



Worthing Community Infrastructure Levy

Infrastructure Funding Gap
Review and Consultation

Report No. RT77233-02

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Executive Summary

WYG (as part of the NCS consortium) has been appointed by Worthing Borough Council (WBC) to review background evidence documents and identify infrastructure schemes that are potentially eligible for Community Infrastructure Levy (CIL) funding and determine whether a robust Infrastructure Funding Deficit can be demonstrated to support the Council's proposed adoption of CIL.

In mid 2012 WBC provided WYG with a comprehensive set of documentation from which to produce a schedule of infrastructure schemes potentially eligible for CIL funding. Schemes were assessed against a range of criteria and the results of this initial review were summarised in the 'Infrastructure Funding Gap Review' report (ref: RT77233-01) dated 11th September 2012. This review identified numerous schemes that could potentially be eligible for CIL funding, subject to obtaining further information.

WYG were therefore appointed to consult with the various infrastructure providers to seek clarification as to whether or not these schemes could be considered eligible for future CIL funding.

This report summarises the consultation process followed and details the feedback received. This report also presents the current version of the draft Infrastructure Schedule, which has been updated based on the feedback received.

At the time of writing (April 2013) a total of **43** infrastructure schemes have been identified by WBC and their partners for potential CIL funding. These are summarised and discussed in this report.

The total estimated Infrastructure Funding Deficit from these 43 schemes currently stands at circa **£83.6m** which is a considerable sum and potentially exceeds the value of CIL revenue expected to be generated during the Plan period. However, it is anticipated that this total deficit value will reduce as more detailed scheme information becomes available and potential alternative funding sources are confirmed.

It is the conclusion of this report that a robust Infrastructure Funding Deficit clearly exists to justify the proposed introduction of CIL. However, the Council will need to continue to develop and refine the infrastructure schedule and should identify priorities for scheme delivery to ensure that the needs of facilitating future growth are effectively balanced against future CIL revenue.

1 Introduction

1.1 PREAMBLE

1.1.1 Nationwide CIL Service (NCS), a team comprising of the Planning Policy and Growth team at Newark and Sherwood District Council, heb Chartered Surveyors, Gleeds and WYG, were appointed by Worthing Borough Council (WBC) to provide consultancy support to produce the Community Infrastructure Levy (CIL) charging schedule for the Borough.

1.1.2 WYG's role in the NCS team is as infrastructure specialists. For the Worthing CIL, WYG's role is to review background evidence documents and identify infrastructure schemes that are potentially eligible for Community Infrastructure Levy (CIL) funding and determine whether a robust Infrastructure Funding Deficit can be demonstrated to support the Council's proposed adoption of CIL.

1.1.3 Following an initial review of the available infrastructure evidence it was clear there were numerous schemes that could potentially be eligible for CIL funding subject to confirmation of a few facts (e.g. is the scheme required to support planned growth or address existing issues, costs for scheme delivery, is there any funding already available etc). The infrastructure providers were therefore consulted to seek clarification to enable the draft Infrastructure Schedule to be refined and an Infrastructure Funding Deficit to be estimated.

1.1.4 This report provides a summary of the consultation process and presents the current version of the draft Infrastructure Schedule, which has been updated based on the feedback received.

1.2 REPORT FORMAT

1.2.1 The layout of this report is as follows:

- **Section 2** describes the methodology;
- **Section 3** summarises relevant policy and guidance;
- **Section 4** outlines the updated schedule and provides commentary on the schemes;
- **Section 5** summarises this report.

2 Methodology

2.1.1 At the outset of the project Worthing Borough Council (WBC) provided WYG with a comprehensive set of documentation to review and use to produce a schedule of infrastructure schemes potentially eligible for CIL funding. These were:

- Adopted Core Strategy, April 2011;
- Infrastructure Delivery Plan, September 2010;
- Draft Blue Book, January 2012 (Adur and Worthing Councils);
- WBC and Adur District Council (ADC) Budget Book 2011/12;
- Worthing Strategic Infrastructure Package;
- West Sussex County Council (WSSCC) Sustainable Travel Towns bid 2011;
- West Sussex Investment Strategy – document not yet published but discussions were held in August 2012 with West Sussex County Council’s consultant for the project, Parsons Brinckerhoff;
- Worthing County Local Committee Area Infrastructure Plan;
- WSSCC Planning Schools Places 2011/12.

2.1.2 These documents were reviewed and a draft Infrastructure Schedule produced to identify those schemes most likely to require CIL funding. A copy of the report containing the initial schedule is provided in **Appendix A**. This was developed to consider the following questions, critical to identifying eligibility for CIL funding:

- Is the infrastructure scheme required to support the growth identified in the adopted Core Strategy DPD? (CIL can only be used to help pay for infrastructure required to facilitate growth, not to address existing problems).
- What is the estimated cost to provide the infrastructure?
- Which body or department is responsible for delivery and funding of the infrastructure?
- Have timescales been identified for infrastructure delivery?
- Is there any alternative funding available? If so what is the value of available funding?
- Has an aggregate infrastructure funding deficit been identified and quantified? (This is the fundamental question as this establishes the overall need for CIL).

2.1.3 As can be seen from the report in **Appendix A** there were numerous gaps in the available initial information and the schedule contained several schemes that the available evidence

suggested were solely intended to address existing issues, as opposed to meeting the needs of future growth.

- 2.1.4 The schedule was therefore refined to remove these inappropriate schemes and circulated by email (and post) with an explanatory covering letter to all of the relevant infrastructure providers to comment on.
- 2.1.5 A copy of the consultation pack (example covering letter and draft Infrastructure Schedule) is provided in **Appendix B** and a list of all the infrastructure providers consulted is provided in **Appendix C**.
- 2.1.6 The first consultation was issued on 5th November 2012 and consultees were provided with a 4 week period within which to respond.
- 2.1.7 Feedback received from the first stage of the consultation is presented in **Appendix D** and this was used to update the draft Infrastructure Schedule. At this stage the schedule was also reviewed and schemes not considered to be absolutely essential to 'unlock' or facilitate future development were removed in the interests of producing a more manageable schedule.
- 2.1.8 The revised schedule was then re-circulated to all consultees by email, with an explanatory covering message. A copy of the updated Infrastructure Schedule and an example of the covering email is provided in **Appendix E**.
- 2.1.9 The second consultation was issued on 15th March 2013 and consultees were provided with a 4 week period within which to respond.
- 2.1.10 Feedback received from the second stage of the consultation is presented in **Appendix F** and this was used to update the draft Infrastructure Schedule to the current version which is presented in **Appendix G**.

3 Policy & Guidance

3.1 CIL GUIDANCE

3.1.1 The legislation governing the Community Infrastructure Levy is enshrined in the Planning Act 2008 (Part 11, Sec 105-225), the CIL Regulations April 2010 and CIL Amendment Regulations April 2011. The primary statutory guidance into the practicalities of establishing a CIL system is contained in the DCLG document 'Community Infrastructure Levy Guidance' (April 2013). Guidance on infrastructure planning is provided in paragraphs 12 to 19 (Pages 6 & 7) and key points are summarised as follows.

"A charging authority needs to identify the total cost of infrastructure that it desires to fund in whole or part from the Levy. In order to do this, the charging authority must consider what additional infrastructure is needed in its area to support development and what other funding sources are available..."

"Information on the charging authority area's infrastructure needs should be directly related to the infrastructure assessment that underpins their relevant Plan..."

"In determining the size of its total or aggregate infrastructure funding gap, the charging authority should consider known and expected infrastructure costs and the other sources of possible funding available to meet those costs.....The Government recognises that there will be uncertainty in pinpointing other infrastructure funding sources, particularly beyond the short-term. The focus should be on providing evidence of an aggregate funding gap that demonstrates the need to levy the Community Infrastructure Levy."

"Where infrastructure planning has been undertaken specifically for the Community Infrastructure Levy and was not tested as part of another examination, the Community Infrastructure Levy examiner will need to test that the evidence is sufficient in order to confirm the aggregate infrastructure funding gap and total target amount that the authority proposes to raise through the levy."

3.1.2 The draft Infrastructure Schedule presented in **Appendix G** has been prepared using the best information currently available, applying the same evidence documents that advised production of the adopted Worthing Core Strategy (2011), supplementary documents produced since adoption of the Core Strategy and evidence obtained through consultation with

the infrastructure providers. On this basis, the draft Infrastructure Schedule is considered to be both contemporary and directly relevant to the development planned for the Borough as detailed in the adopted Core Strategy.

3.2 NPPF

3.2.1 Furthermore, following the review and consultation process it is concluded that reasonable infrastructure planning has been undertaken in compliance with the principles of the National Planning Policy Framework (NPPF) which states:

“Local planning authorities should work with other authorities and providers to:

- *assess the quality and capacity of infrastructure for transport, water supply, wastewater and its treatment, energy (including heat), telecommunications, utilities, waste, health, social care, education, flood risk and coastal change management, and its ability to meet forecast demands; and*
- *take account of the need for strategic infrastructure including nationally significant infrastructure within their areas.*

It is equally important to ensure that there is a reasonable prospect that planned infrastructure is deliverable in a timely fashion. To facilitate this, it is important that local planning authorities understand district-wide development costs at the time Local Plans are drawn up.....”

3.2.2 Notwithstanding this it is expected that the draft Infrastructure Schedule will be maintained by the Council as a ‘live’ document and updated as more detailed scheme information becomes available, or as infrastructure requirements change in the future. The omission of any particular infrastructure scheme from the schedule in **Appendix G** therefore does not imply that CIL funding will not be possible for that scheme, as the schedule will be subject to future review and change.

3.2.3 The purpose of the schedule at this stage is therefore to demonstrate that a robust Infrastructure Funding Deficit exists to support the Council’s proposed adoption of CIL and to guide production of the Draft Infrastructure Schedule for the CIL public examination and the subsequent Regulation 123 List.

4 Commentary on Draft Schedule

4.1 INTRODUCTION

4.1.1 The current Infrastructure Schedule is presented in **Appendix G**. This section of the report provides a brief commentary on the identified infrastructure schemes.

4.2 SCHEME SUMMARY

4.2.1 There are a total of 43 schemes on the draft Infrastructure Schedule. The identified schemes fall into the 'Environment', 'Healthcare', 'Transport', 'Highways', 'Education', 'Flood Defence' and 'Community' categories and comprise new or improved infrastructure provision that will directly facilitate future growth and are therefore considered to be suitable for CIL funding. Some of the identified schemes also serve a dual role, in that they will help to address existing problems, as well as facilitating future growth.

4.2.2 In some cases, schemes are subject to minor levels of additional information being provided. In particular, the following evidence is currently unavailable for several schemes:

- Possible alternative funding may be available, but is currently unidentified;
- Scheme serves a dual role of addressing existing problems as well as facilitating future growth but proportional cost splits have not been identified;

4.2.3 Based on our preliminary review, the scheme cost estimates provided by the Council and infrastructure providers are considered to be realistic and are typical for the types of infrastructure schemes identified. Cost estimates will however be subject to refinement as more detailed scheme information becomes available.

4.2.4 Only 3 schemes on the schedule have full or partial funding confirmed and between them this totals some £1.64m. This represents 2% of the estimated total cost of all the identified infrastructure schemes.

4.2.5 There are 10 schemes on the schedule with values exceeding £1m. The estimated total value of these 10 schemes is £77m (90% of the estimated total cost of all the identified infrastructure schemes). The costs for the remaining 33 schemes range from £15k to £985k each.



4.3 FUNDING GAP

- 4.3.1 The infrastructure funding deficit currently stands at circa **£83.6m** which is a considerable sum and potentially exceeds the value of CIL revenue expected to be generated during the Plan period.
- 4.3.2 This is, in part, due to the very preliminary stage of many of the identified schemes, with the majority yet to be prepared/designed in detail. Most of the delivery cost estimates are therefore approximate and include robust contingencies.
- 4.3.3 In addition, there is little certainty regarding potential alternative funding sources so alternative funding has not been taken into account in the schedule unless it has already been confirmed. For example there are 3 schemes on the schedule (Future Primary and Secondary School Provision) for which the County Council has suggested that Basic Need Funding (DFE) may be available. However, there are no further details currently available so no alternative funding has been assumed at this stage (other than a confirmed S106 contribution towards one of these schemes – see schedule for details). Similarly, full FDGIA (Flood Defence Grant in Aid) funding may be available towards at least one of the schemes identified under 'Flood Defences' however, this also cannot currently be confirmed so no alternative funding has been assumed at this stage.
- 4.3.4 The identified infrastructure funding deficit can therefore be considered to be robust, and is likely to reduce as more detailed scheme information becomes available.

5 Summary

- 5.1.1 Based on the available evidence it is clear that a robust Infrastructure Funding Deficit exists to justify the proposed introduction of CIL. However, the Council will need to continue to develop and refine the infrastructure schedule to seek to reduce the funding deficit to more closely match anticipated CIL revenue over the Plan period.
- 5.1.2 It is expected that the draft Infrastructure Schedule will therefore be maintained by the Council as a 'live' document and updated as more detailed scheme information becomes available, or as infrastructure requirements change in the future.
- 5.1.3 The omission of any particular infrastructure scheme from the schedule in **Appendix G** therefore does not imply that CIL funding will not be possible for that scheme, as the schedule will be subject to future review and change.
- 5.1.4 The preliminary scheme costs that form the basis for the funding deficit are considered to be realistic and are typical for the types of infrastructure schemes identified (based on a preliminary review, as a detailed cost appraisal is beyond the scope of this exercise).
- 5.1.5 The Council should seek to refine the infrastructure schedule to obtain greater cost certainty and to further explore potential alternative funding sources (e.g. local 'Pinch Point' funding, LTP, LSTF, FDGIA, Basic Need Funding, developer funding etc).
- 5.1.6 In addition, careful consideration should also be given to scheme delivery priorities to ensure that the needs of facilitating future growth are effectively balanced against future CIL revenue.



Appendix A – Infrastructure Review Report



Worthing Community Infrastructure Levy

Infrastructure Funding Gap Review

Report No. RT77233-01

WYG
Executive Park
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11 September 2012



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Executive Summary

WYG (as part of the NCS consortium) has been appointed by Worthing Borough Council (WBC) to review background evidence documents and identify infrastructure schemes that are potentially eligible for Community Infrastructure Levy (CIL) funding and determine whether a robust Infrastructure Funding Deficit can be demonstrated to support the Council's proposed adoption of CIL.

WBC provided WYG with a comprehensive set of documentation from which to produce a schedule of infrastructure schemes potentially eligible for CIL funding. Schemes have been assessed against a range of criteria and a 'traffic light' system used to summarise the findings, where:

Green – means the scheme is eligible for CIL funding based on the available evidence

Amber – anticipated to be eligible for CIL funding, subject to further information to confirm this

Red – not considered to be eligible for CIL funding (normally because it seeks to address an existing issue and is not required to support planned growth).

At the time of writing this report (September 2012) a total of **104** infrastructure schemes have been identified by WBC and their partners for potential CIL funding. The breakdown of these is summarised below and discussed in more detail later in this report:

Green – 2 schemes

Amber – 70 schemes

Red – 32 schemes

Total = 104 schemes

The total estimated Infrastructure Funding Deficit from **Green** schemes currently stands at circa **£1.5m**.

The total estimated Infrastructure Funding Deficit from **Green** and **Amber** schemes combined currently stands at circa **£19m**.

It is therefore recommended that further work is required to determine which of the Amber schemes can reasonably be included in the Infrastructure Funding Deficit total to provide as robust a case possible to support the Council's proposed adoption of CIL.



1 Introduction

1.1 PREAMBLE

1.1.1 Nationwide CIL Service (NCS), a team comprising of the Planning Policy and Growth team at Newark and Sherwood District Council, heb Chartered Surveyors, Gleeds and WYG, were appointed by Worthing Borough Council (WBC) to provide consultancy support to produce the Community Infrastructure Levy (CIL) charging schedule for the Borough.

