Draft Policy 29 states that new development will be required to provide or contribute to the provision of facilities, infrastructure and services made necessary by development, and that infrastructure should be provided at the appropriate time, prior to the development becoming operational or being occupied. Larger developments may need to be phased to ensure this requirement can be met.</p>

**Social Infrastructure
Accommodation**

Supported Housing	
Lead organisations	WSCC
Main sources of information	WSCC
Existing provision	<p>The term 'Supported Housing' covers a broad range of accommodation arrangements whereby vulnerable residents receive regular support in order to sustain successful independent living. It offers the means for vulnerable people, who might otherwise require care in a more institutional setting, to retain a greater degree of independence and choice of lifestyle. In this respect supported housing is clearly distinct from residential care.</p> <p>Supported housing can be provided in two different ways through:</p> <ul style="list-style-type: none"> • <i>Accommodation Based Schemes</i> which are generally purpose designed or adapted properties in which support is linked to residents' tenancy or licence. Examples of accommodation based schemes include hostels, refuges, foyers or shared housing arrangements which incorporate an active role for support staff during all or part of the day. • <i>Floating Support</i> which is not linked to specific accommodation and involves the provision of a support service to residents in their own home. <p>WSCC has increasingly favoured commissioning of floating support services as opposed to accommodation based schemes.</p> <p>One government sponsored study¹¹ has suggested that the level of extra care housing provision required for an ageing population should be 25 units per 1,000 population over 75 years. Whilst this a very blunt measure it provides a starting point for some comparative analysis of how much provision might be needed and where. The provision in Adur is the lowest in West Sussex (Adur does not have any Extra Care Housing Schemes).</p>
Planned provision	None known of
Sources of funding and costs	Delivered by the developer / developer contributions.
Key issues and dependencies	<p>Floating support can only be an effective solution for vulnerable people if appropriate rented accommodation is available within the local housing market. Adur's housing market is increasingly pressured with strong demand for the limited number of vacancies in both the social and private sectors. The biggest priority in terms of 'supported housing' is therefore to maintain supply of new affordable homes within Adur.</p> <p>In terms of accommodation specifically designated for people with care or support needs the most significant challenge is associated with the growing numbers of older people within the population.</p>

¹¹ More Choice Greater Voice: CLG/Care Services Improvement Partnership 2008

	<p>Appropriate housing is arguably even more important in old age when issues such as thermal comfort, disrepair, and isolation present critical risks. Most older people wish to remain living, independently in their home for as long as possible; at the same time it is important that the housing market offers a range of options to older people whose independence can best be maintained in a purpose designed environment with easy access to support. Extra Care Housing in which residents live independently with ready access to care has been shown to provide an effective means of delivering this.</p> <p>According to data collated by the Elderly Accommodation Counsel, Adur appears to have a higher rate of older people living in care homes than would be expected. There may well be an association with this and the relatively low level of extra care provision. In most cases one would expect households to move in to residential care as a result of a limiting long term illness. When compared to the County and regional averages, a high proportion of Adur's care home residents age 75+ may be entering residential care 'unnecessarily'; in so far as they do not have a life limiting illness (12.6% in Adur compared to 7% in West Sussex¹²). This may reflect a lack of alternative options.</p>
Summary and role of LDF and IDP	The Revised Draft Local Plan encourages the development of homes which enable older people to remain independent. Revised Draft Policy 20: Housing Mix and Quality States that 'where appropriate, new residential development should incorporate housing for older persons (including extra care and supported housing) in both affordable and market tenures. This should be provided within the Built Up Area, in accessible locations.'

Learning and Childcare

Primary Schools

Lead organisations	WSCC: Capital and Asset Management Unit – School Organisation Team
Main sources of information	Planning School Places 2013.

¹² Source: West Sussex JSNA Review of Housing Data

Existing provision	<p>WSCC is the Local Education Authority (LEA) for West Sussex. The County Council has a statutory duty to ensure that there is sufficient appropriate Primary Education provision available across West Sussex. The list below identifies all existing primary schools. Please note form entry (fe) refers to the number of classes in each year. In planning terms, a form of entry (fe) is 30 pupils.</p> <p>Schools in Lancing Seaside Primary currently under expansion to a 3fe with 630 places North Lancing Primary: 2fe with 420 places The Globe Primary: 3fe with 630 places Sompting Village Primary: 2fe with 420 places</p> <p>Schools in Shoreham Buckingham Park Primary: 2fe with 420 places Eastbrook Primary: 2.5fe with 525 places Glebe Primary Hérons Dale Primary (SEN) Holmbush Primary: 1fe 210 place school Shoreham Beach Primary: 1fe 210 place school St Nicholas and St Mary's C of E Primary: 1fe 210 place school St Peters Catholic Primary: 1fe 210 place school Swiss Gardens Primary: 2fe 420 place school</p> <p>As of 2013, there is a net capacity surplus of 343 primary places in Adur (or 7.81% as a percentage of total capacity) (Planning School Places 2013). However, numbers of children of pre-school age are high and there is a need to expand primaries to meet existing demand due to demographic changes. All primary schools in the above localities are projected to be full over the period to 2027. This takes account of current pupil numbers as at 2012.</p> <p>Private Schools The following private schools are also located in Adur: The Fold School Lancing College Shoreham College Sompting Abbots</p>
Planned provision	<p>Planning School Places (WSCC, 2013) outlines the planned provision for Adur. Currently this relates only to the delivery of a phased extension at Seaside Primary from a 2fe to a 3fe school and the phased extension to Buckingham Park Primary / St Nicholas & St Mary C of E Primary for a 30 place bulge year at both schools. Both are planned for completion by September 2013.</p>
Sources of funding and costs	<p>Planning for Schools 2013 states: "Whilst Central Government will fund free schools it also provides some funding to local authorities to meet population growth. It is fairly small-scale in the case of West Sussex. There is also an expectation that funding will be obtained in the form of developer contributions and this will form a major element of the financing of the County Council's basic need programme for the provision of new school places. In some circumstances this will include the provision of new school sites." See section C for provision required for each site.</p>
Key issues and	<p>Developments in excess of 1000 homes, as one large strategic</p>

dependencies	<p>development or collective developments across the area, are assessed as producing an additional one form of entry (30 pupils) per year of age. On that basis, with insufficient current capacity in Adur, developers of such a site would be required to provide land to accommodate this increase as part of the development or within 3 miles distance of the development.</p> <p>Pupil numbers in West Sussex have been rising over the last 3 years due to demographic changes. Pre-school numbers in Adur are high and there may be a need to expand primaries due to demographic changes. In addition, many primary schools in Adur are not capable of expanding highlighting a need to provide new facilities.</p> <p>For Shoreham Harbour, new development of 1,000 dwellings will need to provide a site capable of providing a 1 form entry, 210 place primary school as well as financial contributions; alternatively financial contributions would be required towards the expansion of existing schools in the Shoreham locality. Adequate capacity for extensions to local existing schools has been identified by WSCC.</p> <p>The developer at New Monks Farm has offered land for a one form entry school site (of 1 hectare) within the development. West Sussex County Council has identified this as an essential element of infrastructure provision due to a lack of primary schools in the New Monks Farm area with current spare capacity. New development in this location will also need to provide contributions to the provision of a primary school.</p> <p>Development at Sompting Fringe will need to provide financial contributions towards the expansion of existing schools in the local area. No detailed feasibility work has been undertaken to investigate whether local schools are capable of expanding. If a local school cannot be expanded then a new school within 2 miles of the site will be required to serve the development.</p> <p>Any other development in Adur will need to provide contributions towards primary school provision.</p>
Summary and role of LDF and IDP	<p>Infrastructure needs arising as a consequence of development will be expected to be met by the developer. School sites may need to be planned for in the Local Plan.</p> <p>Revised Draft Policy 29 states that new development will be required to provide or contribute to the provision of facilities, infrastructure and services made necessary by development, and that infrastructure should be provided at the appropriate time, prior to the development becoming operational or being occupied. Larger developments may need to be phased to ensure this requirement can be met.</p>

Secondary Schools	
Lead organisations	WSCC: Capital and Asset Management Unit – School Organisation Team

Main sources of information	Planning School Places (WSSC, 2013)
Existing provision	<p>WSSC acts as the Local Education Authority (LEA) for West Sussex. The County Council has a statutory duty to ensure that there is sufficient appropriate Secondary Education provision available across West Sussex. For 6th form capacity and other post 16 education, please see the further education section below.</p> <p>The list below identifies all existing secondary schools – please note form entry (fe) refers to the number of classes in each year. In planning terms, a form of entry (fe) is 30 pupils.</p> <p>State Schools Shoreham Academy 9fe 1644 place school Sir Robert Woodard Academy: 8fe 1400 place school</p> <p>As of 2013, there is a net capacity surplus of 449 secondary places in Adur (or 15.06% as a percentage of total capacity) (Planning School Places 2013).</p> <p>The following private secondary schools are located in Adur:</p> <p>Private Schools Lancing College Shoreham College</p>
Planned provision	None
Sources of funding and costs	<p>Planning for Schools 2013 states: “Whilst Central Government will fund free schools it also provides some funding to local authorities to meet population growth. It is fairly small-scale in the case of West Sussex. There is also an expectation that funding will be obtained in the form of developer contributions and this will form a major element of the financing of the County Council’s basic need programme for the provision of new school places. In some circumstances this will include the provision of new school sites.” See section C for provision required for each site.</p>
Key issues and dependencies	<p>Shoreham Academy is projected to have 6 - 9% surplus capacity so could accommodate approximately an additional 100 pupils. This would be generated from circa 500 homes. Developments within the catchment of this school would be required to contribute towards secondary school provision. Contributions will be required to accommodate the needs arising from the proposed development at Shoreham Harbour.</p> <p>Sir Robert Woodard is projected to have in excess of 20% surplus capacity and could accommodate in the region of an additional 350 pupils. This would be generated from a development of in excess of 1500 homes across the locality. Contributions will be required to accommodate the needs arising from the proposed strategic allocations in Lancing and Sompting.</p> <p>Based on WSSC evidence the surplus spaces available and the levels of housing development proposed in the Revised Draft Local Plan, no new secondary schools will be required over the plan</p>

	period.
Summary and role of LDF and IDP	<p>Infrastructure needs arising as a consequence of development will be expected to be met by the developer.</p> <p>Revised Draft Policy 29 states that new development will be required to provide or contribute to the provision of facilities, infrastructure and services made necessary by development, and that infrastructure should be provided at the appropriate time, prior to the development becoming operational or being occupied. Larger developments may need to be phased to ensure this requirement can be met.</p>

Further Education & Adult and Community Learning	
Lead organisations	WSCC
Main sources of information	Planning School Places (WSCC, 2013)
Existing provision	<p>Planning School Places (WSCC, 2013) notes that sixth form provision by both colleges and school sixth forms, offer substantial opportunities for those aged 16 – 19 to continue training and education. Further Education (FE) comprises this form of provision as well as offering other levels of training including Higher National Diplomas, Foundation Degrees and training for apprenticeships for all ages.</p> <p>In Adur the FE provision consists of:</p> <p>Sixth Form Colleges Shoreham Academy Sixth Form Sir Robert Woodard Sixth Form</p> <p>FE Colleges <u>Northbrook College (Kingston Buci Vocational Centre)</u> Hairdressing, Health and Social Care, IT, Numeracy, ESOL.</p> <p><u>Northbrook College (Shoreham Airport)</u></p> <ul style="list-style-type: none"> • <i>Full-time</i>: Aerospace Engineering (HND), Automotive / Motorsport Engineering (Foundation Degree). • <i>Part-time</i>: Electronic Engineering (HNC), Mechanical / Manufacture Engineering (HNC). IMI level 4 Diploma for Automotive Master Technicians (1year). <p>In addition, FE colleges, such as Northbrook College in Worthing and City College in Brighton and Hove. As FE institutions generally serve a large geographic area, and due to Adur's relatively small geographic area with many students from Adur attending FE institutions in neighbouring districts, it is appropriate to include these institutions in this section of Adur's IDP.</p> <p>Community Providers</p> <ul style="list-style-type: none"> • Glebelands Centre: years 14-19 provision (including Creative Writing and IT) • Shoreham Academy: Adult education evening courses • Sir Robert Woodard - Lancing Adult and Community Learning

	<p>Centre</p> <ul style="list-style-type: none"> • Shoreham & Southwick Adult Education Centre - Adult day courses and other education courses (Southwick Community Centre) • Shoreham Library - Adult education evening courses
Planned provision	None known of
Sources of funding and costs	<p>Most FE colleges and adult and community learning services currently receive most of their funding from the Learning and Skills Council. Colleges may also deliver regular programmes to employers for which the full costs are charged. Some adult and community learning services may receive resources for work they carry out for local and health authorities.</p> <p>For 16 – 19 years sixth form provision, Planning for Schools 2013 states: “Whilst Central Government will fund free schools it also provides some funding to local authorities to meet population growth. It is fairly small-scale in the case of West Sussex. There is also an expectation that funding will be obtained in the form of developer contributions and this will form a major element of the financing of the County Council’s basic need programme for the provision of new school places. In some circumstances this will include the provision of new school sites.”</p> <p>See section C for provision required for each site.</p>
Key issues and dependencies	<p>Given the level of development anticipated in the Revised Draft Local Plan, no new sixth form facility will be required. Contributions towards new places will be required for residential development.</p> <p>A key issue for Adur is that skill levels are comparatively low with a lower proportion of residents with higher level degrees than the regional average as well as high levels of young people not in education, employment or training.</p>
Summary and role of LDF and IDP	<p>Ensuring residents have access to appropriate training and education facilities is important for tackling low skills levels and educational deprivation. Providing and protecting employment floorspace increases the opportunities for business to locate in Adur and offer apprenticeships which may require upskilling through FE courses.</p> <p>Revised Draft Policy 29 states that new development will be required to provide or contribute to the provision of facilities, infrastructure and services made necessary by development, and that infrastructure should be provided at the appropriate time, prior to the development becoming operational or being occupied. Larger developments may need to be phased to ensure this requirement can be met.</p>

Childcare / Early Years Provision	
Lead organisations	WSCC Private Providers
Main sources	WSCC Childcare Sufficiency Report

of information	WSCC Sufficiency Action Plan (South) 2011-14
Existing provision	<p>The Childcare Act 2006 identifies the vital role local authorities play as strategic leaders in facilitating the childcare market: Section 6 of the Act sets out that the Local Authority (in this instance WSCC), so far as is reasonably practicable, should ensure that the provision of childcare is sufficient to meet the requirements of parents in their area. This is to enable them to work or undertake education or training which could reasonably be expected to assist them to obtain work.</p> <p>There is a wide range of day nurseries, nursery schools/classes, crèches, child-minders, pre-school playgroups, toddler groups and out of school care/holiday schemes within the district. There are 1700 childcare places in Adur spread across:</p> <p>28 Day Nurseries and Pre-school Playgroups 74 Child-minders 14 Out of School Clubs</p> <p>Listed below are the children and family centres that lie within the Adur district:</p> <ul style="list-style-type: none"> • Boundstone children and family centre • Kingston Buci children and family centre • Lancing children and family centre • Stepping Stones children and family centre (Fishersgate) <p>The children and family centres are all run by WSCC and have childcare provision on site. Their main function is to provide support, activities and the facilities for children and families.</p> <p>Most childcare provision in Adur is delivered through private businesses or through on-site nursery care provided by primary schools.</p> <p>The WSCC Childcare Sufficiency Report identifies that there are currently vacancies for all forms of childcare provision within Adur. The Report identifies the need to improve quality across the area and to sustain the current childcare supply.</p>
Planned provision	<p>WSCC's role is to secure provision to meet the identified.</p> <p>There are currently no known planned facilities in Adur.</p>
Sources of funding and costs	Developer contributions and private childcare providers.
Key issues and dependencies	<p>From September 2010, a free childcare entitlement of 15 hours a week early years provision for 3-4 year-olds, for 38 weeks of the year can be taken flexibly by parents to meet their family and employment circumstances.</p> <p>From September 2013, the free entitlement is extended to a new entitlement for the 20% most disadvantaged 2 year olds. The initial phase of this in 2013/14 is likely to be met from vacancies in</p>

	<p>existing provision; the extension of the scheme to 40% of the most disadvantaged children in September 2014 will exert additional pressures on childcare provision.</p> <p>With this background in mind, the proposed housing and employer developments are likely to generate a need for an additional 100 childcare places which would be delivered by private, voluntary and independent childcare providers.</p> <p>If a new primary school is to be delivered at the New Monks Farm site, an additional classroom (30 places) for use by pre-school and out of school use should be provided to cater for the increase in demand in the area.</p> <p>The other developments are likely to generate a need for a further 70 childcare places with approximately one-third in the Sompting area and two-thirds in the Shoreham Harbour area. These would be ideally met through the use of multi-purpose community buildings or provision at new and / or existing primary schools.</p>
Summary and role of LDF and IDP	<p>Early years childcare provision is provided through a combination of means: County Council; voluntary services; and private groups. The Local Plan should identify the need for these facilities through the policies for strategic sites.</p> <p>Revised Draft Policy 29 states that new development will be required to provide or contribute to the provision of facilities, infrastructure and services made necessary by development, and that infrastructure should be provided at the appropriate time, prior to the development becoming operational or being occupied. Larger developments may need to be phased to ensure this requirement can be met.</p>

Health Care

Health Care	
Lead organisations	NHS Sussex Coastal West Sussex Clinical Commissioning Group
Main sources of information	Council GIS system
Existing provision	<p>Primary care is the first point of contact for most people and is delivered by a wide range of independent contractors, including GPs, dentists, pharmacists and optometrists.</p> <p>Previously these were managed by a local primary care trust (PCT). On April 1 2013, PCTs ceased to exist. Their functions have been taken over by clinical commissioning groups (CCGs) and local area teams (LATs).</p> <p>All GP practices now belong to a CCG which will commission most services on behalf of patients, including emergency care, community care, planned hospital care, and mental health and learning disability services in their local areas. NHS Coastal West Sussex CCG operates in Adur.</p>

	<p>GP Surgeries Ball Tree Surgery Old Shoreham Road Practice Northbourne Medical Centre Kingfisher Family Practice New Pond Row Practice The Orchard Surgery The Manor Practice</p> <p>Dental Surgeries Church House Dental Practice Windmill Dental Practice St Marys House Dental Practice Southdowns Dental Practice Shoreham Dental Centre Southwick Green Dental Surgery Lancing Dental Care Buckingham Road Dental Practice South Street Dental Practice Craigwell Dental Practice</p> <p>In addition Adur has 1 Hospital (Southlands Hospital in Southwick – part of Western Sussex Hospitals Trust). Under the current system, there are a wide range of NHS health trusts managing NHS hospital care in England, including community care and mental health services. With the new system, all NHS trusts are expected to become foundation trusts by 2014.</p> <p>It is unclear as to whether current facilities meet resident's needs.</p>
Planned provision	<p>Northbourne Surgery is to be relocated to the refurbished Thakeham House on the Southlands Hospital Site, providing extra space and better facilities for healthcare delivery enabling a greater range of medical services for Shoreham residents within its catchment area. This is likely to be largely completed by the beginning of 2014.</p> <p>Southlands Hospital is to be developed as a centre for hospital services that do not require an overnight stay, as part of the Service Redesign for Quality programme being implemented by Western Sussex Hospitals. It is unclear when this is planned for.</p> <p>The hospital will specialise in outpatients, diagnostics, day surgery and other types of what is called 'ambulatory care', while the Trust's eye department is also relocating to a new, purpose-built facility there. As part of this programme, inpatient care was transferred to Worthing Hospital in March 2012.</p> <p>Plans have been considered for a new Pond Road Health Centre. The present 1960s building is of a poor quality and expensive to maintain being unsuitable for modern healthcare delivery. A development brief for a mixed use development was produced for the Pond Road area which included a new health centre.</p> <p>It is unclear if there is any new provision planned for dental care in the district.</p>

Sources of funding and costs	NHS Sussex
Key issues and dependencies	<p>Delivery of the Pond Road Health Centre is linked with other uses on the site including Shoreham Library and Burrscofte elderly care home both owned by WSCC. No plans for the redevelopment of this site have been agreed by the WSCC or the NHS.</p> <p>What are the key issues for health care in Adur in relation to infrastructure?</p>
Summary and role of LDF and IDP	<p>Revised Draft Policy 33 (Planning for Sustainable Communities) states that the Council will work with health care providers to deliver up-to-date healthcare facilities, and with the providers of other social and community infrastructure to deliver appropriate facilities in accessible locations, to meet local needs.</p> <p>The LDF will help to facilitate the delivery of the above uses where appropriate. Revised Draft Policy 11 (Shoreham-by-Sea) identifies Pond Road as a site with redevelopment potential for community uses including health uses. In addition, a development brief has been produced and consulted on to reflect the potential of the site.</p>

Community Services

Library Service	
Lead organisations	WSCC
Main sources of information	WSCC
Existing provision	<p>Libraries offer a wide range of events including author talks, drop-in events (to meet, for example, health professionals), reading groups and adult meetings and group activities. Children can meet authors and attend craft activities, rhyme time or story time. Libraries offer free or subsidised rental of books, audio books, CDs, and DVDs and many have internet access and study space. As such libraries offer a range of services to local residents.</p> <p>Existing libraries in Adur are located at:</p> <p>Lancing Shoreham Southwick</p> <p>A mobile library service is also in operation in Adur.</p> <p>WSCC Library Service has confirmed that current provision meets the needs of existing residents.</p>
Planned provision	<p>Improvements to the public areas at the Lancing library (to cope with increasing/changing demand by the local community) are planned. It is unclear when these will be delivered.</p> <p>A potential new library to be provided as part of the mixed use redevelopment of existing community facilities at Pond Road is</p>

	<p>being discussed with other partners and landowners. No firm plans for redevelopment of the site are in place.</p>
<p>Sources of funding and costs</p>	<p>Funding sources include WSCC capital funds and developer contributions.</p> <p>Funding for the new library at Pond Road will be through the sale of land for new residential development.</p> <p>Developer contributions will be sought from new development for planned library improvements.</p>
<p>Key issues and dependencies</p>	<p>WSCC 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.</p> <p>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.</p>
<p>Summary and role of LDF and IDP</p>	<p>Revised Draft Policy 29 states that new development will be required to provide or contribute to the provision of facilities, infrastructure and services made necessary by development, and that infrastructure should be provided at the appropriate time, prior to the development becoming operational or being occupied. Larger developments may need to be phased to ensure this requirement can be met.</p> <p>Revised Draft Policy 11 identifies Pond Road as a site with redevelopment potential for community uses including provision of a library. In addition, a development brief has been produced and consulted on to reflect the potential of the site.</p> <p>The proposed strategic housing allocations are likely to create additional demand for library provision. Development at Shoreham Harbour may impact on the scale of library provision proposed at Pond Road.</p> <p>For New Monks Farm, consideration should be given for a library presence in a community centre or as part of a new school. Library provision is best incorporated at the point of design of a new school, rather than retrofitting to an existing school. Revised Draft Policy 5 (New Monks Farm, Lancing) requires the new development to provide a new neighbourhood centre / community hub. This facility could include library provision</p> <p>It is unclear as to where the new residents of the proposed development in Sompting would access library provision. This could be from a number of different existing libraries, so may not</p>

	require physical improvements to one specific library. It is anticipated that contributions would be required.
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Youth Services	
Lead organisations	WSCC
Main sources of information	WSCC
Existing provision	<p>West Sussex Youth Services offers a range of things to do and places to go for young people aged 13-19 years old, which can be enjoyed out of school hours.</p> <p>Through youth workers, young people plan and organise different activities. These include arts, sports, trips out, music and space to meet friends. Youth workers provide opportunities for young people to try new activities and organise residential trips, youth forums, and offer advice and information on most teenage topics.</p> <p>The existing provision in Adur includes:</p> <p>Lancing Centre The Lancing Youth Centre facility is open in the evenings and runs courses for young people during the day. The facility is for young people aged 8 -19 and also houses an Information Shop for young people. The centre is also shared with Penhill Arts Centre.</p> <p>Quayside Youth Club The Quayside Youth Club is a purpose built youth centre with hall, dance studios and kitchen area. The centre runs a number of afterschool clubs as well as courses and clubs that operate during the day.</p>
Planned provision	<p>Youth Wing, Sir Robert Woodard Academy Previously the Boundstone Youth Centre, a new facility at the Sir Robert Woodard Academy will be opened soon (more information on this is required). As part of the school campus, the facility will have a hall space, music / dance studios, and kitchen facilities and will run courses for young people. The site is leased to WSCC on a long lease.</p> <p>Freshbrook School Site – Electric Storm This site in Lancing has planning permission for a two-storey multi-purpose community centre incorporating an external climbing wall. The Electric Storm Youth group hopes to provide, as part of this development, meeting rooms, sound studio, club space, a multi gym and a base for Police Community Support Officers. The group are currently raising funds for delivery.</p>
Sources of funding and costs	WSCC
Key issues and dependencies	Large scale strategic development and small scale development which has a larger cumulative impact may result in the need for more Youth Centres.