1.1.2 WYG's role in the NCS team is as infrastructure specialists. For the Worthing CIL, WYG's role is to review background evidence documents and identify infrastructure schemes that are potentially eligible for Community Infrastructure Levy (CIL) funding and determine whether a robust Infrastructure Funding Deficit can be demonstrated to support the Council's proposed adoption of CIL.

1.1.3 This report provides a summary of the preliminary infrastructure evidence base review undertaken by WYG.

1.2 REPORT FORMAT

1.2.1 The layout of this report is as follows:

- **Section 2** describes the methodology used;
- **Section 3** outlines the draft list and provides commentary on the schemes;
- **Section 4** summarises this report.

2 Methodology

2.1.1 Worthing Borough Council (WBC) provided WYG with a comprehensive set of documentation to review and use to produce a schedule of infrastructure schemes potentially eligible for CIL funding. These were:

- Draft Blue Book, January 2012 (Ardur and Worthing Councils);
- WBC and Adur District Council (ADC) Budget Book 2011/12;
- Worthing Strategic Infrastructure Package;
- West Sussex County Council (WSSCC) Sustainable Travel Towns bid 2011;
- West Sussex Investment Strategy – document not yet published but discussions were held in August 2012 with West Sussex County Council’s consultant for the project, Parsons Brinckerhoff;
- Worthing County Local Committee Area Infrastructure Plan;
- WSSCC Planning Schools Places 2011/12

2.1.2 At the time of writing this report a number of consultation responses have also been returned to WBC. These comments have been incorporated into the latest iteration. Correspondence regarding the draft CIL list has been received from:

- Highways Agency;
- West Sussex County Council;
- NHS Sussex.

2.1.3 The available evidence base demonstrates that WBC has already begun to consider the requirements of CIL in some detail. We have reviewed all of the existing available infrastructure evidence and can conclude that ‘reasonable infrastructure planning’ has been undertaken in compliance with the principles of PPS12. PPS12 states that:

"... a core strategy should be supported by evidence of what physical, social and green infrastructure is needed to enable the amount of development proposed for the area, taking account of its type and distribution. This evidence should cover who will provide the infrastructure and when it will be provided. The core strategy should draw on and in parallel influence any strategies and investment plans of the local authority and other organisations."

"Good infrastructure planning considers the infrastructure required to support development, costs, sources of funding, timescales for delivery and gaps in funding. This allows for the identified infrastructure to be prioritised in discussions with key local partners. ... The infrastructure planning process should identify, as far as possible:

- *infrastructure needs and costs;*
- *phasing of development;*
- *funding sources; and*
- *responsibilities for delivery."*

2.1.4 In order to establish which infrastructure schemes are potentially eligible for CIL funding a summary schedule has been produced. It is expected that this will be maintained as a 'live' document and updated as infrastructure requirements change in the future. This schedule is also expected to guide production of the Draft Infrastructure List for the CIL public examination and the subsequent Regulation 123 List. A copy of the current version of the infrastructure schedule can be found in **Appendix A**. Specific schemes on the schedule are discussed in **Section 3** of this report.

2.1.5 The infrastructure schedule in **Appendix A** has been developed to consider the following questions, critical to identifying eligibility for CIL funding:

- Is the infrastructure scheme required to support the growth identified in the adopted Core Strategy DPD (as CIL can only be used to help pay for infrastructure required to facilitate growth, not to address existing problems).
- What is the estimated cost to provide the infrastructure?
- Which body or department is responsible for delivery and funding of the infrastructure?
- Have timescales been identified for infrastructure delivery?
- Is there any alternative funding available? If so what is the value of available funding?
- Has an aggregate infrastructure funding deficit been identified and quantified? (This is the fundamental question as this establishes the overall need for CIL).

2.1.6 With these issues in mind the table has the following column titles in place:

- **Infrastructure Type** – schemes have been grouped into 11 categories to capture all types of infrastructure and to provide a quick means of assessing which type of infrastructure will get the most, or least funding from CIL. The 11 categories applied

are; transport, highways, education, flood defences, healthcare, utilities, energy, leisure, community, green infrastructure and land remediation.

- **Total Cost Estimate** – this has been summarised wherever cost information is available in the evidence base. This also provides a flag for schemes considered as likely to be eligible for CIL funding but either no cost estimate is available, or it is unclear whether the cost estimate is entirely applicable for the Borough (e.g. for a County-wide or Region-wide project). In these instances the cost entry has been highlighted in the schedule to flag that consultation will be required with the responsible body to produce or refine the cost estimate, or to note that additional cost estimation work will be required to enable a robust aggregate infrastructure funding deficit to be established.
- **Available Funding Sources** – this summarises any identified funding sources (as described in the background documents) but does not imply funding has already been secured or confirmed. It also includes some likely future funding sources.
- **Available Funding (£ and %)** – this summarises the amount of funding available from existing and likely future sources.
- **Funding Gap (£ and %)** – where information is available this summarises the gap between estimated scheme cost and available funding. The total at the foot of this column represents the aggregate infrastructure funding deficit that CIL will be expected to fund.
- **Evidence Base** – a note of which evidence base document(s) the infrastructure requirement has been taken from. A supplementary list has also been provided to reference document page numbers, to make it easier to find more detail of the evidence.
- **Is the Infrastructure required to Support Growth?** – summarises our findings of whether the available evidence base demonstrates that each infrastructure scheme is required (in whole or part) to support planned growth. Where there is insufficient evidence to confirm a response this cell has been highlighted on the schedule. Further commentary is provided on this issue in **Section 3**.
- **Delivery responsibility** – summarise which organisation is responsible for the delivery of each infrastructure scheme (taken from the information available in the evidence base) and provides a rough guide on where to obtain further information.
- **Timescales/Priority for Delivery** – has been shown wherever the evidence base documents have indicated a delivery period/date. This information will help to determine when schemes are required within the Borough to facilitate growth. Cells in the schedule



have been highlighted to flag where no timescale information is currently available in the evidence base.

- **Comments** – this column provides an overall summary comment on each scheme and has been highlighted using the 'traffic light' system described at the beginning of this report.

3 Commentary on Draft List of Schemes

3.1 INTRODUCTION

3.1.1 The current infrastructure summary schedule is presented in **Appendix A**. This section of the report provides a brief commentary on the individual infrastructure schemes and how 'CIL ready' they are, based on the information available in the existing evidence base. This Section has been ordered by the 'traffic light' system described in the Executive Summary at the start of this report, to explain which schemes are considered eligible for CIL funding, which schemes may be eligible and which schemes are unlikely to be eligible for CIL, with rationale provided to explain how each scheme has been categorised.

3.2 GREEN SCHEMES

3.2.1 There are 2 schemes on the draft list which are deemed to be suitable for CIL funding, in both cases this is subject to minor levels of additional information being provided.

3.2.2 The first scheme is the behaviour change programme (transport). This is a programme developed by WSCC and partners to encourage less reliance on private car use and enhancements to accessibility through more sustainable transport. As future growth will undoubtedly increase the need to travel, this is a project which is likely to be eligible for CIL funding in the future. No funding gap has been confirmed but an assumption of 50% to be provided through existing/likely sources such as the Local Transport Plan and 50% from CIL has been made in the infrastructure schedule.

3.2.3 The other scheme is new healthcare facilities to support development. Sussex Primary Care Trust, who for the Worthing area from April 2013 will be known as the Coastal West Sussex Clinical Commissioning Group, have provided an evidenced sum for contributions towards new healthcare facilities from future development. A preliminary figure of **£1,408,905** from CIL would be required for Worthing based upon the anticipated level of development.

3.3 AMBER SCHEMES

3.3.1 The majority of schemes (70) on the draft list fall within this category. The evidence provided has demonstrated that all or some of the infrastructure cost for these schemes could be eligible for future CIL funding, however more robust information is required to confirm this.

3.3.2 In particular, the following evidence is currently unavailable for many schemes:

- No scheme cost estimate;
- Existing funding source identified, but level of investment or timescale for contribution to infrastructure not confirmed;
- If either of the above items are missing the funding gap for CIL cannot be shown;
- Existing evidence base has not been supplied or is not clear as to how the scheme could relate to assisting future growth in Worthing;
- The scheme appears to be for the whole of West Sussex – should a proportion of the estimated costs be attributed to Worthing only and if so how is this to be calculated?;
- No timescale has been provided for when the infrastructure is required.

3.4 RED SCHEMES

3.4.1 There are 32 schemes provided in the evidence documents which have been deemed unsuitable or not relevant for CIL funding. The rationale for this is either because they are schemes required to alleviate existing issues, full funding is already available, or because they will be delivered as part of a development anyway.

3.5 FUNDING GAP

3.5.1 The current version of the infrastructure summary schedule (**Appendix A**) has total scheme costs of circa **£135m**. However, there are a number of issues with this figure, as identified above, namely some schemes having no cost estimate at all, with others being scheme estimates for West Sussex as a whole and therefore unlikely to be the correct figure to be used for the Worthing Borough area only.

3.5.2 The current aggregate infrastructure funding deficit stands at circa **£20m**. However, this figure only represents two infrastructure projects as funding gaps cannot be confirmed for all the other schemes on the list due to currently unavailable information. It is therefore important that the infrastructure providers and relevant stakeholders are consulted to seek to provide the missing information, or additional cost estimation work is commissioned, to enable a robust aggregate infrastructure funding deficit to be demonstrated.

4 Summary and Next Stages of Work

4.1.1 Worthing Borough Council provided WYG with a comprehensive set of documentation to review and from which to produce a schedule of infrastructure schemes potentially eligible for CIL funding.

4.1.2 **Table 1** below summarises the **104** projects listed in the schedule and classifies them by infrastructure type and our conclusions as to how 'CIL ready' they are based upon the existing evidence base.

Table 1 – Summary of Schemes by Type (at September 2012)

Type of Scheme	Number of Schemes	Schemes Classed as 'Green'	Schemes Classed as 'Amber'	Schemes Classed as 'Red'
Transport	13	1	10	2
Highways	32	0	30	2
Education	7	0	7	0
Flood Defences	1	0	1	0
Healthcare	1	1	0	0
Utilities	1	0	1	0
Energy	1	0	1	0
Sport & Leisure	10	0	4	6
Community	20	0	10	10
Green Infrastructure	17	0	5	12
Housing	1	0	1	0
Total	104	2	70	32

4.1.3 Section 3 of this report discussed outstanding information that is likely to be required to ensure that the projects are robustly evidenced to be suitable for future CIL funding. There are a number of key omissions from some schemes in the current infrastructure evidence base:

- There is no evidence that some infrastructure projects are required to support future growth.
- There is no evidence of scheme costs for multiple infrastructure projects.
- Where infrastructure projects are intended to fulfil a joint objective of addressing existing issues as well as supporting future growth appropriate proportional cost splits will need to be identified. This evidence is currently not available.



- There is no evidence of existing/ available funding for multiple projects which means a robust aggregate infrastructure funding deficit cannot yet be identified.
- Several schemes have been identified that are not appropriate for CIL, for example because they will be delivered as part of developments, or because they address existing issues.
- A number of schemes are Countywide, where a cost estimate has been provided for the scheme as a whole, not just for its area of influence upon Worthing. Therefore, it is likely that following consultation with County-wide providers such as WSCC, the NHS and the Environment Agency the overall scheme costs for these projects should be proportionally reduced.

4.1.4 It is understood that WBC is currently consulting on the latest version of the infrastructure summary schedule with the relevant infrastructure providers and it is expected that this process will address some of the current information gaps. Following this stage it is recommended that any outstanding gaps should be investigated further and addressed either through the production of a bespoke infrastructure cost estimation study, or removed from the schedule altogether if a suitably robust infrastructure funding deficit has already been demonstrated.



Appendix A – Draft List of Schemes



Worthing CIL - Draft Infrastructure List

Ref	Infrastructure Description	Infrastructure Type	Total Cost Estimate	Available Funding Sources	Available Funding (%)	Available Funding (£)	Funding Gap for CIL (%)	Funding Gap for CIL (£)	Existing Evidence Base	Is Infrastructure Required to Support Growth?	Delivery Responsibility	Review Process		Comments
												Timescales/Priorities for Delivery Identified?	Timescales/Priorities for Delivery Identified?	
BB1	Play facility in Selden ward - new site and equipment	Green Infrastructure	£100,000	Landfill	100%	£100,000	0%	£0	To be clarified	No	Clive Bramble/Wendy Bryant	No	No	More evidence required to confirm whether appropriate for CIL
BB2	Homefield Park - play equipment, lighting, pathways, CCTV, restoration of heritage features	Green Infrastructure	£1,000,000	Heritage Lottery Fund	100%	£1,000,000	0%	£0	To be clarified	Need more information	Chris Bradley/Lee Billingham	No	No	More evidence required to confirm whether appropriate for CIL
BB3	Goring Recreation Ground - new equipment	Green Infrastructure	£45,000	Council Investment, Local Council Investment	100%	£45,000	0%	£0	To be clarified	No	Clive Bramble	No	No	Required to address an existing issue
BB4	Goring Field - lighting and teen shelter	Green Infrastructure	£40,000	Council Investment	100%	£40,000	0%	£0	To be clarified	No	Clive Bramble	No	No	Required to address an existing issue
BB5	Highdown Gardens - visitor centre and new paths	Green Infrastructure	£1,250,000	Heritage Lottery Fund, Big	100%	£1,250,000	0%	£0	To be clarified	Need more information	Chris Bradley	No	No	More evidence required to confirm whether appropriate for CIL
BB6	Promenade - fitness equipment	Green Infrastructure	£30,000	Regeneration Dept	100%	£30,000	0%	£0	To be clarified	No	Chris Bradley	No	No	Required to address an existing issue
BB7	Windor Lawns/The Esplanade - play area	Green Infrastructure	£45,000	Regeneration Dept	100%	£45,000	0%	£0	To be clarified	No	Chris Bradley	No	No	Required to address an existing issue
BB8	West Durrington - skate park	Green Infrastructure	£250,000	S106	100%	£250,000	0%	£0	To be clarified	No	Chris Bradley	No	No	Required to address an existing issue
BB9	Scotter Park - Homefield/Denton Gdn/Brooklands Goring - new play area	Green Infrastructure	£45,000	Unknown	100%	£45,000	0%	£0	To be clarified	No	Chris Bradley	No	No	Required to address an existing issue
BB10	Green Infrastructure	Green Infrastructure	£75,000	Unknown	67%	£50,000	33%	£25,000	Budget Book 2011/12 £50,000 in programme	No	Clive Bramble	No	No	Required to address an existing issue
BB11	Maybridge Keystone Centre - new play area	Green Infrastructure	£60,000	Unknown	100%	£60,000	0%	£0	To be clarified	No	Clive Bramble	No	No	More evidence required to confirm whether appropriate for CIL
BB12	Davison High School - Multi Use Games Area (MUGA)	Green Infrastructure	£55,000	Unknown	100%	£55,000	0%	£0	To be clarified	No	Chris Bradley	No	No	Required to address an existing issue
BB13	Durrington Recreation Ground - MUGA and playwall	Green Infrastructure	£60,000	Unknown	100%	£60,000	0%	£0	To be clarified	No	Clive Bramble	No	No	Required to address an existing issue
BB14	Palatine Park - fitness equipment	Green Infrastructure	£40,000	Unknown	100%	£40,000	0%	£0	To be clarified	No	Clive Bramble	No	No	Required to address an existing issue
BB15	The Gallops - trim trail	Green Infrastructure	£20,000	Unknown	100%	£20,000	0%	£0	To be clarified	No	Clive Bramble	No	No	Required to address an existing issue
BB16	Broadwater - new play area	Green Infrastructure	£60,000	Unknown	100%	£60,000	0%	£0	To be clarified	No	Clive Bramble	No	No	More evidence required to confirm whether appropriate for CIL
BB17	Brooklands - BMX Skateboard area	Green Infrastructure	£150,000	Unknown	100%	£150,000	0%	£0	To be clarified	No	Chris Bradley	No	No	Required to address an existing issue
BB18	Museum - refurbishment or relocation	Leisure	£2,000,000	Heritage Lottery Fund	100%	£2,000,000	0%	£0	To be clarified	Need more information	Diana Peek	No	No	More evidence required to confirm whether appropriate for CIL
BB19	New Museum Education Officer (per annum figure)	Leisure	£30,000	Trusts & Foundations	100%	£30,000	0%	£0	To be clarified	No	Diana Peek	No	No	Required to address an existing issue
BB20	Small scale capital works to education room	Leisure	£0	Trusts & Foundations	100%	£0	0%	£0	To be clarified	No	Diana Peek	No	No	Required to address an existing issue
BB21	Refurbishment of Toy/history of childhood gallery	Leisure	£100,000	Trusts & Foundations	100%	£100,000	0%	£0	To be clarified	No	Diana Peek	No	No	Required to address an existing issue
BB22	Field Place or other area near American golf	Leisure	£200,000	Unknown	100%	£200,000	0%	£0	To be clarified	Need more information	Duncan Anderson	No	No	More evidence required to confirm whether appropriate for CIL
BB23	Worthing Leisure Centre - convert Astro turf into Soccer Centre	Leisure	£1,000,000	Inspired Facilities, Sport England, S106	100%	£1,000,000	0%	£0	To be clarified	Need more information	Duncan Anderson	2013-14	No	More evidence required to confirm whether appropriate for CIL
BB24	Worthing Leisure Centre refurbishment	Leisure	£5,860,000	Sport England, S106	100%	£5,860,000	0%	£0	Budget Book 2011/12	Unlikely	Duncan Anderson	2015/16 onwards	No	Required to address an existing issue
BB25	Worthing Theatres - refurbishment	Leisure	£0	Trusts & Foundations	100%	£0	0%	£0	To be clarified	Need more information	Andrew Gardner/Peter Bailey	No	No	Required to address an existing issue
BB26	Theatre Incoming generating schemes	Leisure	£0	Trusts & Foundations	100%	£0	0%	£0	To be clarified	Need more information	Andrew Gardner/Peter Bailey	No	No	Required to address an existing issue
BB27	Crematorium facility for after funeral refreshment	Community	£30,000	WBC Prudential Borrowing	100%	£30,000	0%	£0	Budget Book 2011/12	No	Ian Rudkin	No	No	Required to address an existing issue. Proposed funding stream contained on p423 of 2011/12 Budget Book
BB28	Crematorium One stop bereavement services shop	Community	£10,000	WBC Prudential Borrowing	100%	£10,000	0%	£0	Budget Book 2011/12	No	Ian Rudkin	No	No	Required to address an existing issue. Proposed funding stream contained on p423 of 2011/12 Budget Book
BB29	Improvements to memorial sales and options	Community	£5,000	WBC Prudential Borrowing	100%	£5,000	0%	£0	Budget Book 2011/12	No	Ian Rudkin	No	No	Required to address an existing issue. Proposed funding stream contained on p423 of 2011/12 Budget Book
BB30	Pet funeral services	Community	£25,000	WBC Prudential Borrowing	100%	£25,000	0%	£0	Budget Book 2011/12	No	Ian Rudkin	No	No	Required to address an existing issue. Proposed funding stream contained on p423 of 2011/12 Budget Book
BB31	Resomation facilities	Community	£350,000	WBC Prudential Borrowing	100%	£350,000	0%	£0	Budget Book 2011/12	No	Ian Rudkin	No	No	Required to address an existing issue. Proposed funding stream contained on p423 of 2011/12 Budget Book
BB32	Crematorium improvements to Murnham waiting facilities	Community	£30,000	WBC Prudential Borrowing	100%	£30,000	0%	£0	Budget Book 2011/12	No	Ian Rudkin	No	No	Required to address an existing issue. Proposed funding stream contained on p423 of 2011/12 Budget Book
BB33	Study to investigate HGV movements	Highways	£0	Unknown	100%	£0	0%	£0	To be clarified	Need more information	Collette Blackett	No	No	More evidence required to confirm whether appropriate for CIL
BB34	Junction Improvement - A259 Brougham Road	Highways	£0	Unknown	100%	£0	0%	£0	To be clarified	Need more information	Collette Blackett	No	No	More evidence required to confirm whether appropriate for CIL
BB35	Study to consider congestion at level crossings	Highways	£0	Unknown	100%	£0	0%	£0	To be clarified	Need more information	Collette Blackett	No	No	More evidence required to confirm whether appropriate for CIL
BB36	20mph zone schemes	Highways	£0	Unknown	100%	£0	0%	£0	To be clarified	Need more information	Collette Blackett	No	No	More evidence required to confirm whether appropriate for CIL
BB37	School Safety Zones	Highways	£0	Unknown	100%	£0	0%	£0	To be clarified	Need more information	Collette Blackett	No	No	More evidence required to confirm whether appropriate for CIL
BB38	Pedestrian and street scene improvements	Transport	£0	Unknown	100%	£0	0%	£0	To be clarified	Need more information	Collette Blackett	No	No	More evidence required to confirm whether appropriate for CIL
BB39	Community Transport	Transport	£0	S106, Councils	100%	£0	0%	£0	To be clarified	Need more information	Anne Roberts	No	No	More evidence required to confirm whether appropriate for CIL
BB40	West Worthing Cycle Route	Transport	£0	Unknown	100%	£0	0%	£0	To be clarified	Need more information	Parks Department	No	No	More evidence required to confirm whether appropriate for CIL
BB41	Utilities and deprived communities	Community	£0	Big Lottery Fund	100%	£0	0%	£0	To be clarified	Need more information	Matt Roberts	No	No	Required to address an existing issue
BB42	Secondary school reorganisation - additional secondary	Education	£0	Unknown	100%	£0	0%	£0	Planning School Places 2011/12	Need more information	Education Department	No	No	More evidence required to confirm whether appropriate for CIL
BB43	Broadwater Community Association	Community	£0	S106/CF/lottery/trusts	100%	£0	0%	£0	To be clarified	Need more information	James Appleton	No	No	More evidence required to confirm whether appropriate for CIL
BB44	Phoenix Club	Community	£0	S106/CF	100%	£0	0%	£0	To be clarified	Need more information	James Appleton	No	No	More evidence required to confirm whether appropriate for CIL
BB45	Maybridge Keystone Centre	Community	£25,000	Reaching Communities	100%	£25,000	0%	£0	To be clarified	Need more information	Anne Jones	No	No	More evidence required to confirm whether appropriate for CIL
BB46	Voluntary Service and CAB premises upgrades	Community	£0	Unknown	100%	£0	0%	£0	To be clarified	Need more information	Tina Favier	No	No	More evidence required to confirm whether appropriate for CIL
BB47	Voluntary sector hub	Community	£0	Unknown	100%	£0	0%	£0	To be clarified	Need more information	Tina Favier	No	No	More evidence required to confirm whether appropriate for CIL
BB48	Creative Media Hub, food growing sites	Community	£0	LSP	100%	£0	0%	£0	To be clarified	Need more information	Tina Favier/Claire Hunt	No	No	More evidence required to confirm whether appropriate for CIL
BB49	Family Intervention Project (Cost per annum)	Community	£400,000	District/Police funds	100%	£400,000	0%	£0	To be clarified	No	Jacqui Cooke	Nov 2014 onwards	No	Required to address an existing issue
BB50	ASB Team (Cost per annum)	Community	£135,000	District/Police funds	100%	£135,000	0%	£0	To be clarified	No	Jacqui Cooke	March 2013 onwards	No	Required to address an existing issue
BB51	Drug & Alcohol Workers	Community	£90,000	District funds	100%	£90,000	0%	£0	To be clarified	No	Jacqui Cooke	March 2013 onwards	No	Required to address an existing issue
BB52	Handyperson Scheme - extension to Worthing	Community	£0	Councils	100%	£0	0%	£0	To be clarified	No	Arjan de Jong	No	No	More evidence required to confirm whether appropriate for CIL
BB53	SAFE (Security Action for Everyone)	Community	£0	Councils, Police	100%	£0	0%	£0	To be clarified	No	Arjan de Jong	No	No	More evidence required to confirm whether appropriate for CIL
SIP1	Behaviour change: Area-wide programme (per annum)	Transport	£121,000	CIL	50%	£60,500	50%	£60,500	LDf modelling report	Yes	Worthing Cycle Network map	Annually	No	Likely candidate for CIL funding
SIP2	Cycle route - Durrington to East Worthing	Transport	£172,000	CIL	0%	£0	100%	£172,000	LDf modelling report	Yes	Worthing Cycle Network map	Annually	No	More evidence required to confirm whether appropriate for CIL
SIP3	Cycle route - Durrington to Broadwater	Transport	£183,750	CIL	0%	£0	100%	£183,750	Worthing Cycle Network map	Need more information	WSSC Highways	No	No	More evidence required to confirm whether appropriate for CIL
SIP4	Cycle route - Goring to Durrington	Transport	£276,563	CIL	0%	£0	100%	£276,563	Worthing Cycle Network map	Need more information	WSSC Highways	No	No	More evidence required to confirm whether appropriate for CIL
SIP5	Cycle route - Town Centre to East Worthing	Transport	£268,125	CIL	0%	£0	100%	£268,125	Worthing Cycle Network map	Need more information	WSSC Highways	No	No	More evidence required to confirm whether appropriate for CIL
SIP6	Cycle route - Goring to Durrington	Transport	£437,500	None confirmed	0%	£0	0%	£437,500	STF bid	Need more information	WSSC Highways	No	No	More evidence required to confirm whether appropriate for CIL
SIP7	Bus priority - A259 Goring Road between Shaftesbury Avenue and George V Avenue	Transport	£985,320	CIL	0%	£0	100%	£985,320	Coastal Transport System MBC	Need more information	WSSC Highways	No	No	More evidence - can be included in CIL if quantifies traffic impact
SIP8	Bus service - Durrington to/from Worthing; Enhanced bus service frequency	Transport	£210,000	S106	100%	£210,000	0%	£0	LDf modelling report	No	WSSC Highways	No	No	More evidence - can be included in CIL if quantifies traffic impact
SIP9	Rail station interchange - improvements	Transport	£150,000	Rail Operator	100%	£150,000	0%	£0	LDf modelling report	No	WSSC Highways & Rail Operator	No	No	Required to address an existing issue
SIP10	Park and Ride - West Durrington	Transport	£10,000,000	None confirmed	0%	£0	100%	£10,000,000	Strategic Transport Model report	Need more information	WSSC Highways	No	No	More evidence required - unlikely to be purely retained through growth
SIP11	Junction improvement - Grove Lodge Roundabout	Highways	£372,000	None confirmed	0%	£0	100%	£372,000	LDf modelling report	Possibly	Highways Agency	No	No	More evidence required to quantify what proportion of scheme is required to facilitate growth, as opposed to addressing an existing issue.
SIP12	Junction improvement - Offington Corner Roundabout	Highways	£309,000	None confirmed	0%	£0	100%	£309,000	A27 Congestion Study Phase 2	No	Highways Agency	No	No	More evidence required to quantify what proportion of scheme is required to facilitate growth, as opposed to addressing an existing issue.
SIP13	Junction improvements - Somping Road / A27 Upper Brighton Road & Lyons Way	Highways	£389,000	None confirmed	0%	£0	100%	£389,000	A27 Congestion Study Phase 2	No	Highways Agency	No	No	More evidence required to quantify what proportion of scheme is required to facilitate growth, as opposed to addressing an existing issue.
SIP14	Junction improvement - Broadwater Road / Newland Road roundabout	Highways	£332,000	CIL	0%	£0	100%	£332,000	LDf modelling report	Possibly	WSSC	No	No	More evidence required to quantify what proportion of scheme is required to facilitate growth, as opposed to addressing an existing issue.
SIP15	Junction improvement - Broadwater Road / Chapel Road / Teville Road roundabout	Highways	£332,000	CIL	0%	£0	100%	£332,000	LDf modelling report	Possibly	WSSC	No	No	More evidence required to quantify what proportion of scheme is required to facilitate growth, as opposed to addressing an existing issue.
SIP16	Junction improvement - Chapel Road / North Street roundabout	Highways	£332,000	CIL	0%	£0	100%	£332,000	LDf modelling report	Possibly	WSSC	No	No	More evidence required to quantify what proportion of scheme is required to facilitate growth, as opposed to addressing an existing issue.
SIP17	Junction improvement - High Street / North Street / Lyndhurst Road roundabout	Highways	£332,000	CIL	0%	£0	100%	£332,000	LDf modelling report	Possibly	WSSC	No	No	More evidence required to quantify what proportion of scheme is required to facilitate growth, as opposed to addressing an existing issue.
SIP18	Junction improvement - High Street / Union Place roundabout	Highways	£332,000	CIL	0%	£0	100%	£332,000	LDf modelling report	Possibly	WSSC	No	No	More evidence required to quantify what proportion of scheme is required to facilitate growth, as opposed to addressing an existing issue.
SIP19	Junction improvement - Chapel Road / Richmond Road	Highways	£125,000	CIL	0%	£0	100%	£125,000	LDf modelling report	Possibly	WSSC	No	No	More evidence required to quantify what proportion of scheme is required to facilitate growth, as opposed to addressing an existing issue.
SIP20	Junction improvement - Littlehampton Road / Titmore Lane / Goring Street roundabout	Highways	£621,000	CIL	0%	£0	100%	£621,000	LDf modelling report	Possibly	WSSC	No	No	More evidence required to quantify what proportion of scheme is required to facilitate growth, as opposed to addressing an existing issue.
SIP21	Junction improvement - Littlehampton Road / Yeoman Road / Palatine Road roundabout	Highways	£621,000	CIL	0%	£0	100%	£621,000	LDf modelling report	Possibly	WSSC	No	No	More evidence required to quantify what proportion of scheme is required to facilitate growth, as opposed to addressing an existing issue.
SIP22	Junction improvement - Rectory Road / Offington Lane / Poulters Lane / Littlehampton Road	Highways	£290,000	CIL	0%	£0	100%	£290,000	LDf modelling report	Possibly	WSSC	No	No	More evidence required to quantify what proportion of scheme is required to facilitate growth, as opposed to addressing an existing issue.
SIP23	Junction improvement - The Boulevard / Shaftesbury Avenue / The Strand / Bolsover Road	Highways	£0	CIL	0%	£0	100%	£0	LDf modelling report	Possibly	WSSC	No	No	More evidence required to quantify what proportion of scheme is required to facilitate growth, as opposed to addressing an existing issue.
SIP24	Junction improvement - Teville Road / Railway Approach	Highways	£125,000	CIL	0%	£0	100%	£125,000	LDf modelling report	Possibly	WSSC	No	No	More evidence required to quantify what proportion of scheme is required to facilitate growth, as opposed to addressing an existing issue.
SIP25	Junction improvement - Dominion Rd / Dominion Way / Meredith Rd	Highways	£290,000	CIL	0%	£0	100%	£290,000	LDf modelling report	Possibly	WSSC	No	No	More evidence required to quantify what proportion of scheme is required to facilitate growth, as opposed to addressing an existing issue.