	Fishersgate has been identified as an area requiring better facilities for Youth Services. Currently there is no dedicated Youth Centre in this locality, although there are a number of community facilities which could offer or do offer a youth service provision.
Summary / role of LDF and IDP	<p>It is currently unclear what the impact of new development might be on youth service provision. This will need to be identified for the next version of the IDP. It is not anticipated that any significant issues will be identified as a result of potential development.</p> <p>Revised Draft Policy 29 states that new development will be required to provide or contribute to the provision of facilities, infrastructure and services made necessary by development, and that infrastructure should be provided at the appropriate time, prior to the development becoming operational or being occupied. Larger developments may need to be phased to ensure this requirement can be met.</p>

Community Spaces	
Lead organisations	Adur District Council Adur Voluntary Action
Main sources of information	ADC Community Wellbeing Team Council GIS
Existing provision	<p>Adur has numerous community spaces available for use by community groups and for private and group hire. A number of these spaces are flexible and multi-use spaces which are predominantly used for a specific purpose (for example schools and youth centres within the district).</p> <p>Many are owned by ADC and leased to community groups whilst some are owned and run by WSCC (e.g. youth centres). A large number of spaces are owned and run by faith based organisations which are open to community use (for example, the district has numerous church halls). Parish halls and other community halls and buildings are also present within the district providing various opportunities for community use. Recently, a village action shop was opened in Lancing providing information about volunteering in the area.</p>
Planned provision	Big Local funds of £1million for the Sompting community have recently been awarded for community projects. It is possible that new community facilities will be provided over the next 10 years as a result of this funding. There are no firm plans yet in place for delivery of community infrastructure.
Sources of funding and costs	External funding bids Adur Pot of Gold Councils' Capital Spend Budget
Key issues and dependencies	It is considered that the provision of facilities for use by the community in the district is sufficient to meet current needs. Whilst the number and location of facilities are considered sufficient, there is considered to be an issue regarding inadequate staffing resources for the management and staffing of facilities to ensure

	<p>they are open.</p> <p>There's potential that the New Monks Farm area could be isolated from community facilities as well as community services and shops. A need has been identified for some form of multipurpose flexible space that could be used by the community as a focal point. This could be linked to a small business such as café or retail unit.</p>
Summary and role of LDF and IDP	<p>Revised Draft Policy 5 (New Monks Farm, Lancing) requires the new development to provide a new neighbourhood centre / community hub. This could be a shared facility with a library presence (see the library section above) / community space linked to a new primary school.</p>

Cemeteries and Crematoriums	
Lead organisations	ADC
Main sources of information	Adur District Council Parks Section
Existing provision	<p>The existing provision of cemetery spaces, broken down by religious section is provided below.</p> <p>Shoreham-by-Sea <u>Mill Lane Cemetery</u> Church of England section: 589 spaces Catholic section: 186 spaces Non-Conformist section: 216 spaces Lawn Cremation Plots: section: 500 spaces The current use of the Church of England Section means it will be full in approximately 30 years and the cemetery completely full in 50 years. There is no room for expansion at this cemetery unless the allotments to the north are reallocated as cemetery land.</p> <p><u>St. Nicolas Churchyard</u> St Nicolas Church Yard has provision for only 4 graves with no lawn cremation plots remaining. There is no further room for expanding the area.</p> <p><u>Southwick</u> Church of England section: 52 spaces Catholic section: 72 spaces Non-Conformist section: 120 spaces Lawn Cremation Plots section: 120 Spaces The current use of the Church of England section means it will be full in 5 years. However, a new extension to Southwick Cemetery nearing completion will allow for at least another 50 year provision for all spaces in the cemetery.</p> <p>Lancing <u>Lancing and Sompting Cemetery</u> Church of England section: 143 spaces Non-Conformist / Roman Catholic section: 116 spaces Lawn Cremation Plots: more than 400 spaces The current use of the Church of England section means it will be</p>

	<p>full in approximately 9 years and the cemetery completely full in 30 years.</p> <p>There are increasing rates of cremation burials in Adur's cemetery which requires significantly less land than non-cremation burials.</p>
Planned provision	None
Sources of funding and costs	ADC Capital Budget
Key issues and dependencies	<p>Land owned by the Council surrounding Southwick Cemetery has been identified as a potential housing site in the SHLAA for around 74 residential dwellings. This would limit any expansion of the cemetery in future years. A rough estimation of potential plots for this site would provide another 150 years provision depending on trends (on top of the 50 years of provision provided by the planned new extension).</p> <p>At the Lancing and Sompting Cemetery, a large area of Council owned land to the north; east and south of the site could be utilised in the future allowing significant future provision. There have been concerns in the past from neighbouring residents with regards to the introduction of further cemetery land / provision here.</p>
Summary and role of LDF and IDP	Any sites identified for development on cemetery land through the Strategic Housing Land Availability study will need to be aware of the capacity of remaining cemetery plots in the district. Whether these sites are included as appropriate sites for development will need careful consideration.

Emergency Services

Police	
Lead organisations	Sussex Police
Main sources of information	<p>Sussex Police</p> <p>Sussex Police Estates and Facilities Department Estates Strategy (2013- 2018)</p>
Existing provision	<p>The existing provision in Adur consists of the following facilities:</p> <ul style="list-style-type: none"> • Shoreham Police Station (this is a public facing police station and houses the Neighbourhood Police Team as well as numerous other police force staff and vehicles). • Lancing Police Station (this is a non-public facing police station, although the front office is open for appointments only. A Neighbourhood Police Team is based here) • Fishersgate (non-public facing interview room)
Planned provision	Sussex Police have identified the closure of the two existing police stations in Lancing and Shoreham over the next 5 years with the view to relocating all staff other than Neighbourhood Policing teams to Centenary House in Durrington. Sussex Police intend to keep a geographical base in Adur in both Lancing and Shoreham for their Neighbourhood Policing Teams, as well as housing Council

	<p>employed staff currently located in Shoreham Police Station (Community Safety Partnership staff) in a new location in Shoreham.</p> <p>Sussex police are currently considering options for relocation and are in discussions with other public sector bodies regarding sharing public facing facilities. This work is on-going. The provision will be a like-for-like with a non-public facing facility to be re-provided in Lancing and a public facing facility to be located in Shoreham.</p>
Sources of funding / costs	<p>Sussex Police Capital Budget.</p> <p>Costs are currently unknown.</p>
Key issues and dependencies	<p>Locations for new facilities will be dependent on discussions with other public sector bodies and landowners.</p> <p>New facilities will not be required as a result of development identified in the Revised Draft Local Plan. New staff members may be required to help deal with an increase in population.</p>
Summary and role of LDF and IDP	<p>Revised Draft Policy 14 (Quality of the Built Environment and Public Realm) states that development should incorporate the principles of securing safety and reducing crime through design in order to create a safe and secure environment. This policy should help to reduce crime levels as well as the fear of crime in new schemes therefore reducing pressure on neighbourhood policing teams.</p> <p>Revised Draft Policy 11 identifies the future opportunity for development at the Police Station site.</p>

Fire and Rescue	
Lead organisations	West Sussex Fire and Rescue
Main sources of information	West Sussex FRS Service Plan 2010-15
Existing provision	<p>WSSCC has statutory responsibility under the Fire & Rescue Services Act 2004 to provide a Fire and Rescue Service. West Sussex Fire & Rescue Service (WSF&RS) carries out this statutory role.</p> <p>Much of the work of the Fire Service requires the provision, training and equipping of a fire service to undertake core functions of fire fighting, fire safety, rescuing people from road traffic accidents and other emergency activities.</p> <p>Adur has two fire stations in Lancing and Shoreham. Lancing station is situated on the Churchill Industrial Estate. It has a single fire appliance crewed by on call fire-fighters. Shoreham fire station is located in Stoney Lane, Shoreham by Sea. It is crewed by variable crewing and on call fire-fighters.</p>
Planned provision	No planned provision.

Sources of funding and costs	<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 households, via council tax which goes towards the costs of funding the fire and rescue service. • Grant settlement – the remainder of the fire and rescue service funding comes from a central government <i>grant settlement</i> 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 may be required to contribute towards works needed to fulfil the fire authority's duty to ensure the provision of an adequate access and supply of water for fire fighting.</p> <p>In addition, the developer may be required to make a proportionate contribution towards the provision of new fire and rescue facilities. The costs are based on the additional population coming from the new development.</p>
Key issues and dependencies	<p>Population increases brings greater risks, more emergency calls and therefore more infrastructure may be required. WSCC have been unable to identify at this stage what the infrastructure may be.</p> <p>West Sussex Fire and Rescue Service now deal with fewer fires but an increasing number of vehicle collisions and floods. Greater emphasis is also now placed on undertaking work on fire prevention and community safety.</p> <p>The developer should provide the infrastructure required to serve a new development at no cost to the emergency service.</p> <p>The West Sussex FRS Service Plan (2010-15) identifies some parts of Adur as very high risk (around Shoreham Town Centre), others high and medium (the coastal urban strip running from Lancing through Shoreham and Southwick to Fishersgate) and low (the rural north of the district).</p>
Summary and role of LDF and IDP	<p>New developments may be required to provide fire hydrants and other water supply measures; new fire fighting services/facilities; extensions to fire stations or the provision of new facilities/infrastructure as necessary to serve the Adur area.</p> <p>Revised Draft Policy 29 states that new development will be required to provide or contribute to the provision of facilities, infrastructure and services made necessary by development, and that infrastructure should be provided at the appropriate time, prior to the development becoming operational or being occupied. Larger developments may need to be phased to ensure this requirement can be met.</p>

Ambulance Service	
Lead organisations	South East Coast Ambulance Service (SECAmb)

Main sources of information	South East Coast Ambulance Service (SECAmb) website
Existing provision	<p>The existing provision in the district consists of:</p> <ul style="list-style-type: none"> • Shoreham Ambulance Station, Franklin Road, Shoreham (25 staff, 4 vehicles) • Lancing Ambulance Community Response Post, Lancing Fire Station, Lancing <p>The response posts and stations are located in places with good access to large proportions of existing residents. The aim is to keep response times as low as possible to the majority of residents in Adur.</p> <p>Emergency ambulance calls are prioritised into:</p> <ul style="list-style-type: none"> • Category A emergencies, which are immediately life-threatening • Category B or C emergencies, which are not life-threatening <p>The emergency control room decides what kind of response is needed and whether an ambulance is required. For all three types of emergency, they may send a rapid-response vehicle, crewed by a paramedic and equipped to provide treatment at the scene of an incident. Over the past five years, the number of 999 calls responded to by ambulances has gone up by a third.</p>
Planned provision	<p>The need for response posts / stations are based on historical profiling to identify day to day activity. SECAmb plans to develop larger central reporting premises over the next 2 years. SECAmb will seek to use activity based response posts within the community to help achieve operational performance targets.</p> <p>As and when gaps are perceived to be developing in SECAmb's response capability, fresh mapping of their activity determines if there is a need to move or add response posts to the operational plan.</p>
Sources of funding and costs	SECAmb
Key issues and dependencies	No new facilities have been identified in relation to the delivery of growth in Adur.
Summary and role of LDF and IDP	There is little influence the LDF and IDP will have on the operation of SECAmb services. Policies within the Revised Draft Local Plan seek to focus development in sustainable locations, within or near to existing communities. As such, the existing response posts are likely to be in suitable locations to adequately serve new developments.

Culture and Leisure

Museums, Theatres, Cinemas, Galleries

Lead organisations	ADC
Main sources of information	Adur Community Infrastructure Study (2009)
Existing provision	<p>The following is a list of the main facilities in Adur. The nature of provision in the district is such that many churches, parish halls, some schools and community facilities are also used as exhibition and performance spaces.</p> <p>Performance Space</p> <ul style="list-style-type: none"> • Barn Theatre – This is a well-equipped studio theatre which hosts the Wick Theatre Company who presents six shows a year. This is a Council owned asset run by a community association. • Church Farm Barn, Coombes – outside arts and open air facility. • Lancing Parish Hall – hall with a stage and theatre equipment • Lancing College – private owned facilities • Shoreham Academy – new theatre and exhibition space available for hire • Sir Robert Woodard Academy – New theatre and exhibition space • Shoreham Centre – Council owned and run by trustees. This is the biggest performance hall / space in Adur • West Street Loft (Shoreham) – A new space hosting cinema, concerts and other events. Privately run. • Ropetackle Centre Venue and arts exhibition space and centre. Children, Comedy, Dance, Music, Exhibitions, Quiz nights, Films, Theatre, Workshops. • St Mary de Haura Church- this is considered to be one of the best venues for music and orchestral performances in Adur. • St Michael & All Angels, Lancing • Church of the Good Shepherd, Shoreham <p>Museums</p> <ul style="list-style-type: none"> • Marlipins Museum - Museum of local maritime history • D-Day Museum, Shoreham Airport
Planned provision	None planned
Sources of funding / costs	The existing infrastructure is run by external organisations predominantly funded without support from the local authority. WSCC fund the school provision, whilst some facilities, such as the Barn Theatre, are owned by the Council.
Key issues and dependencies	None identified
Summary and role of LDF and IDP	Revised Draft Policy 33 (Planning for Sustainable Communities) states that the Council will work the providers of social and community infrastructure to deliver appropriate facilities in accessible locations, to meet local needs.

Outdoor Sport

Lead organisations	ADC
Main sources of information	Adur Community Infrastructure Study (2009) Playing Pitches Strategy Update (2011) An Open Space Study update is currently being produced.
Existing provision	<p>Adur has a wide variety of outdoor sports facilities run by the public, private and third sectors.</p> <p><u>Adur Outdoor Activity Centre</u> This centre has provision for outdoor sports including water sports, mountain biking, walking and orienteering activities.</p> <p><u>Water sports Provision</u> As well as the provision at the Adur Outdoor Centre, the District has private facilities such as the Sussex Yacht Club, Shoreham Sailing Club and Lancing Sailing Club for launching and storing boats and jet skis. Kayaks can be hired at Half Tide Quay in Southwick.</p> <p>The district has 11 public slipways, none of which are useable for launching medium to larger sized vessels due to poor parking facilities for cars with trailers and lack of turning space. Many are no longer useable due to health and safety issues or maintenance issues.</p> <p>The Shoreham Slipways Group (SSG) is currently investigating three potential sites for the provision of a new public slipway. They are: the Lower Beach Road site (noted above), the Adur Recreation Ground and Soldier's Point (on Harbour Way). A recent detailed flow study indicated that a slipway at these sites would not cause any significant change to the river flow or siltation nor would it damage the proposed flood defences. Each of the proposed sites has advantages and disadvantages.</p> <p><u>Pitches, Lawns and Courts</u> The Adur Playing Pitches Strategy (2011) noted that the supply of pitches for sports other than football is sufficient within the District and there is some scope for flexibility if demand for any sport changes significantly. Football continues to be very popular in the District and there is demand for all types of football pitch. The new 3rd Generation (3G) pitch at Shoreham Academy is heavily used and is fully booked out most of the time.</p> <p>Additionally, Southwick Green and Lancing Manor both have cricket pitches and Buckingham Park has a number of rugby pitches.</p> <p>There are 11 high quality, full-size croquet lawns located in Southwick, as well as a number of tennis courts at Buckingham Park, Lancing Manor, Shoreham Academy and Southwick Leisure Centre – the latter are in need of some investment and repair. Southwick Tennis Club has high quality grass courts. Southwick Recreation Ground is also home to an indoor / outdoor bowls club. Lancing Manor has a number of flood lit outdoor multipurpose courts.</p> <p>There are netball courts at Lancing Manor and Shoreham</p>