Appendix B – First Consultation



Ref: A077233/ASG/PO1

Date: 5th November 2012

Warren Franklin
Chief Inspector
Prevent Manager and Lead for Neighbourhood Policing
Communications Department
Police Headquarters
Arundel Block
Church Lane
Lewes
East Sussex
BN7 2DZ

Dear Chief Inspector Franklin,

Community Infrastructure Levy (CIL) – Infrastructure Evidence

Introduction

We write further to your memo of 12th October 2012 regarding the above. As you are aware Worthing Borough Council is committed to ensuring that infrastructure is delivered in line with the identified requirements of the town's population. To help meet this objective the Council is planning to introduce a Community Infrastructure Levy (CIL) and is currently compiling a list of infrastructure schemes that could be eligible for future CIL funding. Consultants WYG are working on behalf of the Council to help compile this list and I am writing to you to introduce WYG and to request your assistance.

What is CIL?

The Community Infrastructure Levy (CIL) is a levy that local authorities can charge on development in their area in order to fund the new or improved infrastructure required to support development. As part of the process of introducing CIL the charging authority (Worthing Borough Council) needs to demonstrate that the anticipated cost to deliver future infrastructure schemes exceeds known/anticipated funding availability. Where this is the case, CIL can be used to help meet the infrastructure funding deficit. We are in the process of establishing a list of eligible infrastructure schemes to demonstrate that such a funding deficit exists.

Information Required

A draft list of potentially eligible schemes is enclosed and we are seeking additional information to help refine this list and to demonstrate that these schemes are likely to be eligible for CIL funding. To help with



this we would be grateful if you could provide the following information for each scheme identified that falls under your responsibility, or any additional schemes that you feel could be eligible for future CIL funding:

- 1) Is the infrastructure scheme required to support development/growth? **Note:** *The CIL Regulations currently do not allow CIL funding to be used to address existing shortfalls/problems, or for the maintenance of existing assets. However, if a scheme fulfils a dual role of supporting development whilst also addressing existing issues then the proportion of the total scheme cost that is required to support growth can be eligible for CIL funding.*
- 2) Estimated total scheme cost and a basic breakdown of what this includes.
- 3) Proportion of the total scheme cost required to support growth (*see note above*).
- 4) Available evidence justifying the need for the infrastructure scheme (*e.g. studies or reports*).
- 5) The timescale and priority for delivery of the infrastructure scheme.
- 6) Confirmation of any known/anticipated funding (*source and value*).

We understand that some infrastructure schemes will be at an early stage of planning or that funding information may be limited. In these instances we would be pleased to receive the best information currently available. We therefore do not anticipate that it will be an onerous task to provide the requested information.

We would be pleased if all responses could be sent directly to WYG consultants at the address provided below **no later than 30th November 2012** after which we will compile and circulate an updated list. Worthing Borough Council is expecting to publish its CIL Preliminary Draft Charging Schedule for consultation in November and this will then be followed by a further period of consultation and independent Examination in 2013. The information that you are able to provide now will be crucial as the Council progresses CIL to expected adoption by early 2014. Should you have any queries then please do not hesitate to contact WYG who are managing this consultation process on behalf of the Council:

Alistair Gregory (Technical Director)

WYG, Executive Park, Avalon Way, Anstey, Leicester, LE7 7GR

Tel: 0116 234 8000

Email: alistair.gregory@wyg.com



We are grateful for your assistance with this process, which will be invaluable in unlocking this potential source of infrastructure funding.

Yours faithfully,

Ian Moody

Principal Planning Officer - Worthing
ian.moody@worthing.gov.uk
01273 263009

Enc.

Worthing Borough Council - Draft List of Infrastructure Schemes for Potential CIL Funding - October 2012

Ref	Infrastructure Description	Infrastructure Type	Delivery Responsibility - Contacts	Organisation
BB27	Crematorium facility for after funeral refreshment	Community	Ian Rudkin	Worthing Borough Council
BB28	Crematorium One stop bereavement services shop	Community	Ian Rudkin	Worthing Borough Council
BB29	Improvements to memorial sales and options	Community	Ian Rudkin	Worthing Borough Council
BB30	Pet funeral services	Community	Ian Rudkin	Worthing Borough Council
BB31	Resomation facilities	Community	Ian Rudkin	Worthing Borough Council
BB32	Crematorium improvements to Muntham waiting facilities	Community	Ian Rudkin	Worthing Borough Council
BB41	Utilities and deprived communities	Community	Matt Roberts	Worthing Borough Council
BB43	Broadwater Community Association	Community	Tina Favier	Worthing Borough Council
BB44	Phoenix Club	Community	Tina Favier	Worthing Borough Council
BB45	Maybridge Keystone Centre	Community	Tina Favier	Worthing Borough Council
BB46	Voluntary Service and CAB premises upgrades	Community	Tina Favier	Worthing Borough Council
BB47	Voluntary sector hub	Community	Tina Favier	Worthing Borough Council
BB48	Creative Media Hub, food growing sites	Community	Tina Favier / Claire Hunt	Worthing Borough Council
BB49	Family Intervention Project (Cost per annum)	Community	Jacqui Cooke	Worthing Borough Council
BB50	ASB Team (Cost per annum)	Community	Jacqui Cooke	Worthing Borough Council
BB51	Drug & Alcohol Workers	Community	Jacqui Cooke	Worthing Borough Council
BB52	Handyperson Scheme - extension to Worthing	Community	Arjan de Jong	Worthing Borough Council
BB53	SAFE (Security Action for Everyone)	Community	Arjan de Jong	Worthing Borough Council
SIP36	Potential sale of fire service house and land adjacent to Worthing fire training	Community	Matt Sturman / Adrian Murphy	Fire & Rescue Service
SIP37	Relocate Fire & Rescue Training Centre	Community	Matt Sturman / Adrian Murphy	Fire & Rescue Service
BB42	Secondary school reorganisation - additional secondary	Education	Tracy Dunn / Lyndsay Irvine	WSCC - Education
SIP38	Expansion of secondary school places from 38-44 (i.e. an extra 6FE)	Education	Tracy Dunn / Lyndsay Irvine	West Sussex County Council
SIP39	Primary Schools - either a new 1FE primary school (possibly located north of the proposed Titnore Lane site) or a 1FE first and middle school on the site offered by the Titnore Lane developers may be required in light of developments in the area other than West Durrington (details to be confirmed following completion of the PSP)	Education	Tracy Dunn / Lyndsay Irvine	West Sussex County Council
SIP40	Primary Schools - a new 1FE primary / middle school is required in line with West Durrington	Education	Tracy Dunn / Lyndsay Irvine	West Sussex County Council
SIP41	Primary and Secondary Schools - review and consultation on changes from the current three tier pattern of provision	Education	Tracy Dunn / Lyndsay Irvine	West Sussex County Council
SIP42	Expansion of primary schools in Worthing and Durrington by 6FE i.e. 48 classbases across all schools	Education	Tracy Dunn / Lyndsay Irvine	West Sussex County Council
SIP43	Worthing Household Waste Recycling Site	Energy	Peter Robinson / Spencer Bryan	WSCC Waste Management
Env1	Air Quality Action Plan	Environmental	Nademm Shad	WBC - Environmental Health
Env2	Teville Stream Restoration Project	Environmental	Catherine McLeod	Environment Agency
EA1	Flood defences	Flood defences	EA and Bryan Curtis (WBC)	WBC and EA
WSIS5	West Sussex Community Flood Prevention Scheme	Flood Defences	Catherine McLeod	Environment Agency
BB1	Play facility in Selden ward - new site and equipment	Green Infrastructure	Clive Bramble / Wendy Bryant	Worthing Borough Council
BB10	Goring - new play area	Green Infrastructure	Clive Bramble	Worthing Borough Council
BB11	Maybridge Keystone Centre - new play area	Green Infrastructure	Clive Bramble	Worthing Borough Council
BB12	Davison High School - Multi Use Games Area (MUGA)	Green Infrastructure	Chris Bradley	Worthing Borough Council
BB13	Durrington Recreation Ground - MUGA and playwall	Green Infrastructure	Clive Bramble	Worthing Borough Council
BB14	Palatine Park - fitness equipment	Green Infrastructure	Clive Bramble	Worthing Borough Council
BB15	The Gallops - trim trail	Green Infrastructure	Clive Bramble	Worthing Borough Council
BB16	Broadwater - new play area	Green Infrastructure	Clive Bramble	Worthing Borough Council
BB17	Brooklands - BMX / Skateboard area	Green Infrastructure	Chris Bradley	Worthing Borough Council
BB2	Homefield Park - play equipment, lighting, pathways, CCTV, restoration of heritage features	Green Infrastructure	Chris Bradley / Lee Billingham	Worthing Borough Council
BB3	Goring Recreation Ground - new equipment	Green Infrastructure	Clive Bramble	Worthing Borough Council
BB4	Kittie's Field - lighting and teen shelter	Green Infrastructure	Clive Bramble	Worthing Borough Council
BB5	Highdown Gardens - visitor centre and new paths	Green Infrastructure	Chris Bradley	Worthing Borough Council
BB6	Promenade - fitness equipment	Green Infrastructure	Chris Bradley	Worthing Borough Council
BB7	Windsor Lawns/The Esplanade - play area	Green Infrastructure	Chris Bradley	Worthing Borough Council
BB8	West Durrington - skate park	Green Infrastructure	Chris Bradley	Worthing Borough Council
BB9	Scooter Park - Homefield/Denton Gdns/Brooklands	Green Infrastructure	Chris Bradley	Worthing Borough Council
CS1	Teville Stream Project	Green Infrastructure	Catherine McLeod	Environment Agency
BB33	Study to investigate HGV movements	Highways	Darryl Hemmings	West Sussex County Council
BB34	Junction Improvement - A259/ Brougham Road	Highways	Darryl Hemmings / Guy Parfect	West Sussex County Council
BB35	Study to consider congestion at level crossings	Highways	Darryl Hemmings / Peter Atkins	West Sussex County Council
BB36	20mph zone schemes	Highways	Darryl Hemmings / Peter Bradley	West Sussex County Council
BB37	School Safety Zones	Highways	Darryl Hemmings / Bill Leath	West Sussex County Council
SIP11	Junction improvement - Grove Lodge Roundabout	Highways	Andrew Oldland	Highways Agency
SIP12	Junction improvement - Offington Corner Roundabout	Highways	Andrew Oldland	Highways Agency
SIP13	Junction improvements - Sompting Road / A27 Upper Brighton Road & Lyons Way	Highways	Andrew Oldland	Highways Agency
SIP14	Junction improvement - Broadwater Road / Newland Road roundabout	Highways	Darryl Hemmings / Guy Parfect / Chris Meeus	West Sussex County Council
SIP15	Junction improvement - Broadwater Road / Chapel Road / Teville Road roundabout	Highways	Darryl Hemmings / Guy Parfect / Chris Meeus	West Sussex County Council
SIP16	Junction improvement - Chapel Road / North Street roundabout	Highways	Darryl Hemmings / Guy Parfect / Chris Meeus	West Sussex County Council
SIP17	Junction improvement - High Street / North Street / Lyndhurst Road roundabout	Highways	Darryl Hemmings / Guy Parfect / Chris Meeus	West Sussex County Council
SIP18	Junction improvement - High Street / Union Place roundabout	Highways	Darryl Hemmings / Guy Parfect / Chris Meeus	West Sussex County Council
SIP19	Junction improvement - Chapel Road / Richmond Road	Highways	Darryl Hemmings / Guy Parfect / Chris Meeus	West Sussex County Council
SIP20	Junction improvement - Littlehampton Road / Titnore Lane / Goring Street roundabout	Highways	Darryl Hemmings / Guy Parfect / Chris Meeus	West Sussex County Council
SIP21	Junction improvement - Littlehampton Road / Yeoman Road / Palatine Road roundabout	Highways	Darryl Hemmings / Guy Parfect / Chris Meeus	West Sussex County Council
SIP22	Junction improvement - Rectory Road / Offington Lane / Poulters Lane / Littlehampton Road	Highways	Darryl Hemmings / Guy Parfect / Chris Meeus	West Sussex County Council
SIP23	Junction improvement - The Boulevard / Shaftesbury Avenue / The Strand / Bolsover Road	Highways	Darryl Hemmings / Guy Parfect / Chris Meeus	West Sussex County Council
SIP24	Junction improvement - Teville Road / Railway Approach	Highways	Darryl Hemmings / Guy Parfect / Chris Meeus	West Sussex County Council
SIP25	Junction improvement - Dominion Rd / Dominion Way / Meredith Rd	Highways	Darryl Hemmings / Guy Parfect / Chris Meeus	West Sussex County Council
SIP26	Junction improvement - Ham Road / Brougham Road / Lyndhurst Road	Highways	Darryl Hemmings / Guy Parfect / Chris Meeus	West Sussex County Council
SIP27	Junction improvement - Brighton Road / Ham Road	Highways	Darryl Hemmings / Guy Parfect / Chris Meeus	West Sussex County Council
SIP28	Junction improvement - Broadwater Rd / Sompting Ave / Carnegie Rd	Highways	Darryl Hemmings / Guy Parfect / Chris Meeus	West Sussex County Council
SIP29	Junction improvement - A2032 / Broadwater Street West	Highways	Darryl Hemmings / Guy Parfect / Chris Meeus	West Sussex County Council
SIP30	Junction improvement - Augusta Place onto Marine Parade	Highways	Darryl Hemmings / Guy Parfect / Chris Meeus	West Sussex County Council
SIP31	Junction improvement - Library Place onto Marine Parade	Highways	Darryl Hemmings / Guy Parfect / Chris Meeus	West Sussex County Council
SIP32	Junction improvement - Northbrook College	Highways	Darryl Hemmings / Guy Parfect / Chris Meeus	West Sussex County Council
SIP33	Junction improvement - A259 Mill Rd / Grand Avenue	Highways	Darryl Hemmings / Guy Parfect / Chris Meeus	West Sussex County Council
SIP34	Junction improvement - A259 Goring Rd / Shaftesbury Avenue	Highways	Darryl Hemmings / Guy Parfect / Chris Meeus	West Sussex County Council
SIP35	Junction improvement - Ardsheal Road / Broadwater Street	Highways	Darryl Hemmings / Guy Parfect / Chris Meeus	West Sussex County Council
BB18	Museum - refurbishment or relocation	Leisure	Diana Peek	Worthing Borough Council
BB19	New Museum Education Officer (per annum figure)	Leisure	Diana Peek	Worthing Borough Council
BB20	Small scale capital works to education room	Leisure	Diana Peek	Worthing Borough Council
BB21	Refurbishment of Toy/History of childhood gallery	Leisure	Diana Peek	Worthing Borough Council
BB22	Field Place or other area near American Golf	Leisure	Duncan Anderson	Worthing Borough Council
BB23	Worthing Leisure Centre - convert Astro turf into Soccer Centre	Leisure	Duncan Anderson	Worthing Borough Council
BB24	Worthing Leisure Centre refurbishment	Leisure	Duncan Anderson	Worthing Borough Council
BB25	Worthing Theatres - refurbishment	Leisure	Andrew Gardiner / Peter Bailey	Worthing Borough Council
BB26	Theatre Incoming generating schemes	Leisure	Andrew Gardiner / Peter Bailey	Worthing Borough Council
SIP44	New library - development at West Durrington	Leisure	Lesley Sim / Karen Wallace	WSCC Libraries
BB38	Pedestrian and street scene improvements	Transport	Lesley Heath	West Sussex County Council
BB39	Community Transport	Transport	Anne Jones (WBC) / David Crockford (WSCC)	WSCC & WBC
BB40	West Worthing Cycle Route	Transport	Bryan Curtis / Guy Parfect	WSCC & WBC
SIP10	Park and Ride - West Durrington	Transport	Darryl Hemmings / Guy Parfect / Chris Meeus	West Sussex County Council
SIP2	Cycle route - Durrington to East Worthing	Transport	Bryan Curtis / Guy Parfect	WSCC & WBC
SIP3	Cycle route - Durrington to Broadwater	Transport	Bryan Curtis / Guy Parfect	WSCC & WBC
SIP4	Cycle route - Goring to Durrington	Transport	Bryan Curtis / Guy Parfect	WSCC & WBC
SIP5	Cycle route - Town Centre to East Worthing	Transport	Bryan Curtis / Guy Parfect	WSCC & WBC
SIP6	Cycle route - Goring Seafont	Transport	Bryan Curtis (WBC) / Guy Parfect (WSCC)	West Sussex County Council High
SIP7	Bus priority - A259 Goring Road between Shaftesbury Avenue and George V Avenue	Transport	Darryl Hemmings / Guy Parfect / Chris Meeus	West Sussex County Council
SIP8	Bus service - Durrington to/from Worthing; Enhanced bus service frequency	Transport	Darryl Hemmings / Guy Parfect / Chris Meeus	West Sussex County Council
WSIS1	Superfast Broadband Rollout (Countywide)	Utilities	Cathy Weston	WSCC
Health 1	Provision of new GP Surgeries to meet future healthcare needs	Healthcare	Mike Pritchard	NHS Sussex



Appendix C – Consultation Contacts

Worthing BC - CIL Consultation Contact List

West Sussex
Adrian.Murphy@westsussex.gov.uk
Bill.Leath@westsussex.gov.uk
Cathy.Weston@westsussex.gov.uk
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Lesley.Heath@westsussex.gov.uk
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wendy.bryant@adur-worthing.gov.uk

NHS
Mike.Pritchard@nhs.net

HA
Elizabeth.Cleaver@highways.gsi.gov.uk
Peter.Phillips@highways.gsi.gov.uk

EA
cmcleod@environment-agency.gov.uk

Police
warren.franklin@sussex.pnn.police.uk

 = No longer in this role (covered by Lee Billingham & Clive Bramble)



Appendix D – First Consultation Feedback

Feedback Received from:
The Environment Agency

Alistair Gregory (Technical Director)
WYG
Executive Park
Avalon Way
Anstey
Leicester
LE7 7GR

Our ref: SX/2006/000250/OR-
01/IS1-L01
Your ref:

Date: 29 November 2012

Dear Alistair

Community Infrastructure Levy (CIL) – Infrastructure Evidence

Thank you for consulting the Environment Agency on the above consultation. We appreciate the opportunity to be involved in the preparation of a CIL for Worthing Borough Council.

We have set out the information for those schemes that are shown to fall under our responsibility below:

Env2 and CS1 Teville Stream Restoration Project

1) *Is the infrastructure scheme required to support development/growth?*

The Teville Restoration supports development/growth by maximising the community's utilisation of a stream which is an intrinsic element of the town's drainage system. It couples delivering ecological enhancements to meet legislative requirements (WFD) with improving the accessibility of the community to their natural surroundings and providing green infrastructure. It also works towards delivering WFD objectives and deliver policy aspirations outlined in the core strategy.

2) *Estimated total scheme cost and a basic breakdown of what this includes.*

The project can be easily separated into two sites:

- **Deacon Way Culvert Bypass: A full stream restoration**

The stream restoration is estimated at approximately £700,000 and is a WFD funded project which will be completed in 2013 by the Environment Agency in partnership with Adur and Worthing Borough Council.

The project will restore the channel, incorporating natural wetland systems to treat the high level of sediments entering the system from urban runoff. It includes the creation of 800m of new channel and reedbed system.

The long-term aspiration for this site is to link the new stream with the adjacent SNCI Cokeham Reedbed, improving public access and enabling the area to be utilised as green space.

- **Brooklands Lake**

The lake is currently utilised as a public amenity area with an associated Leisure Park. The long term sustainability of the Lake is dependant on the management. Presently the lake is silting up. It contains 10,000m³ of silt which is considered hazardous due to the concentration of contaminants.

Options for future management have been considered within the current study with dredging costed at around £1million. However the study identified a range of options which also included recreating a more natural brackish habitat for the local community to utilise as a nature area at significantly less cost.

Costs for Brooklands Lake options

	Cash Construction Cost 1 year
Dredge Lake (one-off works)	1,356,000
Recreation into a Saline / Brackish intertidal habitats.	341,000

- 3) *Proportion of the total scheme cost required to support growth.*
This scheme will deliver environmental improvements therefore we do not consider that it would fall within the category of addressing existing shortfalls/problems or the maintenance of existing assets.
However we are unsure how you would cost the recreational benefit in relation to required infrastructure growth.
- 4) *Available evidence justifying the need for the infrastructure scheme*
The Environment Agency, as part of the Teville Stream Restoration Project, in partnership with Adur and Worthing Councils has carried out a feasibility study, investigating how we can deliver biodiversity improvements in this area. This work has been carried out and is in accordance with delivering the Water Framework Directive (WFD) objectives for the watercourse. Under WFD the Teville Stream is classified as in a 'Bad' ecological status with an objective of reaching Good Ecological Potential by 2015.
 - The South East River Basin Management Plan due to the legislative requirements of the Water Framework Directive (WFD)
 - East Worthing FAS, Teville Stream Restoration, Options Appraisal Report – Part Two.
- 5) *The timescale and priority for delivery of the infrastructure scheme.*
The Deacon Way Stream Restoration is planned for March / April 2013. The works at Brooklands Lake currently have no timescale for delivery.
From a WFD perspective the Teville is currently classified in BAD ecological status. The stream restoration will deliver ecological benefits which improve this status to moderate ecological potential. The works at Brooklands Lake are required to return the Teville to good ecological potential.
If further options are not considered for Brooklands, the lake will continue to silt up and will not be able to be retained as a Lake, its use a recreational amenity will then be at risk and it will be unable to provide recreational space to support future growth in the local area.
- 6) *Confirmation of any known/anticipated funding.*
As stated above the stream restoration costing approximately £700,000 has been fully funded by Defra WFD money.
Funding options for either of the options for Brooklands Lake have not yet been properly investigated at this stage. There is no Defra WFD money available at present for this scheme.

EA1 Flood Defences

We don't hold any information relating to what specific schemes this refers to.

WSIS5 West Sussex Community Flood Prevention Scheme

This scheme should be assigned to WSCC.

We would also advise that there should be something about actions that emerge from the Worthing Surface Water Management Plan. We recommend this should be assigned to either WBC or WSCC.

I hope the above is helpful to you in refining the list of potentially eligible scheme. If you have any queries or require any further information please contact me.

Yours sincerely

Catherine McLeod
Senior Planning Advisor
Environment Agency

Direct dial 01903 703858

Direct e-mail PlanningSSD@environment-agency.gov.uk

Feedback Received from:

The Highways Agency

alistair.gregory

From: Cleaver, Elizabeth [Elizabeth.Cleaver@highways.gsi.gov.uk]
Sent: 05 December 2012 15:05
To: alistair.gregory
Subject: RE: Worthing BC - CIL Infrastructure Consultation

Dear Alistair

thank you for your email to Andrew Oldland. Please could you update your contacts to show Peter Phillips and myself? Peter's email address is Peter.Phillips@highways.gsi.gov.uk, phone 01306 878497.

You asked for an update on the status of the Pinch Point Elimination Schemes. No funding has been secured for Grove Lodge, Offington or Lyons Farm junctions.

In terms of likely cost to deliver more comprehensive works, we are not developing any schemes to base a cost on. Unfortunately we do not currently have a funding stream to undertake a study to develop schemes. We would of course be happy to work with Worthing BC if they wish to develop options.

In terms of the questions in Worthing's letter:

4) Available evidence - DASTS Study and Worthing Congestion Study. We can you the Worthing Congestion Study on a CD.

Kind regards,

Elizabeth Cleaver, Assistant Asset Manager

Highways Agency | Federated House | London Road | Dorking | RH4 1SZ

Tel: +44 (0) 1306 878605

Web: <http://www.highways.gov.uk>

GTN: 3904 8605

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Highways Agency, an executive agency of the Department for Transport.

From: alistair.gregory [mailto:alistair.gregory@wyg.com]

Sent: 06 November 2012 12:56

To: Oldland, Andrew

Cc: Ian Moody

Subject: Worthing BC - CIL Infrastructure Consultation

Dear Andrew,

RE: WORTHING BC – CIL INFRASTRUCTURE CONSULTATION

As you'll be aware Worthing Borough Council is planning to introduce a Community Infrastructure Levy (CIL) and is currently compiling a list of infrastructure schemes that could be eligible for future CIL funding. WYG is helping the Council to compile this list and we would be grateful if you could assist by answering the queries in the attached consultation letter, a hard copy of which has also been posted to you.

I understand that you've already had some correspondence with Ian Moody on this issue and that you've already provided some useful information on infrastructure improvements to the Trunk Road network. In your letter of 3rd August you mentioned that 'Pinch Point Elimination' schemes are planned at the Grove Lodge, Offington and Lyons

Farm junctions. Are you able to provide an update on the current status of these schemes and whether funding has been secured? You also mentioned that these planned improvements should only be considered as interim improvements and that further, more comprehensive, developer funded works are likely to be required to accommodate planned future housing and employment growth within the Borough. Would it be possible to provide your best estimate of the likely cost to deliver these more comprehensive improvements (plus answers to the other questions in the attached consultation letter) as these works may well qualify for future CIL funding?

Hopefully the contents of the attached letter should be self-explanatory. However, if there are any queries please do not hesitate to contact me. I've also attached an Excel version of the infrastructure list in case this will assist you with your response.

Regards

Alistair Gregory
Technical Director

WYG TRANSPORT PLANNING

Executive Park, Avalon Way, Anstey, Leicester, LE7 7GR

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 - Winner British Expertise International Awards - Consultancy Project of the Year 2011**
 - Winner RoSPA Occupational Health and Safety Gold Medal Award 2011**
 - Winner National Recycling Awards - Local Authority Target Success 2011**
 - Winner RICS Northern Ireland Awards - Project of the Year & Community Benefit 2011**
 - Winner Construction Excellence in the North East Awards (CENE) - Integration & Collaborative Working Award 2011**



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Feedback Received from:

The NHS

Ian Moody Esq.,
Principal Planning Officer
Worthing Borough Council

Via E-Mail

Strategic Estates
West Area Office
44-45 West Street
Chichester
West Sussex
PO19 1RP

Tel: 01243 815378
07990 848906

e-mail: Mike.Pritchard@nhs.net
28th November 2012

Dear Ian

Community Infrastructure Levy (CIL) - Infrastructure Evidence

Thank you for your letter date 5th November 2012 regarding the formulation of Worthing Borough Council's CIL which is due to be established in 2014.

I would be pleased if you will kindly incorporate my letter of 30th July 2012 and attachments as part of your evidence gathering exercise as it was designed to identify what NHS Sussex and its successor Clinical Commissioning Group (CCG) Coastal West Sussex, considered to be "qualifying" housing developments for CIL purposes and a pro rata proposed requisite developer financial contribution for healthcare infrastructure improvements.

Perhaps you will also kindly share this with your consultants WYG.

We are familiar with Regulation 122 of the CIL Regulations 2010 and the three tests. These we understand are that the obligation is necessary to make the proposed development acceptable in planning terms, is directly related to the development, and is fairly and reasonably related to it in scale and kind. These tests of course are the defining yardstick for present Section 106 applications, and we use a formula for healthcare contributions based on occupancy levels, types of houses and costs of healthcare infrastructure improvements on a proportional basis.

This formula, for calculation has been approved as robust by Alastair Johnson, the senior District Valuer for the South East, and was tested when we gave evidence personally at a Planning Appeal in November 2011 in Arun District relating to a development at Yapton. In this respect, our Section 106 which had been refuted by developers was upheld in its entirety by the Planning Inspector.

NHS Sussex represents the following primary care trusts:

NHS East Sussex Downs and Weald
NHS West Sussex

NHS Hastings and Rother
NHS Brighton and Hove

Accordingly, the formula applies equally to CIL as it does with Section 106 and has already been applied on an interim basis by Mid Sussex District Council for their future developments around Burgess Hill.

The Department of Health – Health Building Manual (HBN-00-08) specifically directs NHS Trusts that they should consult with their local planning authority to seek financial contributions for healthcare facilities as a consequence of a new development and a relevant extract from Section 2.70 states “ NHS organisations should seek to require developers to provide facilities or pay monies for the provision of local healthcare services (where a new development affects local healthcare needs) **so that existing healthcare needs are no overburdened**”.

We recognise that the CIL (and Sec 106) must not be a means to take remedial action to address existing shortfalls but it is indisputable that an increase in patient population in any area will put added pressure on all organisations providing healthcare (and which the PCT commissions) in the locality. The largest impact is arguably on General Practice and Primary Care Services due to their place as gatekeeper to community services and the wider healthcare system.

Worthing GP practices have seen a steady increase in patients over the recent years and many are at, above or near capacity already. Indeed, a number are operating from, less than ideal properties with some doing an excellent job servicing healthcare from converted Victorian houses e.g. Selden Medical Practice. These buildings may give little scope for expansion or enabling additional services, which the new Health and Social Care Act wants to see delivered in the community (i.e. in a Primary Care setting “Closer to Home”) services, which hitherto, have been seen in a Secondary Care (or hospital environment).

Our process and application is based on the need to focus on healthcare infrastructure improvements in the area where new residents will access services, such that the new population will not detriment access and capacity enjoyed by existing patients and that access to local health services might suffer deterioration as a result.

The new Clinical Commissioning Group (CCG) is undertaking a Strategic Review in its catchment area to identify priority schemes and taking into account the planned for housing numbers as part of the council’s core strategy for Worthing. This, with the intention of deciding where current premises can be improved, to cope with the expected increase in residents/patients or moreover, where the imperative will be for new replacement GP/Health Centre buildings where deemed appropriate.

Much will depend on availability of public sector capital and therefore it will be important that CIL developer contributions are received to mollify and meet the needs arising directly from the proposed developments.

NHS Sussex represents the following primary care trusts:

NHS East Sussex Downs and Weald
NHS West Sussex

NHS Hastings and Rother
NHS Brighton and Hove

A slide from a recent CCG presentation is attached which gives an insight “at a glance” into the present capacity issues of Worthing practices in comparison with other parts of the CCG catchment area.



Worthing capacity
issues comparison.pdf

You will recall from our letter dated 30th July 2012 that we considered the town’s GP practices and Health Centres and their present capacity issues to create an interim CIL calculation for healthcare infrastructure improvements, initially as a guide, and this can be reworked once the style and individual development numbers are known.

Therefore, the CIL figure would apply to healthcare improvements which relate to the developments in question and would be fair and reasonable in scale and kind to the development and assessed in a transparent manner.

It is no longer viable to have a small GP practice on each new housing estate as seen in many areas back in the 1980s and therefore buildings in strategic areas covering a wider catchment area, yet be accessible, will be seen in the future.

Without developer contributions the council would recognise that infrastructure improvements would have to come entirely from the “public purse” and with current challenging reduced public sector budgets this might be a “major drag factor” to slow up these medical improvements which will be much needed to cope with up to 6,600 new residents/patients emanating from these new housing developments.

In essence we are looking for fair and reasonable developer contributions for healthcare infrastructure improvements and need to be part of Worthing Borough Council’s plans in establishing their CIL as a Charging Authority.

Yours sincerely,

M.W.Pritchard
Business Support Manager

NHS Sussex represents the following primary care trusts:

NHS East Sussex Downs and Weald
NHS West Sussex

NHS Hastings and Rother
NHS Brighton and Hove

Feedback Received from:

Sussex Police

alistair.gregory

From: Warren.Franklin@sussex.pnn.police.uk
Sent: 17 December 2012 16:12
To: alistair.gregory
Subject: CIL Letter to Worthing - Template.doc
Attachments: CIL Letter to Worthing - Template.doc; Future Workplace Strategy; v0.2 Centenary House User requirement.doc

Alistair, attached is the first police response for CIL consultation. There are not detailed costings yet as the plans for Centenary House are being prepared and these plans may change due to confirmed development activity within the Borough. If you require anything else from me at this time, please contact me. Regards, Warren

-----**Subject:** CIL Letter to Worthing - Template.doc

<<CIL Letter to Worthing - Template.doc>> <<Future Workplace Strategy>> <<v0.2 Centenary House User requirement.doc>>

Warren Franklin
Chief Inspector
Prevent Manager and Lead for Neighbourhood Policing
Communications Department
Police Headquarters I
Arundel Block I Church Lane I Lewes I East Sussex I BN7 2DZ
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Representations on behalf of Sussex Police in respect of the Worthing Community Infrastructure Levy – Preliminary Draft Charging Schedule 2012 – Consultation.