	<p>Academy.</p> <p><u>Other Facilities</u> The district has a fixed orienteering course at Lancing Ring, Multi-Use Games Areas in Buckingham Park and Southwick Recreation Ground, a Petanque ground at Lancing Manor, and skate parks at Ham Road in Shoreham, Southwick Recreation Ground and Hamble Recreation Ground. A parkour facility is located at Monks Recreation Ground in Lancing, outdoor gym equipment is located at Southwick Recreation Ground and Beach Green in Lancing as well as outdoor fitness equipment and a one mile running route at Buckingham Park.</p>
Planned provision	<p>A £700,000 contribution for a new 3G pitch (artificial pitch with floodlights and changing facilities) and a £650,000 leisure facilities contribution have been agreed as part of the Brighton & Hove Albion Training Facility being built in Lancing. It is currently being decided as to where this should be located.</p> <p>Planning permission for a new public slipway at the Lower Beach Road car park site in Shoreham has been approved subject to further information being submitted to the Council (on ecology, transport and future maintenance arrangements). The Shoreham Slipways Group submitted this application.</p> <p>Outdoor grass playing pitches at Shoreham Academy have recently been provided. The pitches are anticipated to be open to use soon.</p>
Sources of funding and costs	<p>Developer contributions.</p> <p>The Adur Playing Pitches Strategy identified 9 locations across Adur that would benefit from improvements. These improvements range from minor levelling work (approximately £4k) to new changing facilities (approximately £200k). Buckingham Park improvements are given the highest priority rating given the level of usage and condition of the existing facilities.¹³</p> <p>Part of the Open Space study update will include a new Playing Pitches Strategy. It is anticipated that this will include some costs for new provision.</p> <p>The Shoreham Slipways Group estimates that the costs to construct a slipway at the following locations would be:</p> <p>£50k at the Recreation Ground £270k at Lower Beach Road £100k to 150k at Soldier's Point</p> <p>In addition, there could be some costs associated with changes to the adjacent car parking area and the provision of access control/monitoring and maintenance. This may be funded through the Adur County Local Committee Infrastructure Plan.¹⁴</p>

¹³ See appendix B for full list of potential improvements and costs for playing pitches in Adur: <http://www.adur-worthing.gov.uk/media/media,103605,en.pdf>.

¹⁴ See appendix A: <http://www2.westsussex.gov.uk/ds/clc/a/a260913i7.pdf> Please note – this will be confirmed by the CLC on 26/09/13.

<p>Key issues and dependencies</p>	<p>According to the Adur Open Space and Recreation Facilities Assessment (2009) the district had 80.21 ha outdoor sports / recreation facilities. A shortfall of 9.233ha was identified for the original study in 2005. This study is currently being updated.</p> <p>The Adur Playing Pitches Strategy (2011) noted that:</p> <ul style="list-style-type: none"> • there continues to be a strong demand overall for pitches and the approach to retain and, where possible, enhance current provision should continue. • there is demand for different size and configuration of pitches • there is a poor level of provision of artificial pitches and training facilities locally • there remains a need to improve the quality of many of the pitches and associated facilities in the District <p>The Football Association have decided to introduce smaller sized pitches for 11 – 13 year olds from 2014 – 2015. Currently, children at the age of 11 move up to full sized pitches playing 11 a-side. With the changes there will be a need to provide new 9 a-side pitches in Adur. There are currently none. This will be considered through the new Playing Pitches work being undertaken.</p> <p>A need for floodlit playing pitches to extend the time available to play sport during the winter months has been identified. Provision of a new 3g pitch should fill this gap.</p> <p>There are no athletics facilities in Adur and the Worthing Harriers (the closest athletics club in Worthing) is fully subscribed. A need for a new facility in the district has been identified - potential is being investigated at Shoreham Academy.</p>
<p>Summary and role of LDF and IDP</p>	<p>Both the Open Space Study and Playing Pitches Strategy are being updated and are due to be completed before the next iteration of the Local Plan and IDP. Both these documents will need to reflect the outcomes of these updated studies.</p> <p>Revised Draft Policy 32 (Open Space, Recreation and Leisure) supports the delivery of new sports facilities where they are in accordance with other policies in the plan. It states that all major residential development will be required to provide open space on site in accordance with the Council's adopted standards. This may include the provision of sports facilities for some sites.</p> <p>Revised Draft Policy 29 states that new development will be required to provide or contribute to the provision of facilities, infrastructure and services made necessary by development, and that infrastructure should be provided at the appropriate time, prior to the development becoming operational or being occupied. Larger developments may need to be phased to ensure this requirement can be met.</p>

Indoor Sports and Leisure Centres	
Lead organisations	Impulse Leisure ADC
Main sources of information	ADC
Existing provision	<p>There are a number of indoor sports facilities and leisure centres in the district including:</p> <p><u>Leisure Centres</u> The following facilities are managed by Impulse Leisure on a 30 year lease on behalf of the Council. Impulse Leisure is a charity and operates on a not-for-profit basis. All profit is reinvested back into the running and operation of the facilities: Lancing Manor: 6 Badminton Courts (also suitable for short tennis), 2 Squash Courts (also suitable for racketball) and a fitness suite including gym and fitness class studios. Southwick - Fitness suite including gym and fitness class studios, basketball, volley ball and badminton courts. Wadurs Community Pool: 25m by 10m swimming pool (5 lanes).</p> <p><u>Other Facilities</u> In addition, a roller hockey rink is located in Fishersgate and has recently been updated and Southwick Recreation Ground is home to an indoor bowls club. An indoor skate rink has a temporary permission in Shoreham, Shoreham Academy has a sports hall that can be used by the public, and Lancing College has a swimming pool that can be hired out. The Adur Outdoor Activity Centre has a well-used indoor rock climbing wall.</p>
Planned provision	<p>A new water sports centre has been given planning permission at Beach Green, Lancing.</p> <p>Lancing Manor Leisure Centre fitness (gym facilities and fitness class) provision may be expanded in coming years to meet increased customer demand.</p> <p>Parking at Lancing Manor is insufficient to meet current and future demand. Space for around 50 extra spaces has been identified on site.</p> <p>Refurbishment of the eastern set of three tennis courts at Southwick Leisure Centre including improvements to existing surfaces has been programmed in the Adur Capital Budget.</p>
Sources of funding and costs	<p>Adur Capital Works Programme Developer contributions Impulse Leisure investment</p> <p>An estimated £280,000 investment will be required to increase the fitness provision at Lancing Manor Leisure Centre and an estimated £280,000 investment will be required to increase car parking provision.</p> <p>Refurbishment of the tennis courts in Southwick Leisure Centre has been costed at £22,000.</p>

<p>Key issues and dependencies</p>	<p>The main hall at Lancing Manor lacks adequate heating and investment will be needed in the future.</p> <p>New development in the area is likely to put a strain on some of the facilities, especially at Lancing Manor with proximity to New Monks Farm site. Car parking at this leisure centre is considered inadequate to serve current needs.</p>
<p>Summary and role of LDF and IDP</p>	<p>The Open Space Study is being updated and is due to be completed before the next iteration of the Local Plan and IDP. Both these documents will need to reflect the outcomes of this updated study.</p> <p>Revised Draft Policy 32 states that proposals for built sports facilities will be supported where they are in accordance with other policies in this plan.</p> <p>Revised Draft Policy 29 states that new development will be required to provide or contribute to the provision of facilities, infrastructure and services made necessary by development, and that infrastructure should be provided at the appropriate time, prior to the development becoming operational or being occupied. Larger developments may need to be phased to ensure this requirement can be met.</p>

Green Infrastructure

Accessible Formal Open Spaces

Lead organisations	ADC Parks Section																																																										
Main sources of information	Assessment of Open Space and Recreation Facilities (2005 and 2009 Update)																																																										
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Existing provision	<p>The table below identifies the existing provision of accessible open space (in hectares and averaged out per 1000 population) as well as a recommended standard of provision based on the Assessment of Open Space and Recreation Facilities (2009). This shows that in every typology of open space in the district there is a shortfall in provision. Some of these typologies are covered elsewhere in this IDP.</p> <table border="1"> <thead> <tr> <th>Green Infrastructure</th> <th>Total Existing Provision</th> <th>Current Provision (Ha per 1000 pop.)</th> <th>Recommended provision (Ha per 1000 pop.)</th> <th>Surplus / Shortfall of Provision Standard</th> </tr> </thead> <tbody> <tr> <td>Parks and Gardens</td> <td>2.23 ha</td> <td>0.04 ha</td> <td>0.06 ha</td> <td>-1.38ha</td> </tr> <tr> <td>Natural and Semi-Natural Green Space</td> <td>80.24 ha</td> <td>1.35 ha</td> <td>1.4 ha</td> <td>-4.17ha</td> </tr> <tr> <td>Amenity Greenspace</td> <td>45.6 ha</td> <td>0.79 ha</td> <td>0.81 ha</td> <td>-3.51ha</td> </tr> <tr> <td>Provision for Children and Young People</td> <td>7.82 ha</td> <td>0.13 ha</td> <td>0.14 ha</td> <td>-0.62ha</td> </tr> <tr> <td>Allotments</td> <td>16.11</td> <td>0.27 ha</td> <td>0.3 ha</td> <td>-1.98ha</td> </tr> <tr> <td>Outdoor Sports Facilities</td> <td>80.21 ha</td> <td>1.35 ha</td> <td>1.5 ha</td> <td>-9.23ha</td> </tr> <tr> <td>Indoor Sports Facilities</td> <td>N/A</td> <td>N/A</td> <td>N/A</td> <td>N/A</td> </tr> <tr> <td>Cemeteries and Church Yards</td> <td>N/A</td> <td>N/A</td> <td>N/A</td> <td>N/A</td> </tr> <tr> <td>Beaches</td> <td>N/A</td> <td>N/A</td> <td>N/A</td> <td>N/A</td> </tr> <tr> <td>Green Corridors</td> <td>N/A</td> <td>N/A</td> <td>N/A</td> <td>N/A</td> </tr> </tbody> </table> <p>Source: Adur Assessment of Open Space and Recreation Facilities (2009 Update). This document due to be updated in Summer 2013).</p>				Green Infrastructure	Total Existing Provision	Current Provision (Ha per 1000 pop.)	Recommended provision (Ha per 1000 pop.)	Surplus / Shortfall of Provision Standard	Parks and Gardens	2.23 ha	0.04 ha	0.06 ha	-1.38ha	Natural and Semi-Natural Green Space	80.24 ha	1.35 ha	1.4 ha	-4.17ha	Amenity Greenspace	45.6 ha	0.79 ha	0.81 ha	-3.51ha	Provision for Children and Young People	7.82 ha	0.13 ha	0.14 ha	-0.62ha	Allotments	16.11	0.27 ha	0.3 ha	-1.98ha	Outdoor Sports Facilities	80.21 ha	1.35 ha	1.5 ha	-9.23ha	Indoor Sports Facilities	N/A	N/A	N/A	N/A	Cemeteries and Church Yards	N/A	N/A	N/A	N/A	Beaches	N/A	N/A	N/A	N/A	Green Corridors	N/A	N/A	N/A	N/A
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Planned provision	Kingston Beach area improvements consultation due to commence this financial year (2013 – 14). It is unclear what the improvement																																																										

	works entail.
Sources of funding and costs	ADC capital budget Developer contributions Kingston Beach improvement works costs are £20,000.
Key issues and dependencies	Based on the 2005 and updated 2009 Open Spaces study, there is an identified shortfall in provision of every type of open space. It is currently unclear as to the level of provision required as a result of development anticipated in the Revised Draft Local Plan. More detailed information will be provided with the updated Open Space study and the findings will need to be reflected in both the Local Plan and the IDP. However, based on the 2005 study findings there is a clear need for greater levels of provision. Project forward to future years, these shortfalls in provision increase. Access to and quality of provision is also an issue in some locations. The next iteration of the IDP will need to identify which sites need improvements to help coordinate spending for improvements.
Summary and role of LDF and IDP	Both the Open Space Study and Playing Pitches Strategy are being updated and are due to be completed before the next iteration of the Local Plan and IDP. Both these documents will need to reflect the outcomes of these updated studies. The Revised Draft Local Plan seeks to ensure future development uses land efficiently to help protect open spaces around settlements. Revised Draft Policy 22 (Density) requires a minimum density of 35 dwellings per hectare with higher densities in town centre and other locations where appropriate. Revised Draft Policy 32 (Open Space, Recreation and Leisure) states that major residential development will be required to provide open space on site in accordance with the Council's adopted standards. The Policy also seeks to protect existing open spaces. Revised Draft Policy 29 states that new development will be required to provide or contribute to the provision of facilities, infrastructure and services made necessary by development, and that infrastructure should be provided at the appropriate time, prior to the development becoming operational or being occupied. Larger developments may need to be phased to ensure this requirement can be met. The strategic sites policies in part 2 of the Revised Draft Local Plan identify the requirement for open space for each site.