I would be pleased if you will kindly incorporate my response and attachments as part of your evidence gathering exercise as it was designed to identify what Sussex Police and Sussex Custody considered to be "qualifying" housing developments for CIL purposes and a pro rata proposed requisite developer financial contribution for Police infrastructure improvements. As a note the Police will be commissioning NHS Sussex/South East for the provision of Healthcare in all Custody suites from April 2014 as dictated in policy in new Government guidance.

West Sussex County Council current population growth projections identify Worthing Borough will experience an increase of around 5,000 people between 2012 and 2026. Policing is a population based service and therefore this proposed uplift in population would inevitably place demands on existing policing services. Provision of new Infrastructure to meet the additional demands placed upon policing services generated as a direct result of this projected increase in population and associated planned developments within Worthing Borough Council area will be required in order to maintain effective and efficient policing services to the residents of Worthing Borough and the rest of the County.

Sussex Police has assessed the proposed developments within the Worthing Borough Council area between now and 2026 and is concerned the developments and population growth associated with them would increase demands on policing resulting in a need for additional police infrastructure. Accordingly, Sussex Police advises that we will apply for CIL contributions to mitigate the aforesaid impact if the current low crime rates are to be maintained.

Much will depend on availability of public sector capital and therefore it will be important that CIL developer contributions are received to mollify and meet the needs arising directly from the proposed developments. You will appreciate that the planned houses are not yet built, that will form part of the CIL, so there are no current specific costed plans until we know that the new resident/expected increase exist –or until we are reasonably sure they will. It is then they will be worked up. I have attached a copy of the National agreed formula, that is being applied by other forces.

In essence we are looking for fair and reasonable developer contributions for Policing infrastructure improvements and bearing in mind our future commissioning of Health services. Sussex Police needs to be part of Worthing Borough Council's plans in establishing CIL as a Charging Authority.

Sussex Police is responsible for delivering services to address community safety, tackle the fear of crime and seek to achieve a reduction in crime in Sussex. However, the delivery of growth and planned new development in the Worthing Borough Council area would impose additional pressure on the Sussex Police existing infrastructure base, which is critical to the delivery of effective policing and securing safe and sustainable communities. In the context of the prevailing planning policies and on the basis that the development proposals would impact on the ability of the Police to deliver an effective and efficient service, it is reasonable, having regard to the tests in Circular 05/05 and CIL Regulation 122 that developers contribute towards mitigating these impacts via the Community Infrastructure Levy.

Given the quantum of the total development proposed within the Worthing Borough Council area and the associated estimated increase in population, there would be additional demand placed on existing police resources owing to a requirement to patrol the developments and the surrounding areas on a regular basis. This would require the provision of additional staff to patrol the new developments and the surrounding areas in order to provide a visible policing presence to deter crime and anti-social behaviour and to respond to and investigate incidents and reported crime.

The absence of funding would result in the already reduced fleet of police cars having to be used so that extra patrols could be undertaken in the vicinity of developments and to ensure that officers patrolling the proposed developments have sufficient flexibility to return to base. This potentially impacts on staff safety and Sussex Police's ability to respond effectively to incidents.

In addition to the above, Sussex Police has a 'Policing Plan' which sets out existing policing resources and seeks to ensure the provision of appropriate levels of policing in the Worthing. The plan was prepared after the Comprehensive Spending Review and it is therefore up-to-date.

Within the legislative context Sussex Police believes the following is relevant to its application for additional infrastructure funding via CIL:

COMPLIANCE WITH CIRCULAR 05/05 AND CIL REGULATION 122

Having regard to Circular 05/05 and CIL Regulation 122 of the CIL Regulations (as amended in 2011) the following paragraphs set out how the required policing contributions are necessary to mitigate the impact of the development on the police service and fully accord with the criteria set out in both the Circular and the CIL Regulation:

Necessary to Make the Proposed Development Acceptable in Planning Terms (Circular 05/05 and CIL Regulation 122)

The creation of safe, healthy and attractive places to live is fundamental to planning for sustainable development as acknowledged in National Planning Policy in the form of Planning Policy Statement 1: Delivering Sustainable Development (PPS1). The Police play a key role in helping to deliver sustainable communities and are recognised nationally as key stakeholders in providing social infrastructure needed to support development (Para. 4.29, Planning Policy Statement 12: Local Spatial Planning).

The Police Service is a population-based service and where there is an increase in population research has shown that there is an accompanying increase in levels of crime and disorder. Development proposals that include this within Worthing Borough will result in a population increase for the Worthing Borough area of approximately 5000 people. This level of population increase will generate corresponding increased demand for policing at the sites and surroundings. The total proposed developments within the Worthing Borough Council administrative area will require an additional police officers, police staff and staff accommodation; and custody accommodation to mitigate the additional pressure that will be placed on the existing policing services and infrastructure as a direct result of the proposed developments. The total planning contribution requested for each development would be pro rata to the total level of planning contributions that are required for all the proposed developments within Worthing Borough thereby being proportionate to the type and size of the development.

There is no existing funding source for the police service to support this required growth in infrastructure from central or local taxation. The police service does not receive sufficient Central Capital funding for new growth related development. The funding allocated to previously to Police Authorities and now Police Crime Commissioners via Home Office grants, The Council Tax precept and other specific limited grants is generally insufficient to fund requests for capital expenditure whilst there is a time lag associated with the Police receiving operational funding.

Therefore without the receipt of proportionate contributions from new developments towards addressing the greater demands from policing generated by the proposed developments, staff would need to be redeployed from another area of the Division or County (thereby reducing the

level of policing elsewhere). Furthermore vehicles would have to be removed from the already depleted Police Fleet elsewhere in the County.

Secondly, Officer Safety would be put at risk as they would have limited communication equipment as Sussex Police would not be funded for such new equipment and policing resources would be more thinly deployed. This may also impair responses to incident reports.

Therefore, without CIL contributions towards police infrastructure it is likely that policing will be adversely impacted upon and the creation of safe communities jeopardised. This would be directly at odds with the key planning objective to provide safe, sustainable communities.

The provision of adequate police infrastructure commensurate with the scale of population is necessary to support community safety and to manage crime and the fear of crime to achieve sustainable communities.

DIRECTLY RELATED TO THE PROPOSED DEVELOPMENT (CIRCULAR 05/05 AND CIL 122)

There is a functional link between the proposed developments and the contributions being sought as the costs associated with providing additional policing infrastructure would not be incurred without the impact of the developments.

Secondly, the fact that funding for the additional infrastructure is requested by Sussex Police illustrates the link between the proposed developments and the contributions being sought.

There is evidence that an increase in population arising from new developments would result in an increase in incidents of crime and disorder, which would impose greater pressures on the existing police service. In addition, new development inevitably creates targets for crime which requires a visible police presence to reduce the perception of crime and respond effectively to incidents of crime.

Put in simple terms, if there was no development there would be no need for additional police resources/infrastructure and a resultant contribution. The guiding principle is that where a development proposal gives rise to an increase in population it will be necessary to increase the number of police officers and support staff policing the population to ensure the level of service is maintained. Additional accommodation, vehicles and other ancillary facilities would be required to be delivered to meet the needs of the expanded staffing. As previously explained, there is no existing funding source to support this from central or local taxation.

FAIRLY AND REASONABLY RELATED IN SCALE AND KIND TO THE PROPOSED DEVELOPMENT (CIRCULAR 05/05 AND CIL REGULATIONS 122)

The scale of the proposed developments means that there is limited existing policing infrastructure to cater for the increased demand for policing generated by them. As outlined above, there would be a considerable **population increase** across the Borough. This would impair policing services in the Borough if the necessary policing infrastructure were not provided.

The requirement for additional policing resources to patrol the developments has been identified as a key mitigation measure owing to the potential adverse impact arising from the proposed developments without the provision of additional policing infrastructure.

REASONABLE IN ALL OTHER RESPECTS (CIRCULAR 05/05)

The financial contribution sought is not to resolve existing deficiencies in Police infrastructure provision nor does Sussex Police seek to provide a higher level of service. The impact of the development on the capacity of the Sussex Police to provide an efficient and effective service in the context of the Government's agenda for the delivery of safe communities is a material planning consideration and the contributions/infrastructure sought are proportionate to that impact. The requirement for CIL to deliver a financial contribution is therefore reasonable in all respects.

The existing Sussex Police estate is insufficient to accommodate the new staff. Sussex Police seeks funding for the required growth in staffing, accommodation (staff and Custody provision), staff 'start up' costs which covers such items as:

- Uniform and Protective Equipment (personal issue);
- Patrol Vehicles;
- Recruitment costs;
- Probationer Constable and staff induction training;
- IT equipment (including personal issue mobile communication systems);
- Furniture;

and staff funding for three years which is not covered by Government grants/funding nor Precept receipts.

Within the policy context Sussex Police is entitled to seek such CIL contributions:

The National Planning Policy Framework (NPPF):

Under 'Achieving Sustainable Development' the NPPF states: *There are three dimensions to sustainable development: economic, social and environmental. These dimensions give rise to the need for the planning system to perform a number of roles:*

- *an economic role ...*
- *a social role – supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community needs and support its health, social and cultural well-being; and*
- *an environmental roles ...*

The NPPF goes on to advise: *'These roles should not be undertaken in isolation, because they are mutually dependent.'* It further adds: *'Therefore, to achieve sustainable development, economic, social and environmental gains should be sought jointly and simultaneously through the planning system.'*

Under 'Requiring Good Design' states: *'Planning policies and decisions should aim to ensure developments:*

- *create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion;'*

Under 'Promoting Healthy Communities' states: *'Planning policies and decisions, in turn, should aim to achieve places which promote:*

- *safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion; and...'*

The twelfth of the 'Core Planning Principles' states: *'take account of and support local strategies to improve health, social and cultural wellbeing for all, and deliver sufficient community and cultural facilities and services to meet local need.'*

The NPPF 'Plan-Making' section states: *Local planning authorities should set out the **strategic priorities** for the area in the Local Plan. This should include strategic policies to deliver:*

- *the provision of health, security, community and cultural infrastructure and other local facilities; and ...'*

The Government definition of sustainable communities describes them as safe and inclusive. Sustainable communities are expected to offer a **"clean, safe environment"** with **"low levels of crime, drugs and antisocial behaviour with visible, effective and community-friendly policing."**

PPS1 makes clear that the promotion of communities that are inclusive, healthy, safe and crime free is a key tenet of Government planning policy, and is therefore a material consideration in the determination of planning applications. PPS1 requires Local Authorities to take account of the provision of essential infrastructure in bringing forward land for development (paragraph 2.7).

The Police are recognised nationally as key stakeholders in determining the type and quantum of social infrastructure needed to support development (PPS12 paragraph 4.29).

With specific regard to the CIL Regulations (2011), the Department of Communities and Local Government published guidance (*'The Community Infrastructure Levy: An overview'* November 2010) on the implementation of the Levy to be read in conjunction with the CIL Regulations. It should be noted that this document identifies policing infrastructure as a legitimate element of infrastructure that can be funded by developer contributions via the Community Infrastructure Levy:

*"The Planning Act 2008 provides a wide definition of the infrastructure which can be funded by the levy, including transport, flood defences, schools, hospitals, and other health and social care facilities. This definition allows the levy to be used to fund a very broad range of facilities such as play areas, parks and green spaces, cultural and sports facilities, district heating schemes and **police stations** and other **community safety facilities**."* (Para. 11, Department of Communities and Local Government, November 2010)

Policy CS21 further states: *'To ensure that community needs for services are provided in an appropriate location and in a timely and effective way, the Council will:*

- a) Require that community services are provided as part of major development proposals, where provision is needed to meet the generated demand;*
- e) Work in partnership with West Sussex County Council, the Health Authority and other delivery partners to ensure that new development makes an appropriate contribution towards land and facilities based on the need generated by the development.'*

Policy CS26 adds: *'In order to ensure adequate and appropriate infrastructure is provided in a timely way the Council will:*

- a) Work in partnership with public sector providers, utility companies and developers to facilitate the delivery of high quality infrastructure that is commensurate with the scale and needs of the Borough's communities.'*

Policy CS26 directs readers to Paragraph 4.24 for the definition of 'Appropriate Infrastructure' which states: *'Creation of stable communities is dependent on the availability of good quality schools, health facilities, sports and recreation facilities, spaces for groups to meet and other services which can be conveniently accessed. Worthing's growing population and future changing age profile will generate requirements for a comprehensive range of local community services (Community services includes schools and other learning, health facilities, faith and meeting spaces, youth services, libraries, adult social services, indoor and outdoor sports and recreation facilities, **emergency services** and judicial courts). ...'*

Sussex Police has an old facility; Centenary House which is shared with West Sussex County Council. This facility is in need of total either total refurbishment or complete redaction of officers/staff from those premises to another facility more suited to current needs and modern policing and patrol requirements. The Custody facility is a newer building and is a PFI partnership funded model. There is a direct cost implication for higher levels of detainees and the ancillary costs associated with any increase and provision of services. (Please see Attachments)

The information provided above justifies the Sussex Police request for inclusion in CIL for contributions and if it were not so included advises it would object to any Community Infrastructure Levy Charging Schedule produced.

If it is believed Sussex Police can be of further assistance or should WBC wish to discuss the matters raised please do not hesitate to contact me.

Regards, Warren

Warren Franklin
Chief Inspector
Prevent Manager and Lead for Neighbourhood Policing
Communications Department
Police Headquarters I
Arundel Block I Church Lane I Lewes I East Sussex I BN7 2DZ

Telephone 0845 60 70 999 Ext. 40163 Mobile. 07990 533 519
www.sussex.police.uk

Sussex Police – Serving Sussex

Serving Sussex 2015

Future

Workplace

Strategy



Sussex Police
Serving Sussex

www.sussex.police.uk

Serving Sussex 2015 Future Workplace Strategy

We are policing in a dynamic, fast changing environment where, rightly, public expectations of our service are high. Crime patterns are changing, technology is developing rapidly, changing how we do things and how we communicate. These changes are taking place at a time when we are facing unprecedented financial constraints. Now more than ever before we need to use our available resources as efficiently as possible and in different innovative ways to achieve the best value possible.

Our response to this dynamic and fast changing environment is the Serving Sussex 2015 vision and strategy which aims to fundamentally change and improve the way we provide services with a reduced budget.

The Serving Sussex 2015 Future Workplace Strategy sets out our vision for the workplace of Sussex Police in 2015 and beyond and how this will be achieved.

The strategy has three main themes which will remain constant. The key aim being to improve front line policing services and the working environment while significantly reducing estate costs.

The Future Workplace Strategy will not only involve physical changes to our offices, police stations and other buildings, but will enable us all to make changes to the way we work ensuring greater efficiency and helping us to provide the best service to the public.

The strategy will be updated annually to reflect changing requirements and refreshed plans for how we will achieve the new ways of working.

The strategy provides an overarching framework for all estate plans and links to the Serving Sussex Future Workforce Strategy and Mobile Data Strategy. Together with these strategies the Future Workplace Strategy aims to improve how and where we work and the service we provide to the public.