Allotments

Lead organisations	ADC Parks Section
Main sources	Assessment of Open Space and Recreation Facilities (2009)

of information	Update) ADC Parks Section																																																																					
Existing provision	<p>The table below shows the locations of existing allotments, the number of plots at each site, the number of people waiting for an allotment at each site, and the number of vacant plots at each site (as of 31st Jan 2013).</p> <table border="1"> <thead> <tr> <th>Area</th> <th>Site</th> <th>No. Plots</th> <th>Waiting List</th> <th>Vacant</th> </tr> </thead> <tbody> <tr> <td rowspan="6">Southwick</td> <td>The Gardens</td> <td>30</td> <td>1</td> <td>1</td> </tr> <tr> <td>Milton Drive</td> <td>32</td> <td>0</td> <td>4</td> </tr> <tr> <td>The Pylons</td> <td>18</td> <td>0</td> <td>1</td> </tr> <tr> <td>Highdown</td> <td>10</td> <td>6</td> <td>3</td> </tr> <tr> <td>Hillview</td> <td>64</td> <td>17</td> <td>7</td> </tr> <tr> <td>Manor Hall Road</td> <td>46</td> <td>5</td> <td>4</td> </tr> <tr> <td rowspan="3">Lancing</td> <td>Irene Avenue</td> <td>6</td> <td>30</td> <td>0</td> </tr> <tr> <td>Lancing Manor</td> <td>117</td> <td>30</td> <td>11</td> </tr> <tr> <td>Halewick</td> <td>27</td> <td>17</td> <td>5</td> </tr> <tr> <td rowspan="5">Shoreham</td> <td>The Meads</td> <td>24</td> <td>54</td> <td>1</td> </tr> <tr> <td>Middle Road</td> <td>102</td> <td>35</td> <td>11</td> </tr> <tr> <td>Mill Lane</td> <td>34</td> <td>36</td> <td>0</td> </tr> <tr> <td>Hamfield</td> <td>174</td> <td>29</td> <td>9</td> </tr> <tr> <td>Williams Road</td> <td>16</td> <td>6</td> <td>1</td> </tr> <tr> <td></td> <td></td> <td>700</td> <td>266</td> <td>58</td> </tr> </tbody> </table> <p>According to the Councils Assessment of Open Space and Recreation Facilities (2009 Update), there is a current shortfall of allotment space of 1.98 hectares. Projected forward to 2026, this shortfall increases to 2.37 hectares. (Note, the Council's Open Space and Recreation Facilities assessment is currently being updated). The Assessment of Open Space and Recreation Facilities study is due to be updated by October 2013. This will show, with greater clarity, deficiencies and needs for allotment space in Adur.</p> <p>Of all the settlement areas in Adur, residents of Lancing have the least accessibility to allotments.</p>	Area	Site	No. Plots	Waiting List	Vacant	Southwick	The Gardens	30	1	1	Milton Drive	32	0	4	The Pylons	18	0	1	Highdown	10	6	3	Hillview	64	17	7	Manor Hall Road	46	5	4	Lancing	Irene Avenue	6	30	0	Lancing Manor	117	30	11	Halewick	27	17	5	Shoreham	The Meads	24	54	1	Middle Road	102	35	11	Mill Lane	34	36	0	Hamfield	174	29	9	Williams Road	16	6	1			700	266	58
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Planned provision	There are no planned allotment sites in the district. The Eastbrook Allotment Development Brief does identify the potential for further allotment provision at this site to address Brighton and Hove City Council's residents' needs. Adur District Council is confident that waiting lists are not significant enough in Southwick to warrant the provision of more allotments at this time to meet the needs of its existing residents.																																																																					
Sources of funding and costs	ADC Capital Budget Developer delivered or developer contribution																																																																					
Key issues and dependencies	Allotment use has increased in popularity in recent years. It is currently unclear as to the level of provision required as a result of development anticipated in the Revised Draft Local Plan. More																																																																					

	detailed information will be provided with the updated Open Space study.
Summary and role of LDF and IDP	Draft Policy 30: Green Infrastructure and Open Space states that local standards will be used to ensure that quantity, quality and accessibility levels for a number of green infrastructure typologies are achieved. It notes that where there is an under provision of any green infrastructure typologies, new green infrastructure will be provided where feasible and practical. Contributions from new development will be used to both enhance the quality of current stock and contribute towards any new provision where necessary. New developments will also be required to incorporate elements of green infrastructure into their overall design where appropriate.

Green Corridors and Waterways	
Lead organisations	ADC EA WSCC
Main sources of information	Adur District Green Infrastructure Wildlife Corridors Study (2009) Landscape and ecological surveys of key sites within the Adur District (2012)
Existing provision	<p>The main green corridors within the district (outside of the national park boundary) comprise of the River Adur, the two large open spaces between Lancing & Worthing and Shoreham & Lancing, the railway line and the beach.</p> <p>The Adur Estuary is a Site of Special Scientific Interest (SSSI) containing important intertidal mudflats, saltmarsh, reedbeds and embankments supporting lizards.</p> <p>Sites of Nature Conservation Importance (SNCI) are located at:</p> <p>Outside of the South Downs National Park</p> <ul style="list-style-type: none"> • Lower Cokeham Reedbed next to residential areas in South Lancing and is an important component of Sompting Gap. • River Adur valley • Shoreham Beach containing vegetated shingle • Widewater Lagoon <p>Within the South Downs National Park</p> <ul style="list-style-type: none"> • Mill Hill Nature Reserve north of Shoreham. The SNCI extends to the margins of the A27. • Lancing Ring, above North Lancing • Southwick Hill through which the A27 was constructed resulting in a green bridge over the A27. <p>Lancing Ring, Mill Hill, Shoreham Beach and Widewater Lagoon have also all been designated as Local Nature Reserves.</p> <p>In addition to these important sites, within urban areas of Adur there is a strong structure of vegetation in private gardens, along roadways and the railway line and in parks, cemeteries, open spaces and schools providing landscape and wildlife value.</p>

<p>Planned provision</p>	<p>Teville Stream The EA have carried out some investigations into potential improvements to the Teville Stream. The stream has been heavily modified to provide urban drainage, and so receives water run-off from the A27, Sompting, eastern Worthing and Lancing flowing predominantly through an urbanised area. The stream is groundwater-fed from a chalk spring line running south of the A27, and flows into Brooklands Lake before reaching the sea. Part of the stream north of the railway line falls within Adur District with the southern section falling within Worthing Borough.</p> <p>The EA has been investigating potential options to improve the stream to restore it to its natural state where possible. Three phases of improvements works have been identified. Detailed designs have been drawn up, have gained planning permission and are ready to implement. Phases 2 (meadow lane landfill culvert investigation and remedy) and 3 (Brooklands Lake restoration to a more saline brackish habitat) will be carried out in Worthing (south of the railway line), with Phase 1 being carried out in Adur.</p> <p>Phase 1 involves the restoration and rerouting of the Teville Stream. It will deliver ecological enhancements to meet legislative requirements of the Water Framework Directive as well as improving community access to the natural surroundings and improve the green infrastructure.</p> <p>Shoreham Adur Tidal Walls The EA's Shoreham Adur Tidal Walls scheme will create 1.25ha of saltmarsh habitat on the western side of the river adjacent to Shoreham Airport. This habitat will not be adding any extra provision in the district as it is compensating for the loss of habitat occurring as a result of the construction of the Shoreham Adur Tidal Walls. As such it is a necessary mitigation measure.</p>
<p>Sources of funding and costs</p>	<p>Teville Stream The cost for phase 1 is £650,000.</p> <p>Adur and Worthing Councils Developer contributions</p>
<p>Key issues and dependencies</p>	<p>Teville Stream There are currently no funds allocated to the EA Teville Stream project including Phase1. If partner funding (i.e. Adur and Worthing Councils; other local organisations / companies; developer contributions) is secured, the rating for a project allocation of EA funding will be improved further strengthening any application for EA Environment and Biodiversity fund. The Teville Stream Phase 1 project has scored well in cost benefit analysis which further improves the chances of future funding being made available.</p> <p>Shoreham Adur Tidal Walls Land at Shoreham Airport needs to be acquired to create compensatory habitat. This is currently being negotiated between the EA and the landowners of the site.</p> <p>Development Sites</p>

	<p>The Landscape and ecological surveys of key sites within the Adur District study (2012) noted the ecological improvements that should be delivered at each site to mitigate the impact of development. It did not assess Shoreham Harbour.</p> <p>New Monks Farm:</p> <ul style="list-style-type: none"> • network of streams / ditches / floodplain pastures and woodland to the north west should be retained and enhanced. • Mash Barn Lane should be retained and a wide greenway corridor through the centre of the site provided, with a variety of wetland habitats alongside. <p>Sompting Fringe:</p> <ul style="list-style-type: none"> • The core biodiversity corridor along the eastern boundary of the site should be retained and enhanced as part of the network of valuable wetland/scrub habitats • The open space along the eastern edge of the site should extend and link with the Hamble Recreation Ground • Existing habitats - meadow, wetlands (ponds/ditches) hedgerow and arable field margins – should be enhanced and extended. <p>Sompting North:</p> <ul style="list-style-type: none"> • Potential for a linear greenspace corridor through the centre of the site. • To protect the woodland habitats on the western boundary and to connect this with Malthouse Meadows. • Provide open space along the eastern boundary of the site. This provides an opportunity for enhanced hedgerow and tree cover along Dankton Lane <p>Shoreham Airport:</p> <ul style="list-style-type: none"> • A buffer adjacent to the Adur Estuary SSSI will be required. • The existing GI links (public right of way and ecological network) along the Adur Estuary should be retained <p>For Shoreham Harbour, the Development Brief for the Western Harbour Arm identified the need for Development to include schemes to conserve, protect and enhance existing biodiversity. This should include creating new habitats and where possible green corridors. This will be further developed through the JAAP.</p>
<p>Summary and role of LDF and IDP</p>	<p>Revised Draft Policy 30 (Green Infrastructure) states that green infrastructure will be protected and enhanced and access to it improved where necessary and appropriate. Local standards will also be used to ensure that quantity, quality and accessibility levels for a number of green infrastructure typologies are achieved.</p> <p>Where there is an under provision of any green infrastructure typologies within the district, new green infrastructure will be provided where feasible and practical. Contributions from new development will be used to both enhance the quality of current stock and contribute towards any new provision where necessary. New developments will also be required to incorporate elements of green infrastructure into their overall design where appropriate.</p> <p>The policies in part 2 of the Revised Draft Local Plan identify the</p>

	requirements for green infrastructure on each site.
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Section C – Implementation Plan

Proposed Strategic Development Sites

New Monks Farm – Lancing

New Monks Farm has been identified to deliver between 450 and 600 dwellings. The site will provide new employment floorspace, new community / recreation facilities and new public open space.

Infrastructure Type	Item	Summary / Outcome	Lead Agencies / Delivery Partners	Costs	Delivery Mechanism / Funding	Delivery Time-frame
Transport						
A27 - Strategic Road Network	Access arrangements onto the A27	A new (joint) access from the A27 to proposed development at both New Monks Farm and Shoreham Airport is required and is currently being considered. This would involve either a new roundabout at the Sussex Pad junction or a new roundabout adjacent to the New Monks Farm allocation with a reconfigured access at Sussex Pad. This would allow safe access to both sites.	WSCC / Developer / HA	Unknown	Delivered by Developer / Developer Contributions	It is anticipated that this infrastructure will be required in parallel with the development. An acceptable level of development prior to infrastructure being provided will need to be agreed with WSCC and the HA.
A27 - Strategic Road Network	Provision or funding to mitigate off-site traffic impacts on the Strategic Road Network.	Improvements to the A27/Grinstead Lane (North Lancing roundabout) junction. This entails replacing the existing roundabout with a signalised junction including a left turn slip from the A27 east and widening all approaches. Improvements will mitigate the impact of increased vehicle movements resulting from development on the strategic and local road networks.	WSCC / Developer / HA	Indicative costs: £538,500 Land acquisition costs not included.	Delivered by Developer / Developer Contributions	It is anticipated that this infrastructure will be required in parallel with the development. An acceptable level of development prior to infrastructure being provided will need to be agreed with WSCC and the HA.

Infrastructure Type	Item	Summary / Outcome	Lead Agencies / Delivery Partners	Costs	Delivery Mechanism / Funding	Delivery Time-frame
A27 - Strategic Road Network	Contributions towards mitigating off-site traffic impacts on the Strategic Road Network.	Contributions towards improvements to the A27 / A283 (Steyning Road) Roundabout. Improvements involve fully signalling the roundabout with a three lane circulatory and widening the A283 north entry and exit, and A283 south entry. Improvements will mitigate the impact of increased vehicle movements resulting from development on the strategic and local road networks.	WSCC / Developer / HA	Indicative costs: £2,626,000 Land acquisition costs not included.	Delivered by Developer / Developer Contributions	It is anticipated that this infrastructure will be required in parallel with the development. An acceptable level of development prior to infrastructure being provided will need to be agreed with WSCC and the HA.
A27 - Strategic Road Network	Contributions towards mitigating off-site traffic impacts on the Strategic Road Network.	A27/ Busticle Lane junction improvements. Provision of a two lane to one lane funnel on the Busticle Lane exit and allowing the right-turning lane from Halewick Lane to be available for right-turning and straight-on traffic. Improvements will mitigate the impact of increased vehicle movements resulting from development on the strategic and local road networks.	WSCC / Developer / HA	£60,120 Land acquisition costs not included.	Delivered by Developer / Developer Contributions	It is anticipated that this infrastructure will be required in parallel with the development. An acceptable level of development prior to infrastructure being provided will need to be agreed with WSCC and the HA.
Local Road Network	Local Road Network Improvements	A259 Brighton Road / A2025 South Street improvements. This entails widening the A259 west approach and enlarging the circulatory as appropriate. Improvements will mitigate the impact of increased vehicle movements resulting from development on the strategic and local road networks.	Developer / HA / WSCC	£285,000	Delivered by Developer / Developer Contributions	It is anticipated that this infrastructure will be required in parallel with the development. An acceptable level of development prior to infrastructure being provided will need to be agreed with WSCC.