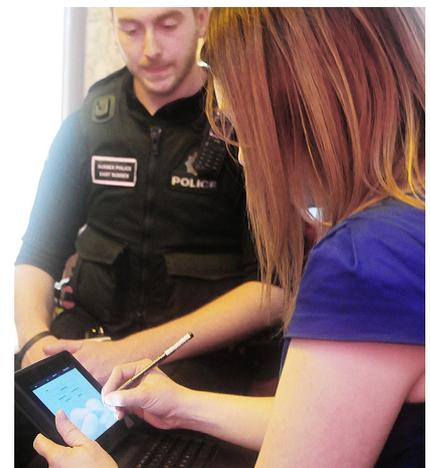


Mark Baker
Director of Finance
May 2012



A number of trends and factors have shaped this strategy:

- We are fundamentally redesigning how we deliver our services to become more customer orientated, modern and cost effective
- We are developing joint and shared services with other police forces, local partners and private providers
- We know that fast time and flexible availability of staff and skills is critical to effective policing
- Our current estate and the way we work in our buildings reflects what has been needed historically, rather than anticipating what will be needed in the future
- We are moving to more flexible, mobile and technologically enabled workplaces and working practices
- We know that our buildings and how we use them need to match the evolving demands on the service
- We know that a good working environment contributes to improving our effectiveness, efficiency and productivity
- We will ensure that all staff will be encouraged to contribute their ideas and experience to develop plans and bring about the changes to improve our working environment
- We need to save £50m by 2015. Reducing the running costs for our buildings and improving our efficiency can all contribute to achieving these savings
- We want our Sussex Police values to underpin everything we do and to ensure our actions match our words



Workforce involvement with workplace changes



We know our workforce want:

- A good environment in which to work
- To have more say and contribute their ideas
- More discretion and autonomy in how they do their jobs
- A good work/life balance and more flexibility on when and where they work

There are three overarching themes for this strategy

1. Ensuring we have the optimum mix of buildings in the right locations, including co-location with partners, to deliver the best service possible for our customers whilst being sustainable and flexible to meet future demand.
2. Modernising the way we work by introducing agile working, enabling our staff to work more flexibly by not necessarily being tied to one location, using new

and existing technology effectively and making the most efficient use of our workspace.

3. Providing a modernised working environment for our workforce and partners, which promotes positive open and trusting relationships, supports creativity, innovation and more flexible working, increases productivity, and makes us a more attractive employer.

1. Ensuring the optimum estate for future needs

Ensuring we have the optimum mix of buildings in the right locations, including co-location with partners, to deliver the best service possible for our customers whilst being sustainable and flexible to meet future demands.

Desired outcomes:

- We maintain or improve operational performance by ensuring the right resources are in the right place to meet operational demands and the needs of our customers
- We increase the variety, accessibility and flexibility of public contact points to provide a service that better meets the expectations of our local communities
- We develop opportunities to work with partners to share resources and together provide better and more accessible services to the public
- Under used/unfit buildings are sold, releasing funds to invest in other areas of the service
- Investment is made in new and existing sites to deliver an improvement in service to the public and support evolving operational requirements
- More neighbourhood policing bases located in the communities in which they work, with contact points in convenient locations for the public

How will we deliver this?

- Leaders and managers own and advocate Serving Sussex 2015 changes reflected in the estates review
- A fundamental and far-reaching approach to the review of the estate, considering the advice of professional consultants where appropriate
- Develop the work with partners to share buildings and resources
- Support individual projects to develop ideas locally, exploring proposals from local partners and developing these to improve the service to the public

- Full business cases will be developed for the disposal of, or investment in properties, comprising full costs and potential savings to enable a detailed evaluation by the Force and Authority/Police and Crime Commissioner (PCC)

Measuring success:

- Leaders and managers own and advocate Serving Sussex 2015 changes
- Evaluation and return on investment
- Feedback from members of the public on the impact of change and customer satisfaction
- Sustained or improved Force performance and service provided
- Feedback from staff and their representatives on the impact of change

2. Modernising the way we work

Modernising the way we work by introducing agile working, enabling our staff to work more flexibly by not necessarily being tied to one location, using new and existing technology effectively and making the most efficient use of our workspace.

Desired outcomes:

- Staff have modern and fit for purpose workplaces and technology to do their jobs effectively and flexibly
 - A significant change to the culture and the way we work to enable staff to not necessarily be tied to a fixed work location and enable staff to work more flexibly in a number of different ways
 - Development of remote access to IT systems to support flexible working
 - Improved visibility of police officers and greater opportunities for community/customer engagement through use of mobile technology, reducing the need to return to offices
 - Best use being made of the technology available to enhance productivity and performance and enabling staff to use their time more efficiently
- Increased effectiveness of our staff's time with staff enjoying greater flexibility and discretion about when and where they work where this will improve our service and with the potential to reduce travelling time and cost
 - Reduction in the size and therefore cost of the estate as offices and workstations are used more effectively
 - Reduction in the Force CO₂ output from lower fuel use for heating and lighting and fewer commuter and business mileage being undertaken
 - A more responsive and more efficient organisation, with improved staff morale, productivity and motivation
- ### How will we deliver this?
- Leaders and managers own and advocate Serving Sussex 2015 changes
 - By changing the way we use office space and the workstations in them. Many cellular offices, which are currently widespread across the Force will be removed, opening up the available floor space and allowing more flexible office planning
- Due to the nature of our work, open plan working may not be the best option in all cases due to the confidentiality required for the work we produce and systems we use. Cellular offices will no longer be allocated solely on the basis of grade or rank, but will reflect the nature of the work
 - A range of options will be developed. Flexible workspaces will provide a variety of open plan desk options, some small cellular offices, break out areas where meetings can take place and touch down points where people can dock their laptops and work for a short period of time. The aim will be to have fewer, but more intensively used workstations
 - All roles across the Force will be profiled into the following categories enabling the most appropriate option to be allocated:
 - **Fixed desk worker** - an employee who requires specific equipment or resources which mean they have to have a specific type of workstation or dedicated space to carry out their role within the Force

- **Hot desk worker** - the employee is primarily required to work from within a building and potentially in a designated area within that building based on their role or need to be part of a team. The ratio of desks will vary depending on the function and proportion of time at any one base but this should be the principle for the vast majority of office based staff
 - **Flexible worker** - the employee spends most of their time working from a number of locations but mainly in front of a desk. They would have a designated place where they are based for up to c50 per cent of the time but the rest of their time could be spent at a number of locations including the potential to work from home occasionally. (This would include specific roles and ranks but would certainly apply to the majority of middle and senior managers within the Force)
 - **Mobile worker** - the employee is involved in delivering operational policing and therefore requires access to our IS systems when away from buildings via a portable device. (This would include all Response officers, Roads Policing, Neighbourhood Policing etc)
- In the future there may be a further category of 'home worker' (the employee who is able to spend at least 90 per cent of their working week away from the base office and has no requirement to work in the field. Their home is effectively their primary place of work. Attendance at an office would only generally be required for team meetings or special events). At this time we will not be defining anybody as a home worker, but this could be considered in the future
 - Those roles not allocated a fixed desk will be provided with storage space for individual papers and other personal items. This may be a unit of lockers or open unit in one area of the office
 - More generally storage will be reviewed across the Force and roles profiled to establish how many and where lockers are needed. Where existing lockers are not needed they will be removed freeing up floor space
 - Prototype solutions will test agile working and involve staff, focusing on establishing what works best to deliver improved performance and enhanced staff morale. The successful prototypes can then be introduced Forcewide
- Development of the mobile data project to provide the most effective technology to support flexible working
 - Involving staff in evaluating what technology enhances their performance and enables them to do their job more effectively

Measuring success:

- Sustained or improved performance and service provided
- Evaluation and return on investment
- Feedback from staff and their representatives on the impact of change
- Attraction and retention rates for staff
- Staff sickness absence rates - overall Local Policing Plan target for sickness absence is eight days
- Reduction in business travel costs
- Reduction in CO₂ output: reduced gas, oil and electricity use and reduced business travel mileage - Local Policing Plan target for energy is to reduce energy consumption by five per cent

3. Modernising our working environment

Providing a modernised working environment for our workforce and partners, which promotes positive, open and trusting relationships, supports creativity, innovation and more flexible working, increases productivity, and makes us a more attractive employer.

Desired outcomes:

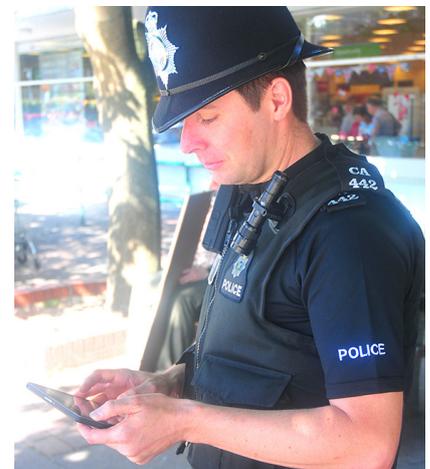
- A modern working environment for our staff, making the best use of our estate and resources
- Creation of a modern, welcoming, open and trusting environment for our partners and for our customers
- Best use of technology, to enhance productivity and performance and enabling staff to use their time as efficiently as possible
- Greater interaction between teams and departments, with staff working in different locations, producing a more dynamic working environment, enhancing performance and operational effectiveness and improving job satisfaction for staff
- Improved service to the public

How will we deliver this?

- Leaders and managers own and advocate Serving Sussex 2015 changes
- A professional approach to the review of the estate considering the advice of professional consultants
- Develop the work with partners to share buildings and resources
- Support individual projects to develop ideas locally, exploring proposals from local partners and developing these to improve the service to the public
- Develop mobile technology to provide the most effective technology to support flexible working
- Full business cases will be developed for the disposal of or investment in properties, comprising full costs and potential savings to enable a detailed evaluation by the Force and Authority/PCC

Measuring success:

- Evaluation and return on investment
- Feedback from members of the public on the impact of change
- Sustained or improved Force performance and service provided
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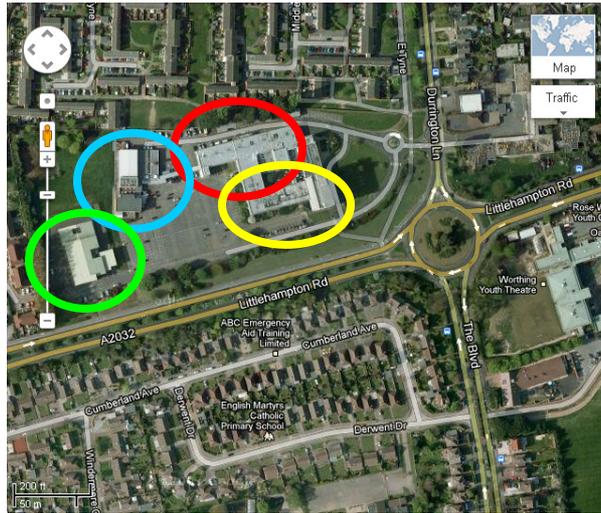




Centenary House, Durrington, Worthing

1. Address

Centenary House, Durrington Lane, Worthing, BN13 2QB



- Red = Centenary House Main Accommodation (Ground floor)
- Blue = Training, SOCO & facilities accommodation
- Green = Worthing IDHC
- Yellow = Property owned by Local Authority

Site
Address
Ownership
Date Built

Centenary House, Worthing
Durrington Lane
Joint owned with WSCC
Est 1965

2. Introduction

Centenary House is located in Durrington on the outskirts of approximately 2 miles from the town centre. It sits within a much larger site that is jointly freehold owned and occupied by both WSCC and Sussex Police on a 60% – 40% split. The custody centre housing RIT & CJ&D is co located on this site.

The site is the response hub for Worthing and surrounding area. It houses district level command, training, facilities and a number of specialist departments. The building has a yellow phone facility but is not public facing. The public contact point is in Worthing Town centre at Chatsworth Road.

Public transport is available as the railway station is within a 20 minute walk away. There is a bus service nearby.

This document will contain staff numbers for Centenary House and the IDHC.

Premises Summary;

Gross Internal Area (GIA) - 4,487m²

Net Internal Area (NIA) - 3,170m²

Annual running cost FY 2010 -11 - Actual £328,926 (Budget £326,499)

Projected Maintenance Liability up to 2017 - £1,189,527

Permanent number of staff based at Centenary House - c304 Posts (inc vacancies)

Parking facilities available - Yes 80 allocated parking spaces front aspect (c60 in rear yard)

Fuel Tank - Yes

3. Staff

Centenary House has c304, they have been broken down into Operational and Non Operational. Included in the operational units will be a number of people who work shifts covering a 24hr period.

The business case states *'that there are The office accommodation is utilised by district, divisional and HQ resources with an estimated total of 315 staff having Centenary House as their assigned place of work'*.

<u>Department</u>	<u>No of Staff</u>	<u>No of Workstations</u>	<u>Dept / Div</u>
Operational Units			
Adur & Worthing District Command	1	1 ^{1*}	WS Command
Assessment and Verification	1		HR
Adur & Worthing District NPT	12	5 ^{1*}	WS NPT
Adur & Worthing District NRT	85	24 ^{1*}	WS NRT
CID Worthing	40	25 ^{1*}	WS CID
Chemist Inspections	1		WS Crime & Ops
Critical Incident Inspector	3		WS Operations
Coroners Officers	3		WS Crime & Ops
Dog Unit Team	5		Ops Dept
Firearms Enquiry Officer	1		Facilities HQ
Licensing	4		WS Licensing
Ops/Int - Force CTIU	1		C&JD (HQ CID)
Staff Safety Trainer	2		HR L&D
Tactical Support	1		WS Tactical Support
United Kingdom Immigration Services (secondment OOF)	1		Secondment OOFA
Worthing Specials	2		WS Specials
Non Operational			
Admin & Property Services	3	15 (all Supp Serv) *	Support Services
Agency Staff - Analytical Researchers	3		CDD
Buildings Management Assistant	1		Support Services
Career Break	1	0	Secondment OOFA
Crime Prevention Officer	1		WS Tactical Supportt
Desktop Support Team	2		I.S.
Driver Orderlies	2		Support Services
Duties	1		WS Tactical Support
Evidential Property Stores	7	6	Support Services

Licensing	1		WS Licensing
Magistrates' Court Clerk	1		C&JD
Management Secretaries	1		Support Services
Operations Strategic Support - Ab Loads Clerk	1		Ops Dept
Financial Investigators	3		C&JD (HQ CID)
Prosecution Case Workers	8		WS RIT
Scientific Support Services	1		SOCO C&JD (HQ CID)
SOCO	13		SOCO C&JD (HQ CID)
Management Information Officer	1		WS Strategic support
Support Services - Facilities Support	2		Support Services
Support Services - Operational Support	2		Support Services
Tape Summarisers	7		Support Services
Volunteers & Agency Staff	4		Various
Warrants Enforcement Bureau	6		C&JD (HQ CID)
	IDHC Staff		
RIT Worthing (All operational)	47		WS Operations
CJU Chichester Witness Care Unit	1		C&JD (HQ CID)
CJU Satellite	4		C&JD (HQ CID)

* Workstation numbers taken from Centenary House Business case

¹Shift based staff

Total number of staff¹

Total Number of Staff per MINT at 26/10	287	
Number of Operational Officers/PCSO's	210	
Number of Police Staff	77	

¹ These figures are taken from building occupancy list within library 'Estates Current'

4. Fleet & Parking

Although there are 47 force vehicle registered to Centenary House. Some vehicles are dispersed elsewhere on district. The actual amount requiring secured parking is 33. The fleet comprises of a mix of marked and unmarked vehicles.

There are c125 car parking spaces. Actual allocated parking bays amount to 80 at the front aspect. Due to the purchase of the 1st floor by WSCC this could reduce by a further 30 later in 2012. An additional 61 bays are within the secure operational car park with further 5 used by G83 to store bikes.