Infrastructure Type	Item	Summary / Outcome	Lead Agencies / Delivery Partners	Costs	Delivery Mechanism / Funding	Delivery Time-frame
Local Road Network	Package of improvements to the local road network.	Other local network improvement programme currently under consideration. Improvements will mitigate the impact of increased vehicle movements resulting from development on the local road networks.	WSSC / Developer	Unknown	Delivered by Developer / Developer Contributions	It is anticipated that this infrastructure will be required in parallel with the development. An acceptable level of development prior to infrastructure being provided will need to be agreed with WSSC.
Local Road Network	Package of improvements to the local road network.	A package of site-specific travel behaviour initiatives to maximise opportunities to encourage sustainable modes of transport. (This should include travel behaviour initiatives such as residential and workplace travel plans). Improvements will mitigate the impact of increased vehicle movements resulting from development on the local road networks.	WSSC / Developer	Unknown	Delivered by Developer / Developer Contributions	It is anticipated that this infrastructure will be required in parallel with the development. An acceptable level of development prior to infrastructure being provided will need to be agreed with WSSC.
Bus Service	Improved public transport services.	The new development will be required to be served by bus services linking it with nearby centres. This will mitigate the impact of increased vehicle movements resulting from development on the local road network.	WSSC / Bus Operators / Developer	Unknown	Delivered by Developer / Developer Contributions	It is anticipated that this infrastructure will be required in parallel with the development. An acceptable level of development prior to infrastructure being provided will need to be agreed with WSSC.

Infrastructure Type	Item	Summary / Outcome	Lead Agencies / Delivery Partners	Costs	Delivery Mechanism / Funding	Delivery Time-frame
Walking and Cycling	Improved cycle and pedestrian links to Lancing, Shoreham-by-Sea as well as to the proposed country park and to the South Downs National Park	It is anticipated that new footpaths and cycle paths will be provided as part of the development to link the new development with existing development. This will mitigate the impact of increased vehicle movements resulting from development on the local road network and encourage more sustainable / healthy travel options.	WSSC / Developer	Unknown	Delivered by Developer / Developer Contributions	It is anticipated that this infrastructure will be required in parallel with the development. An acceptable level of development prior to infrastructure being provided will need to be agreed with WSSC.
Walking and Cycling	Improved access across the A27 to the South Downs National Park for pedestrians and cyclists	Access arrangements over the A27 will need to be delivered for cyclists / walkers as part of the new joint access on to the A27. This will mitigate the impact of increased vehicle movements resulting from the development on the local road network and encourage more sustainable / healthy travel options.	WSSC / Developer / HA	Unknown	Delivered by Developer / Developer Contributions	It is anticipated that this infrastructure will be required in parallel with the development. An acceptable level of development prior to infrastructure being provided will need to be agreed with WSSC.
Flood Risk Management						

Infrastructure Type	Item	Summary / Outcome	Lead Agencies / Delivery Partners	Costs	Delivery Mechanism / Funding	Delivery Time-frame
Surface Water Flood Mitigation	Site-wide SuDS and drainage infrastructure will be required to deal with surface water runoff and groundwater.	<p>It is anticipated that SuDS would constitute a number of large attenuation ponds to store runoff at times of heavy rainfall as well as the following:</p> <ul style="list-style-type: none"> Source control measures Attenuation ponds / basins Bioretention rain gardens Geocellular / modular storage Open swales Storage Pipes <p>Pumps may be required subject to further investigation.</p> <p>This infrastructure is critical to deal with the surface water flood risk currently experienced on the site.</p>	WSCC / Developer / EA / ADC	Unknown	<p>Delivered by Developer / Developer Contributions</p> <p>Contributions must include future maintenance / management funding.</p>	It is anticipated that flood mitigation measures need to be provided and operational before development is inhabited. This will need to be agreed with WSCC as Lead Local Flood Authority and the EA prior to development.
Water Supply and Treatment						
Wastewater sewerage system	Infrastructure improvements	There is currently inadequate capacity in the sewerage system to serve the development. The development will need to connect to the local sewerage system at the nearest point of adequate capacity. Off-site infrastructure will be required to achieve this. Alternatively, local improvements may be feasible.	Developer / Southern Water	Unknown	Developer/ Southern Water	Southern Water has indicated that improvements will need to be made in parallel with development.
Education						

Infrastructure Type	Item	Summary / Outcome	Lead Agencies / Delivery Partners	Costs	Delivery Mechanism / Funding	Delivery Time-frame
Early Years (0 – 4)	Expansion of childcare provision	Financial contributions will be required for expanding local provision for additional 30 places (depending on the level of development taken forward). Contributions will go towards the expansion / improvement of local facilities.	WSSC/ Developer	Unknown	Developer Contributions	To be agreed with WSSC.
Primary Sector (4 – 11)	New primary school and contributions	The developer has offered land for a one form entry school site (of 1 hectare) within the development. West Sussex County Council has identified this as an essential element of infrastructure provision due to a lack of primary schools in the New Monks Farm area with current spare capacity or the capacity to expand their facility. Financial contributions for 91 – 128 primary places (depending on the level of development taken forward). Contributions will go towards the expansion / improvement of local facilities.	WSSC/ Developer	Unknown	Developer Contributions	To be agreed with WSSC.
Secondary Sector (11 – 16):	Expansion of secondary provision	Financial contributions for expanding local provision for additional 78 - 90 places (depending on the level of development taken forward). Contributions will go towards the expansion / improvement of local facilities.	WSSC/ Developer	Unknown	Developer Contributions	To be agreed with WSSC.
Further Education / Youth (16 – 19)	Expansion of youth service provision.	Financial contributions for expanding local provision for additional 28 - 36 places (depending on the level of development taken forward). Contributions will go towards the expansion / improvement of local facilities.	WSSC/ Developer	Unknown	Developer Contributions	To be agreed with WSSC.

Infrastructure Type	Item	Summary / Outcome	Lead Agencies / Delivery Partners	Costs	Delivery Mechanism / Funding	Delivery Time-frame
Community Services						
Library facility as part of Neighbourhood centre/ community hub	Library Service	WSCC have identified the potential need for a library presence as part of a new community hub / primary school to be delivered on site. Delivery of this facility will reduce the need to travel to existing facilities and help to reduce education deprivation.	WSCC/ Developer	Unknown	WSCC / Developer delivered or contributions	Provision of library space should be considered at the point of design (of either the new primary school or the new community hub).
Community space as part of Neighbourhood centre/ community hub	Community Space	ADC has identified the potential need for a flexible community space as part of the proposed community centre / hub. This will provide a community space for local meetings and groups as well as providing a focus point for the new development. It may be that this is combined with a library presence.	ADC / WSCC/ Developer	Unknown	ADC / WSCC / Developer delivered or contributions	Provision of a flexible community space should be considered at the point of design.
Culture and Leisure						
Indoor / Outdoor Sports Provision	Financial contributions towards/direct delivery sports provision.	Contributions / delivery of local sports provision on / offsite. Improved or increased provision will contribute to improving the health and wellbeing of local residents and help with meeting future demands.	ADC / Developer	Unknown	Developer delivered or contributions	It is anticipated that this infrastructure will be required in parallel with the development. Timing of delivery to be agreed.
Accessible Public Open Spaces						
Open Space / Recreation	Onsite open space and recreation areas including children's play areas.	Provision of onsite open space / recreational facilities will need to be delivered as an integral aspect of this development. This will contribute to improving the health and wellbeing of local residents.	ADC / Developer	Unknown	Developer delivered or contributions	It is anticipated that this infrastructure will be required in parallel with the development. It is currently unknown what level of development is acceptable prior to this infrastructure being provided.

Infrastructure Type	Item	Summary / Outcome	Lead Agencies / Delivery Partners	Costs	Delivery Mechanism / Funding	Delivery Time-frame
Country Park	Country Park including informal recreation	Provision of an informal country park will be delivered as part of this development. It is anticipated that this will be approximately 28 ha in size. The Country Park will provide much needed open space and natural green space. This will contribute to improving the health and wellbeing of local residents and enhancing local biodiversity.	ADC / Developer	Unknown	Developer delivered or contributions	It is anticipated that this infrastructure will be required in parallel with the development. It is currently unknown what level of development is acceptable prior to this infrastructure being provided.
Green Corridors and Waterways						
Biodiversity enhancement	Ecological enhancements to safeguard and enhance biodiversity.	Enhancements will lead to increased biodiversity improving the local environment and mitigating against the impact of the development.	ADC / Developer	Unknown	Developer delivered or contributions	It is anticipated that this infrastructure will be required in parallel with the development. It is currently unknown what level of development is acceptable prior to this infrastructure being provided.
Biodiversity enhancement	Retention and enhancement of existing network of water bodies.	Enhancements will lead to increased biodiversity improving the local environment and mitigating against the impact of the development.	ADC / Developer	Unknown	Developer delivered or contributions	It is anticipated that this infrastructure will be required in parallel with the development. It is currently unknown what level of development is acceptable prior to this infrastructure being provided.

Infrastructure Type	Item	Summary / Outcome	Lead Agencies / Delivery Partners	Costs	Delivery Mechanism / Funding	Delivery Time-frame
Biodiversity enhancement / landscape	Woodland creation to the north and east of the site	Enhancements will lead to increased biodiversity improving the local environment and mitigating against the impact of the development. Delivery will also provide a distinctive 'green edge' to the site and screen development.	ADC / Developer	Unknown	Developer delivered or contributions	It is anticipated that this infrastructure will be required in parallel with the development. It is currently unknown what level of development is acceptable prior to this infrastructure being provided.

Sompting Fringe - Sompting

Sompting Fringe has been identified to deliver between 480 dwellings, 400 of which will be delivered south of West Street and 80 of which will be delivered north of West Street.

Infrastructure Type	Item	Summary / Outcome	Lead Agencies / Delivery Partners	Costs	Delivery Mechanism / Funding	Delivery Time-frame
Transport						
A27 - Strategic Road Network	Contributions towards mitigating off-site traffic impacts on the Strategic Road Network.	A27/ Busticle Lane junction improvements. Provision of a two lane to one lane funnel on the Busticle Lane exit and allowing the right-turning lane from Halewick Lane to be available for right-turning and straight-on traffic. Improvements will mitigate the impact of increased vehicle movements resulting from development on the strategic and local road networks.	WSCC / Developer / HA	£60,120 Land acquisition costs not included.	Delivered by Developer / Developer Contributions	It is anticipated that this infrastructure will be required in parallel with the development. An acceptable level of development prior to infrastructure being provided will need to be agreed with WSCC .and the HA.
A27 - Strategic Road Network	Contributions towards mitigating off-site traffic impacts on the Strategic Road Network.	A27 Sompting Bypass/Upper Brighton Road junction. Moving / removing the central island to the right of traffic entering the junction from Upper Brighton Road to allow a two-lane exit for this arm with the left lane for straight-on and right-turning traffic and the right lane for right-turning traffic only. Improvements will mitigate the impact of increased vehicle movements resulting from development on the strategic and local road networks.	WSCC / Developer / HA	£39,159 Land acquisition costs not included.	Delivered by Developer / Developer Contributions	It is anticipated that this infrastructure will be required in parallel with the development. An acceptable level of development prior to infrastructure being provided will need to be agreed with WSCC .and the HA.
Local Road Network	Package of improvements to the local road network.	Expansion of the traffic calming scheme in West Street. Improvements will mitigate the impact of increased vehicle movements resulting from development on the local road	WSCC / Developer	Unknown	Delivered by Developer / Developer Contributions	It is anticipated that this infrastructure will be required in parallel with the development. An acceptable

Infrastructure Type	Item	Summary / Outcome	Lead Agencies / Delivery Partners	Costs	Delivery Mechanism / Funding	Delivery Time-frame
		networks.				level of development prior to infrastructure being provided will need to be agreed with WSCC.
Local Road Network	Package of improvements to the local road network.	Other Local network improvement programme currently under consideration. The site will need to contribute towards mitigation measures to reduce the impact of the development on the local network. Improvements will mitigate the impact of increased vehicle movements resulting from development on the local road networks.	WSCC / Developer	Unknown	Delivered by Developer / Developer Contributions	It is anticipated that this infrastructure will be required in parallel with the development. An acceptable level of development prior to infrastructure being provided will need to be agreed with WSCC.
Local Road Network	Package of improvements to the local road network.	A package of site-specific travel behaviour initiatives to maximise opportunities to encourage sustainable modes of transport. (This should include travel behaviour initiatives such as residential and workplace travel plans). Improvements will mitigate the impact of increased vehicle movements resulting from development on the local road networks.	WSCC / Developer	Unknown	Delivered by Developer / Developer Contributions	It is anticipated that this infrastructure will be required in parallel with the development. An acceptable level of development prior to infrastructure being provided will need to be agreed with WSCC.
Bus Service	Improved public transport services.	The new development will be required to be served by bus services linking it with nearby centres. This will mitigate the impact of increased vehicle movements resulting from development on the local road network.	WSCC / Bus Operators / Developer	Unknown	Delivered by Developer / Developer Contributions	It is anticipated that this infrastructure will be required in parallel with the development. An acceptable level of development prior to infrastructure being provided will need to be agreed with WSCC.

Infrastructure Type	Item	Summary / Outcome	Lead Agencies / Delivery Partners	Costs	Delivery Mechanism / Funding	Delivery Time-frame
Walking and Cycling	Improved cycle and pedestrian links to Lancing, Shoreham-by-Sea and the South Downs National Park	New footpaths and cycle paths will be provided as part of the development to link the new development with existing development and to the South Downs National Park. This will mitigate the impact of increased vehicle movements resulting from development on the local road network and encourage more sustainable / healthy travel options.	WSCC / Developer	Unknown	Delivered by Developer / Developer Contributions	It is anticipated that this infrastructure will be required in parallel with the development. An acceptable level of development prior to infrastructure being provided will need to be agreed with WSCC.
Walking and Cycling	Public access to and across the Worthing – Sompting / Lancing Local Green Gap through the provision of a footpath and cycleway	A new footpath / cycleway will link the communities of Sompting and Lancing with the communities of Worthing. This will mitigate the impact of increased vehicle movements resulting from development on the local road network and encourage more sustainable / healthy travel options.	WSCC / Developer	Unknown	Delivered by Developer / Developer Contributions	It is anticipated that this infrastructure will be required in parallel with the development. An acceptable level of development prior to infrastructure being provided will need to be agreed with WSCC.
Walking and Cycling	Footpath improvements along West Street.	Improved pedestrian links along West Street to provide better connections between the communities of Sompting / Lancing with the communities of Worthing. This will help mitigate the highways impact of new development on the local network and encourage more sustainable / healthy travel options.	WSCC / Developer	Unknown	Delivered by Developer / Developer Contributions	It is anticipated that this infrastructure will be required in parallel with the development. An acceptable level of development prior to infrastructure being provided will need to be agreed with WSCC.
Flood Risk Management						

Infrastructure Type	Item	Summary / Outcome	Lead Agencies / Delivery Partners	Costs	Delivery Mechanism / Funding	Delivery Time-frame
Surface Water Flood Mitigation	Provision of site wide SuDS / drainage infrastructure.	Provision of site-wide SuDS may be required to mitigate the risk of surface water flooding to existing and new residents. This could also increase biodiversity in the area.	EA / WSCC / Developer / ADC	Unknown	Delivered by Developer / Developer Contributions Contributions must include maintenance / management funding.	It is anticipated that flood mitigation measures need to be provided and operational before development is inhabited. This will need to be agreed with WSCC as Lead Local Flood Authority and the EA prior to development.
Water Supply and Treatment						
Water distribution system	Off-site infrastructure / local improvements.	There is currently inadequate capacity in the water distribution system to serve the development. The development will need to connect to the supply network at the nearest point of adequate capacity. Off-site infrastructure will be required to achieve this. Alternatively, local improvements may be feasible.	Developer / Southern Water	Unknown	Developer / Southern Water	Southern Water has indicated that improvements will need to be made in parallel with development
Wastewater sewerage system	Off-site infrastructure / local improvements.	There is currently inadequate capacity in the sewerage system to serve the new development. The development will need to connect to the local sewerage system at the nearest point of adequate capacity. Off-site infrastructure will be required to achieve this. Alternatively, local improvements may be feasible.	Developer / Southern Water	Unknown	Developer / Southern Water	Southern Water has indicated that improvements will need to be made in parallel with development
Education						
Early Years (0 – 4)	Expansion of childcare	Financial contributions will be required for expanding local provision for 32 additional	WSCC/ Developer	Unknown	Developer Contributions	To be agreed with WSCC.

Infrastructure Type	Item	Summary / Outcome	Lead Agencies / Delivery Partners	Costs	Delivery Mechanism / Funding	Delivery Time-frame
	provision	places Contributions will go towards the expansion / improvement of local facilities.				
Primary Sector (4 – 11)	Expansion of primary school provision	Financial contributions will be required for expanding local provision for 120 additional places Contributions will go towards the expansion / improvement of local facilities.	WSCC/ Developer	Unknown	Developer Contributions	To be agreed with WSCC.
Secondary Sector (11 – 16):	Expansion of secondary school provision	Financial contributions will be required for expanding local provision for 63 additional places Contributions will go towards the expansion / improvement of local facilities.	WSCC/ Developer	Unknown	Developer Contributions	To be agreed with WSCC.
Further Education / Youth (16 – 19)	Expansion of youth service provision.	Financial contributions will be required for expanding local provision. Contributions will go towards the expansion / improvement of local facilities.	WSCC/ Developer	Unknown	Developer Contributions	To be agreed with WSCC.
Community Services						
Library Service	Financial contributions towards library provision.	The library offer will be improved / expanded as a result of financial contributions from Developer.	WSCC	Unknown	Developer Contributions	To be agreed with WSCC
Culture and/ Leisure						

Infrastructure Type	Item	Summary / Outcome	Lead Agencies / Delivery Partners	Costs	Delivery Mechanism / Funding	Delivery Time-frame
Indoor / outdoor sports provision	Financial contributions towards sports provision.	Contributions / delivery of local sports provision on / offsite. This will contribute to improving the health and wellbeing of local residents.	ADC	Unknown	Developer contributions	It is anticipated that this infrastructure will be required in parallel with the development. It is currently unknown what level of development is acceptable prior to this infrastructure being provided.
Allotments						
Allotments	Community orchard.	Delivery of a community orchard will provide fruit for local residents and a green space for local residents to enjoy. Community orchards are also excellent wildlife habitats and carbon sinks.	ADC / Developer	Unknown	Developer delivered or contributions	It is anticipated that this infrastructure will be required in parallel with the development. It is currently unknown what level of development is acceptable prior to this infrastructure being provided.
Accessible Open Space						
Open space / recreation	Open space and recreation areas (to include children's play areas located within the development) in accordance with Council standards.	Provision of onsite open space / recreational facilities will need to be delivered as an integral aspect of this development. This will contribute to improving the health and wellbeing of local residents.	ADC / Developer	Unknown	Developer delivered or contributions	It is anticipated that this infrastructure will be required in parallel with the development. It is currently unknown what level of development is acceptable prior to this infrastructure being provided.
Green Corridors and Waterways						
Biodiversity enhancement	A nature conservation	Enhancements should lead to increased biodiversity improving the local environment	ADC / Developer	Unknown	Developer delivered or	It is anticipated that this infrastructure will be required

Infrastructure Type	Item	Summary / Outcome	Lead Agencies / Delivery Partners	Costs	Delivery Mechanism / Funding	Delivery Time-frame
	area north of the existing Cokeham Brooks SNCI.	and mitigating against the impact of the development.			contributions	in parallel with the development. It is currently unknown what level of development is acceptable prior to this infrastructure being provided.
Biodiversity enhancement	A landscaped buffer alongside the western boundary of the development.	Enhancements should lead to increased biodiversity improving the local environment and mitigating against the impact of the development. Delivery will also provide a distinctive 'green edge' to the site and screen development.	ADC / Developer	Unknown	Developer delivered or contributions	It is anticipated that this infrastructure will be required in parallel with the development. It is currently unknown what level of development is acceptable prior to this infrastructure being provided.
Biodiversity enhancement	Enhancement to the Cokeham Brooks Site of Nature Conservation Importance.	Enhancements should lead to increased biodiversity improving the local environment and mitigating against the impact of the development.	ADC / Developer	Unknown	Developer delivered or contributions	It is anticipated that this infrastructure will be required in parallel with the development. It is currently unknown what level of development is acceptable prior to this infrastructure being provided.
Biodiversity enhancement	The development should contribute to the Teville River Restoration project.	Enhancements should lead to increased biodiversity improving the local environment and mitigating against the impact of the development. This will also contribute to improving the health and wellbeing of local residents.	ADC / Developer	Unknown	Developer delivered or contributions	It is anticipated that this infrastructure will be required in parallel with the development. It is currently unknown what level of development is acceptable prior to this infrastructure being provided.

Shoreham Airport

This site will deliver up to 15,000sqm of both aviation and non-aviation employment floorspace. This will include office, industrial and warehouse space, as well as ancillary cultural and leisure space.

Infrastructure Type	Item	Summary / Outcome	Lead Agencies / Delivery Partners	Costs	Delivery Mechanism / Funding	Delivery Time-frame
Transport						
A27 - Strategic Road Network	Access arrangements onto the A27	A new (joint) access from the A27 to proposed development at both New Monks Farm and Shoreham Airport is required and is currently being considered. This would involve either a new roundabout at the Sussex Pad junction or a new roundabout adjacent to the New Monks Farm allocation with a reconfigured access at Sussex Pad. This would allow safe access to both sites.	WSCC / Developer / HA	Unknown	Delivered by Developer / Developer Contributions	It is anticipated that this infrastructure will be required in parallel with the development. It is currently unknown what level of development is acceptable prior to this infrastructure being provided. This will need agreement with WSCC and the HA prior to development.
Local Road Network	A package of site- specific travel behaviour initiatives	A package of site-specific travel behaviour initiatives to maximise opportunities to encourage sustainable modes of transport. (This should include travel behaviour initiatives such as residential and workplace travel plans). Improvements will mitigate the impact of increased vehicle movements resulting from development on the local road networks.	WSCC / Developer	Unknown	Delivered by Developer / Developer Contributions	It is anticipated that this infrastructure will be required in parallel with the development. An acceptable level of development prior to infrastructure being provided will need to be agreed with WSCC.
Local Road Network	Package of improvements to the local road network.	Local network improvement programme currently under consideration. The site will need to contribute towards mitigation measure. Improvements will mitigate the impact of increased vehicle movements	WSCC / Developer	Unknown	Delivered by Developer / Developer Contributions	It is anticipated that this infrastructure will be required in parallel with the development. An acceptable level of development prior to

Infrastructure Type	Item	Summary / Outcome	Lead Agencies / Delivery Partners	Costs	Delivery Mechanism / Funding	Delivery Time-frame
		resulting from development on the strategic and local road networks.				infrastructure being provided will need to be agreed with WSCC.
Bus Service	Improved public transport services.	It is anticipated that the new development will be served by bus services linking it with nearby centres. This will mitigate the impact of increased vehicle movements resulting from development on the local road network.	WSCC / Bus Operators / Developer	Unknown	Developer Contributions	It is anticipated that this infrastructure will be required in parallel with the development. An acceptable level of development prior to infrastructure being provided will need to be agreed with WSCC.
Walking and Cycling	Improvements to footpaths and cycle ways to the A259 coast road and Shoreham town centre.	It is anticipated that new footpaths and cycle paths will be provided as part of the development helping to link the new development with exiting development. This will mitigate the impact of increased vehicle movements resulting from development on the local road network and encourage more sustainable / healthy travel options.	WSCC / Developer	Unknown	Delivered by Developer / Developer Contributions	It is anticipated that this infrastructure will be required in parallel with the development. An acceptable level of development prior to infrastructure being provided will need to be agreed with WSCC.
Walking and Cycling	Improved pedestrian and cycle access across the A27 to the South Downs National Park.	Access over the A27 for pedestrian and cyclists will be incorporated to any changes identified for the junction improvements at the Sussex Pad roundabout. This will mitigate the impact of increased vehicle movements resulting from development on the local road network and encourage more sustainable / healthy travel options.	WSCC / Developer / HA	Unknown	Delivered by Developer / Developer Contributions	It is anticipated that this infrastructure will be required in parallel with the development. An acceptable level of development prior to infrastructure being provided will need to be agreed with WSCC. and the HA.
Flood Risk Management						
Tidal Flood Defence	Adur Tidal Walls: tidal flood	Implementation of this scheme will improve the standard of protection in the area	EA / Developer	£26 million (in	EA / Developer	Anticipated date of completion is 2017. Development at the

Infrastructure Type	Item	Summary / Outcome	Lead Agencies / Delivery Partners	Costs	Delivery Mechanism / Funding	Delivery Time-frame
	defence consisting of a raised embankment.	protecting existing properties against the risk of flooding. Flood risk at the airport site will be reduced from Floodzone 3b to Floodzone 3a, making development here acceptable from a flood risk point of view.		total – the cost for the Airport section is unknown at this time).	Contributions	airport is unacceptable without tidal flood defences in place.
Surface Water Flood Mitigation	Provision of site wide SuDS / drainage infrastructure.	Provision of site-wide SuDS may be required to mitigate the risk of surface water flooding to future occupiers. This could also increase biodiversity in the area.	EA / WSCC / Developer / ADC	Unknown	Delivered by Developer / Developer Contributions Contributions must include maintenance / management funding.	It is anticipated that flood mitigation measures need to be provided and operational before development is occupied. This will need to be agreed with WSCC as Lead Local Flood Authority and the EA prior to development.
Green Corridors and Waterways						
Biodiversity enhancement	A green buffer adjacent to the Adur Estuary SSSI will be required.	Enhancements will lead to increased biodiversity improving the local environment and mitigating against the impact of the development.	ADC / Developer	Unknown	Developer delivered or contributions	It is anticipated that this infrastructure will be required in parallel with the development. It is currently unknown what level of development is acceptable prior to this infrastructure being provided.
Biodiversity enhancement	The existing GI links (public right of way and ecological	Enhancements as a result of the Adur Tidal Walls compensatory habitat should lead to increased biodiversity in this location improving the local environment.	EA	Unknown	EA	It is anticipated that this infrastructure will be required in parallel with the development. It is currently

Infrastructure Type	Item	Summary / Outcome	Lead Agencies / Delivery Partners	Costs	Delivery Mechanism / Funding	Delivery Time-frame
	network) along the Adur Estuary to be retained.					unknown what level of development is acceptable prior to this infrastructure being provided.

Shoreham Harbour

Shoreham Harbour has been identified to deliver 1050 homes, new employment generating uses including office, leisure, tourism and community uses.

Infrastructure Type	Item	Summary / Outcome	Lead Agencies / Delivery Partners	Costs	Delivery Mechanism / Funding	Delivery Time-frame
Transport						
A27 - Strategic Road Network	Contributions towards mitigating off-site traffic impacts on the Strategic Road Network.	Contributions towards improvements to the A27 / A283 (Steyning Road) Roundabout. Improvements involve fully signalling the roundabout with a three lane circulatory and widening the A283 north entry and exit, and A283 south entry. This will mitigate the impact of increased vehicle movements resulting from development on the strategic road network.	WSCC / Developer / HA	Indicative costs: £2.6m Land acquisition costs not included.	Delivered by Developer / Developer Contributions	It is anticipated that this infrastructure will be required in parallel with the development. An acceptable level of development prior to infrastructure being provided will need to be agreed with WSCC. and the HA.
A27 - Strategic Road Network	Contributions towards mitigating off-site traffic impacts on the Strategic Road Network.	Contributions towards improvements to the A27 Hangleton link dumbbell. Improvements involve converting both the north and south roundabouts into signalised junctions with appropriate amendment to flares at entries and upgrading the eastbound merge to the A27 from Type A to Type C. This will mitigate the impact of increased vehicle movements resulting from development on the strategic road network.	WSCC / Developer / HA	Indicative costs: 2 junctions: £271,955 + £1.9m Land acquisition costs not included.	Delivered by Developer / Developer Contributions	It is anticipated that this infrastructure will be required in parallel with the development. An acceptable level of development prior to infrastructure being provided will need to be agreed with WSCC, BHCC and the HA.
Local Road Network	Contributions towards mitigating off-site traffic	Improvements to the A259/A283 Norfolk Bridge. Improvements involve expanding the	Developer / WSCC	Indicative costs: £15,534	Delivered by Developer / Developer Contributions	It is anticipated that this infrastructure will be required in parallel with the development. An acceptable

Infrastructure Type	Item	Summary / Outcome	Lead Agencies / Delivery Partners	Costs	Delivery Mechanism / Funding	Delivery Time-frame
	impacts on the Strategic Road Network.	roundabout and increasing capacity westbound from the A259 High Street entry. This will mitigate the impact of increased vehicle movements resulting from development on the local road network.		Land acquisition costs not included		level of development prior to infrastructure being provided will need to be agreed with WSCC.
Local Road Network	A package of site- specific travel behaviour initiatives.	Implementing an intensive area-wide behaviour change programme to reduce the dominance of the private car and promote sustainable modes of transport. This will mitigate the impact of increased vehicle movements resulting from development on the local road network.	Developer / WSCC		Delivered by Developer / Developer Contributions	It is anticipated that this infrastructure will be required in parallel with the development. An acceptable level of development prior to infrastructure being provided will need to be agreed with WSCC.
Bus Service	Improved public transport services.	Measures to maintain and improve the reliability and quality of existing bus services along key routes. This will mitigate the impact of increased vehicle movements resulting from development on the local road network.	WSCC / Bus Operators / Developer	Unknown	Delivered by Developer / Developer Contributions	It is anticipated that this infrastructure will be required in parallel with the development. An acceptable level of development prior to infrastructure being provided will need to be agreed with WSCC.
Walking and Cycling	Contribution towards cycling and walking infrastructure.	Improvements include upgrading the cycling and walking infrastructure along Basin Road South to deliver a safer and more attractive transport option for commuters and recreational users of this route. This will mitigate the impact of increased vehicle movements resulting from development on the local road network and encourage more sustainable / healthy modes of transportation.	WSCC / BHCC / ADC	Unknown	Delivered by Developer / Developer Contributions	It is anticipated that this infrastructure will be required in parallel with the development. An acceptable level of development prior to infrastructure being provided will need to be agreed with WSCC.

Infrastructure Type	Item	Summary / Outcome	Lead Agencies / Delivery Partners	Costs	Delivery Mechanism / Funding	Delivery Time-frame
Walking and Cycling	New riverside walkway / cycleway.	Delivery of a continuous route running parallel with the A259 / River Adur linking communities in the east with Shoreham in the west. This will mitigate the impact of increased vehicle movements resulting from development on the local road network and encourage more sustainable / healthy modes of transportation.	WSCC / ADC / Developer	Unknown	Delivered by Developer / Developer Contributions	The cycleway / pedestrian route should be delivered with each new section of development as it comes forward.
Water Supply and Treatment						
Water distribution system	Off-site infrastructure / local improvements.	There is currently inadequate capacity in the water distribution system to serve the development. The development will need to connect to the supply network at the nearest point of adequate capacity. Off-site infrastructure will be required to achieve this. Alternatively, local improvements may be feasible.	Developer / Southern Water	Unknown	Developer/ Southern Water	Southern Water has indicated that improvements will need to be made in parallel with development
Wastewater sewerage system	Off-site infrastructure / local improvements.	There is currently inadequate capacity in the sewerage system to serve the development. The development will need to connect to the local sewerage system at the nearest point of adequate capacity. Off-site infrastructure will be required to achieve this. Alternatively, local improvements may be feasible.	Developer / Southern Water	Unknown	Developer/ Southern Water	Southern Water has indicated that improvements will need to be made in parallel with development
Flood Risk Management						
Tidal Flood Defences	Tidal flood defence consisting of flood defence walls and / or raised land.	Delivery of a comprehensive tidal flood defence scheme from Adur Ferry Bridge to Kingston Beach is required to protect future development from the risks of tidal flooding. Delivery of the flood defence will make more	ADC EA Developer	An early estimation for a very basic flood defence is	Developer External funding bids DEFRA DF	Flood mitigation measures need to be provided and operational before development is inhabited.

Infrastructure Type	Item	Summary / Outcome	Lead Agencies / Delivery Partners	Costs	Delivery Mechanism / Funding	Delivery Time-frame
		vulnerable uses acceptable as well as protecting important infrastructure such as the A259. It also provides an opportunity to provide a riverside walkway.		£9 million		
Surface Water Flood Mitigation	Provision of site wide SuDS / drainage infrastructure.	Provision of site-wide SuDS may be required to mitigate the risk of surface water flooding to future occupiers. This could also increase biodiversity in the area.	EA / WSCC / Developer / ADC	Unknown	Delivered by Developer / Developer Contributions Contributions must include maintenance / management funding.	It is anticipated that flood mitigation measures need to be provided and operational before development is occupied. This will need to be agreed with WSCC as Lead Local Flood Authority and the EA prior to development.
Education						
Early Years (0 – 4)	Expansion of childcare provision	Financial contributions will be required for expanding local provision for additional 26 places. Contributions will go towards the expansion / improvement of local facilities.	WSCC/ Developer	Unknown	Developer Contributions	To be agreed with WSCC.
Primary Sector (4 – 11)	Expansion of primary school provision / new primary school	Financial contributions will be required for expanding local provision for 256 additional places. Alternatively, a new one form entry school site (of 1 hectare) as well as financial contributions will be required. Contributions will go towards the expansion / improvement of local facilities.	WSCC/ Developer	Unknown	Developer Contributions	To be agreed with WSCC.

Infrastructure Type	Item	Summary / Outcome	Lead Agencies / Delivery Partners	Costs	Delivery Mechanism / Funding	Delivery Time-frame
Secondary Sector (11 – 16):	Expansion of secondary school provision	Financial contributions will be required for expanding local provision for 184 additional places Contributions will go towards the expansion / improvement of local facilities.	WSCC/ Developer	Unknown	Developer Contributions	To be agreed with WSCC.
Further Education / Youth (16 – 19)	Expansion of youth service provision.	Financial contributions will be required for expanding local provision for 74 additional places. Contributions will go towards the expansion / improvement of local facilities.	WSCC/ Developer	Unknown	Developer Contributions	To be agreed with WSCC.
Community Services						
Library Service	Financial contributions towards library provision at Pond Road.	It is anticipated that the library offer will be improved / expanded as a result of financial contributions from Developer.	WSCC	Unknown	Developer Contributions	It is anticipated that mitigation measures will be required in parallel with development. It is not known if any development is acceptable before mitigation measures are implemented.
Accessible Open Space						
Indoor / Outdoor Sports Provision	Financial contributions to sports provision.	Contributions / delivery of local sports provision on / offsite.	ADC	Unknown	Developer contributions	It is anticipated that mitigation measures will be required in parallel with development. It is not known if any development is acceptable before mitigation measures are implemented.
Green Corridors and Waterways						
Biodiversity Enhancement	Enhancement to biodiversity by incorporating multi-functional	Enhancements should lead to increased biodiversity improving the local environment and mitigating against the impact of the development.	ADC / Developer	Unknown	Developer delivered or contributions	It is anticipated that mitigation measures will be required in parallel with development. It is not known if any development

Infrastructure Type	Item	Summary / Outcome	Lead Agencies / Delivery Partners	Costs	Delivery Mechanism / Funding	Delivery Time-frame
	green space.					is acceptable before mitigation measures are implemented.

Transport Infrastructure

Infrastructure Type	Item	Summary / Outcome	Lead Agencies / Delivery Partners	Costs	Delivery Mechanism / Funding	Delivery Time-frame
Walking and Cycling	Upgrade of Adur Tidal Wall path to shared space footpath and cycle way	The cycle link would connect new / existing employment space in the north with existing communities in the south. It would provide greater choice to cyclist for commuting or for those wishing to access the South Downs National Park. This would potentially lead to a reduction in car use.	WSCC / ADC	Estimated cost: £70,000	Councils capital budgets	To coincide with the Adur Tidal Walls scheme – completion by 2017.
Parking	It is anticipated that improvements will be required as a result of the Shoreham Town Centre Transport Study and the Adur Parking review.	Unknown	Unknown	Unknown	Unknown	Unknown

Telecommunications and Digital Connectivity

Infrastructure Type	Summary / Outcome	Lead Agencies / Delivery Partners	Costs	Delivery Mechanism / Funding	Delivery Time-frame
Telecommunications and Digital Connectivity	<p>Areas currently without superfast broadband, or unlikely to be provided with superfast broadband by one or more telecommunications provider, are eligible for public funding to deliver provision.</p> <p>Broadband will be delivered across Adur by commercial providers and through the WSCC 'Better Connected' scheme. Some parts of the New Monks Farm and Shoreham Harbour areas are eligible for public funding through the Better Connected scheme.</p>	WSCC / Broadband providers	Unknown	Broadband Providers Budget / WSCC Better Connected	To be confirmed.

Flood Mitigation Infrastructure

Infrastructure Type	Item	Summary / Outcome	Lead Agencies / Delivery Partners	Costs	Delivery Mechanism / Funding	Delivery Time-frame
Flood Risk Management	Adur Tidal Walls: tidal flood defence consisting of a raised embankment.	<p>Implementation of this scheme will improve the standard of protection in the area protecting existing properties against the risk of flooding.</p> <p>Implementation of this scheme will reduce the risk of flooding at the airport site from Floodzone 3b to Floodzone 3a, making development here acceptable.</p>	EA / Developer	£26 million	EA / Developer Contributions	Anticipated date of completion: 2017

Culture and Leisure

Infrastructure Type	Item	Summary / Outcome	Lead Agencies / Delivery Partners	Costs	Delivery Mechanism / Funding	Delivery Time-frame
Outdoor Sport	New / reconfigured 9-a-side football pitches.	Provision of new / reconfigured 9-a-side football pitches are required to support the changes for 11 – 13 year-olds introduced by the Football Association.	FA / ADC	Unknown	It is anticipated that the FA, football clubs and ADC will provide funding	Required by 2015
Outdoor Sport	Artificial pitch	Provision of a new artificial playing pitch with floodlights and changing facilities.	ADC	£700,000	Funding secured via s106 agreement	Anticipated delivery is in the next 5 years.

Infrastructure Type	Item	Summary / Outcome	Lead Agencies / Delivery Partners	Costs	Delivery Mechanism / Funding	Delivery Time-frame
Outdoor Sport	Playing pitches / changing facilities.	Improvements to pitches and changing facilities across Adur.	ADC	Various costs over 9 locations. ¹⁵ This is to be confirmed.	Funding secured via s106 agreement	Anticipated delivery is in the next 5 years.
Outdoor Sport	New running and athletics facility.	Provision of a new running and athletics facility has been identified in Adur.	ADC	Estimated cost of £500,000	Unknown	None
Outdoor Sport	New public slipway	Provision of a new public slipway in Shoreham to allow better access to the River Adur.	WSCC / ADC / Shoreham Slipways Group	£50k at the Recreation Ground £270k at Lower Beach Road £100k to 150k at Soldier's Point	WSCC County Local Committee have identified this on their 'Community Issues' list. Some funding may be made available through the CLC.	None

Emergency Services

Infrastructure Type	Item	Summary / Outcome	Lead Agencies / Delivery Partners	Costs	Delivery Mechanism / Funding	Delivery Time-frame
Fire and Rescue	Financial Contributions	Provision of fire and rescue infrastructure	WSCC	Unknown	Delivered by Developer / Developer Contributions	It is anticipated that this infrastructure will be required in parallel with development. It is currently unknown what level of development is acceptable prior to this infrastructure being provided.

¹⁵ See appendix B of the Playing Pitches Strategy for full list of potential improvements and costs for playing pitches in Adur: <http://www.adur-worthing.gov.uk/media/media,103605,en.pdf>. This will be updated by the forthcoming Playing Pitches Strategy update.

Green Infrastructure

Infrastructure Type	Item	Summary / Outcome	Lead Agencies / Delivery Partners	Costs	Delivery Mechanism / Funding	Delivery Time-frame
Green Corridors and Waterways	Teville Stream Restoration Phase 1 - restoration and rerouting of the Teville Stream.	Ecological enhancements as well as improving community access to the Teville Stream. It is anticipated that the scheme will greatly improve the green infrastructure in this location.	EA	£650,000.	Predominantly EA funded with contributions from ADC / local organisations / companies / developer contributions (Sompting site)	To be confirmed.
	Adur Tidal Walls – compensatory habitat creation.	Habitat creation to compensate for loss resulting from the Adur Tidal Walls scheme. This is a reprovion of green infrastructure.	EA	Unknown	EA	Delivery by 2017.