The parking regime is as follows;



Green = Allocated parking for staff (*possibly going from 80 to 50 spaces Q3 2012*)
 Orange = Secure Parking for operational vehicles (c61 Spaces)
 Blue = Allocated parking for support services vehicles (c10 Spaces)

5. Facilities

The plans for Centenary House can be viewed at Appendix A. Some key features are detailed below.

5.2 Property Store

The property store at Centenary House is a substantial part of the GIA. The holding store and G83 admin centre is in the main situated on the ground floor of the training & facilities area of the building. The main storage repository is within a caged area situated on the first floor of this building. This is adjacent to the facilities office and opposite the main locker room.

5.3 Other buildings

There is a single storey accommodating the SOCO unit. Within the rear yard are ancillary buildings providing storage, plant rooms (serving the whole site) and driver orderly accommodation.

5.4 Locker Rooms / Storage

The external areas are shared with WSCC, each organisation has their own dedicated areas alongside the building.

Sussex Police area includes garages and ancillary storage within the rear yard. There are 259 lockers in Centenary House. These are divided as follows;

Location	Number	Used by
IDHC	6	RIT
Link corridor	17	Allocated + PDU
Mezanine Locker area	236	All others

Lockers are all standard size and are issued to all police officers & PCSO's. Officers who are; CID, plain clothed or desk based (i.e. Licensing) are issued with lockers on an as needs basis.

5.5 Conference/briefing Facilities

Centenary House does not have a dedicated conference room. There are two classrooms which can seat approx 15-20 people in the training wing; this is used on a daily basis for divisional and force training. The classrooms are separated by a 'concertina' type partition and have could be used for extended briefings or training to hold c40 persons.

Within the main ground floor NRT area there is a briefing room which seats approx 20 people

5.6 Other facilities

According to IS as of June 2012 there are 309 fixed workstations at Centenary House.

6. Future Workplace

It is important to consider that as an organisation we are not only interested in changing the shape of the physical estate but also how we use it. We are looking to develop agile working solutions, reduce desk space, use IS Solutions where possible to allow more flexible working all of which should support a reduction in the amount of workstations and therefore NIA which is required by the organisation.

7. Summary

Centenary House provides accommodation for a variety of policing and support units. The district Commander is also situated at Centenary House with divisional Command & Control at Crawley. Although the vehicle fleet of 47 is registered to Centenary House some vehicles are stationed at Chatsworth Road, IDHC & other location.

Appendix A

Main building. Housing NPT, some NPT, CID, DRM, licensing, dog unit, PDU, PCW, Abloads, Licensing tape summarisers, refs room, training, duties, facilities, archive & district commander.



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Mezzanine level - Facilities storage, G83 & main locker room



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yardl_rn\LOCALS~1\

Feedback Received from:

Worthing Borough Council

From: Nadeem Shad [Nadeem.Shad@adur-worthing.gov.uk]
Sent: 20 December 2012 11:12
To: alistair.gregory
Subject: RE: Worthing BC - CIL Infrastructure Consultation
Attachments: WORTHING AQMA Draft4.xlsx; CILest costs 2012.xlsx

Dear Alistair,

Further to your letter of 5th November 2012 please see the following information in relation to air quality and CIL.

1. The CIL infrastructure scheme that falls under my responsibility is **Env1, Air Quality Action Plan** (hereafter referred to as 'the scheme' for the purposes of CIL). This relates in particular to the area around the Grove Lodge roundabout on the A27 Upper Brighton Road which is an Air Quality Management Area (AQMA). However in practice the Action Plan will have a much wider geographical impact, Borough-wide in fact. This is because many of the measures that will be needed to try and reduce NO₂ pollution cannot be implemented in just a small area, because they are not feasible financially or because pollution does not adhere to man-made boundaries.

2. The background to the declaration of the AQMA is relevant to this submission and is as follows.

Worthing Borough Council is under a statutory duty to ensure air quality within the Borough complies with the national air quality objectives. The majority of air quality problems in the UK are associated with traffic, typically Nitrogen Dioxide (NO₂) and Particulates. Worthing Borough Council therefore monitor Nitrogen Dioxide levels within the Borough at 36 different locations using passive tubes. We also have a continuous Nitrogen Oxide (NOx) monitoring site at Grove Lodge within the Air Quality Management Area (AQMA). This takes measurements and produces results every 15 minutes.

Monitoring data from the continuous analyser and passive tubes has shown the NO₂ annual mean to be above the national air quality objective of 40µg/m³. The results of monitoring and modelling in 2008 confirmed that levels of nitrogen dioxide are exceeding and predicted to continue to exceed, the annual average Air Quality Objective for the pollutant in the area around the Grove Lodge roundabout and therefore the Council had to declare an Air Quality Management Area (AQMA) for nitrogen dioxide. This came into effect in 2010. The Council is currently preparing its Air Quality Action Plan which will set out how we will try to reduce levels to below the national objective for NO₂.

The Council's annual air quality reports contain further information and can be viewed at <http://www.adur-worthing.gov.uk/environmental-health/pollution/air-quality-and-pollution/air-quality-monitoring/>

3. Recent monitoring has also shown exceedances on the A27 at Lyons Farm and around Teville Gate. These areas may also be declared AQMA's, resulting in new action plans or an expansion of the Grove Lodge Action Plan.

4. The Action Plan ('scheme') will incorporate a raft of measures, related to traffic management (where we have to work alongside the highway authorities The Highways Agency and West Sussex County Council), cycling, walking, public transport, car club and behavioural change. A draft list of measures is attached to this e-mail. You will see that many are in their infancy, however some areas have been further developed as follows.

- Car Club. The creation and promotion of a car club. It is our aim to establish a local car club serving Worthing (with the potential to serve Adur at a later date) with the club eventually becoming self-sustaining and run by the community, perhaps via a Community Infrastructure Company (CIC). Tie-in's with car clubs in adjacent local authority areas will be considered and promoted wherever possible.
- Behavioural change. We intend to target those members of the community who may be receptive to such messages and work with them to facilitate action. It is anticipated that a significant amount of this will be achieved through travel planning facilitated by CIL monies. Over time the community will be encouraged to take a lead role in managing these actions, with support and governance from the local authority.

Behavioural change projects have been shown to be successful in reducing traffic levels, therefore traffic pollution levels, in AQMA's around the country. By involving the community in both the behavioural change and car club projects, we hope to achieve reductions in NO₂ across Worthing. Adur & Worthing Councils are situated within the Brighton-Worthing-Littlehampton agglomeration. The agglomeration has been identified as an area of exceedance of the EU Air Quality Limit Values. The area is densely populated with a large proportion of residents living adjacent to major roads and trunk roads of national importance (e.g. A27). Reducing traffic levels may also lead to a commensurate reduction in traffic noise which could feed into the Noise Action Plan for the agglomeration. The projects have clear synergies with climate change initiatives and through partnership working we intend to ensure the climate change impacts are made clear at the outset. It is anticipated by pooling our resources we can increase the impact that our projects deliver. Implementation of actions to encourage cycling, walking and the increased uptake of electric vehicles can increase the awareness of and lead to improvements in the ambient noise climate and CO₂ emissions. Examples of the type of behavioural change projects being considered include.

- Cycling. The promotion of increased cycling - initiatives currently being considered include increased promotion of 'Bike Week' in the local community (currently this is predominantly within the local authority), additional cycle route maps, increased cycle parking facilities in public places and the provision of pool bikes within the local authority.
- Public Transport. Increased promotion of the existing public transport network, possibly via a one-to-one travel planning approach dependent on the resources and funding available.

I believe the 'scheme' (Action Plan) will also support other highway schemes listed in the draft CIL. I have identified these as follows:

SIP11	Junction improvement - Grove Lodge Roundabout
SIP12	Junction improvement - Offington Corner Roundabout
SIP13	Junction improvements - Sompting Road / A27 Upper Brighton Road & Lyons Way
SIP15	Junction improvement - Broadwater Road / Chapel Road / Teville Road roundabout
SIP16	Junction improvement - Chapel Road / North Street roundabout
SIP17	Junction improvement - High Street / North Street / Lyndhurst Road roundabout
SIP24	Junction improvement - Teville Road / Railway Approach
BB40	West Worthing Cycle Route
SIP10	Park and Ride - West Durrington
SIP2	Cycle route - Durrington to East Worthing
SIP3	Cycle route - Durrington to Broadwater

5. The 'scheme' will support development and growth by encouraging sustainable development in and around the AQMA. Sustainable development is a key component of the National Planning Policy Framework (NPPF) – that is, low carbon, low emissions developments where highway infrastructure, public transport and behavioural change (in the form of travel planning) should be encouraged. In practice the scheme will reach further than the artificial boundaries of the AQMA. For example, cycle routes, park and ride schemes and public transport will include other areas of the Borough not just the AQMA. Furthermore the existence of air quality problems in other areas of the Borough, as noted in 3. above, means the Council needs to ensure developments in other areas are also sustainable to help improve air quality.

6. Costs are as yet unknown. However for the behavioural change and car club we have estimated costs of just over £100,000 made up of £45,000 for equipment (this includes purchase of vehicles for the car club), £36,000 in labour and £19,000 in consumables. This is based on a project in two phases. The attached provides a more detailed breakdown..

I hope this is sufficient information for you, but please do not hesitate to contact me if you require further information or clarification.

Regards

Nadeem Shad - Senior Environmental Health Officer Housing, Health & Community Safety, Adur & Worthing Councils

Location: Room 133-137, Civic Centre, Ham Road, Shoreham by Sea, West Sussex, BN43 6PR
Internal: 63303 | External: 01273 263303 | E-mail: nadeem.shad@adur-worthing.gov.uk

FOOD HYGIENE RATING

Eating out? Getting food in?
Check food.gov.uk/ratings

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WOR OPTIONS

Type of Measure	Possible Elements - to consider & investigate further	AQ impact	Possible Flow reduction (%)	Timing	Cost (2010/11 approx est.)	Direct/indirect benefits and further considerations	Authority
Traffic management							
	CCTV/3G Provison of any more cameras & use of existing ones for traffic forecast/warnings. Congestion monitoring - link to Variable Message Signing & Traffic Information Centres (HA & WSCC) Utilising existing hardware to provide congestion warnings, linked to similar work at Chichester (A27 bypass) would be very helpful but not in place currently with HA.	Med to High potential	To be determined	2011? Dependant on funding and system development, but some hardware already in place	Not much more capital cost, but data/info management needed.	Radio & other technology info could switch traffic to other routes or change journey timings etc, info across SE England, reduce congestion & pollution episodes. WSCC already has cameras/access to cameras at Grove Lodge. VMS at remote locations/junctions to warn of congestion ahead should be something to consider.	HA/WSCC
	Traffic signal optimisation: already being looked at by HA, SCOOT links to Lyons Farm lights etc? Bus priority included or to be included if possible?	High	To be determined, more likely benefit is in moving traffic through the area and reducing emissions that	Dependant on funding - Highways Agency		General benefit for all local traffic and reduction in delays/economic benefits. Can something on this be implemented in the short term? (Assumed in Worthing traffic model work). Bus priority in place/to be considered?	HA
	HGV and local direction signing - any possible actions?					Most traffic not wishing to access Worthing should stay on A27 - so any options? Signposting to Industrial Estates to South of Borough	WSCC
Travel Plans							
	School travel plans: Prioritising implementation of these travel plans in nearby local schools.	Depends how near these are to the AQMA & what other routes are used. High at school (30% of existing school car trips could	flow reduction - to calculate	on going	Travel plan funding, once plan accredited, direct from DfT (£3,500 plus allocation for pupils). Other works from safer routes to school	Improves child health and safety at school gates, teaches travel awareness and counts as part of curriculum. Reduces congestion (will include School Safety Zones and educational initiatives. Local school location/poss impact & travel mark/plan levels? These plans are also a requirement for	WSCC
	Business Travel Plans for existing businesses - Green travel plans for single companies or whole business park/industrial estates. (May help by say targeting the industrial estates S of Lyons Farm) See also travel plans for new developments.	Moderate	Upto 30% reduction per business in car trips possible	on going	Businesses set these up & fund with basic guidance from WSCC.	Indirect: Can reduce congestion and emissions in the wider area, beyond AQMA boundaries. Benefits businesses. Potential long term benefit. Journey to work business travel plans/ freight travel plans. Direct/adjacent to AQMA: Could investigate possibility of improved sustainable access to/from Lyons Farm Stores. Industrial estates S of A27 here could also be involved.	HA/WSCC/WBC
	Personal Travel Plans (would require considerable resources that are not available at present from WSCC)	Moderate/Slight (Slight unless a lot of staff resource available)	To be determined	on going	Development funded	Reduces congestion, pollution and CO2 emissions, major beneficial wimpact for individuals but impact on gross level of problem may be small. However WBC could set up a 'Green Travel' residents group (could discuss with HDC who are planning one). Publicity/awareness spreading value greater than measurable impact. Those within AQMA take the lead.	WBC
	A targeted intensive transport awareness campaign , complimentary to travel plan options (Would require HA funding and staffing resources similar to HA/Parsons Brinkerhoff A27 work at Chichester)	Moderate	5% may be achievable, although bigger reductions are possible in theory.	2010/11 ?possible 2001/12 more likely	Under £10,000 per annum. Benefits are likely to be directly related to funding available. HA may be able to fund - use best practice from A27 Chichester B/p for this section of A27.	Encouraging people that regularly drive though the area to consider using other forms of transport for some journeys. Backs up travel plan work by reaching other sections of the public and encouraging more walking, cycling and public transport use. Industrial estate/s S of A27 in the area could be part of this work. Links with Coastal Transport System proposal and other A27/A259 corridor work/2010 DAST study.	HA/WBC/WSCC
Public Transport							
	Public transport infrastructure, including real time information at bus stops (may help indirectly)	Moderate or better	Estimated 1% by encouraging modal shift.	2010/11: Already happening in Worthing Area (CTS related)	Potentially through developer funds	Already happening in Worthing Area (CTS related) will help modal shift although no bus routes via A27 E of Grove Lodge, only via A24 and shared A24/A27 road sections. (Nos 1 & 23 routes). Bus lane considered in model work. Reducing congestion and CO2 emissions by attracting users of	WSCC/ Developer
	Bus service improvements by increasing frequency and numbers of services. (In the local area but no services currently use the A27 here)	Mod to High potential	Modal shift up to 11% & 2.5% traffic reduction estimated	2010; already happening on 700 route (A259 etc.) will have/is having benefit on A27	Through WSCC/ Operator agreements	Improves public transport for everyone and makes it a more attractive alternative Could improve number 1 and 23 bus services to encourage modal shift (from car trips likely to use Grove Lodge).	WSCC/ Bus operators
	Park & Ride (could be at a number of locations or more than 1 P&R site)	Moderate	To be assessed poss via traffic model	May not be before 2015	Developer funding?	Include consideration of various P&R locations on the outskirts of the town	WSCC/HA/ WBC
	Cleaner buses	None as not a bus route					
	Cleaner Taxis - proposed HDC licensing requirements	Moderate potential	Not known	2010/11 ?poss	Will require licence agreement	Improved image for the industry. Will reduce emissions in area as well as some modest benefit on A27	WBC

WOR OPTIONS

	Rail - increased use of rail in the A27/A259 corridor	Moderate	To be determined	2010/11 start?		Need to do more on rail to help with AQMA High St Shoreham & south coast transport corridor & could also help remove some trips from the A27 in the Worthing area. Outcome from DaST study may help. Southern Rail are involved in local travel planning. Off peak rail	HA/ WBC/ WSCC/
Cycling and Walking							
	Cycling (inc. some minor infrastructure - signing and poss crossing facilities) and walking initiatives , with health links, plus walking buses for schools.	Moderate potential	To be determined	Improved cycle & walking links being developed. A24 N-S cycle route section currently being constructed	WSCC Travelwise/ Developer funding	Possible option with promotion of cycle access to Lyons Farm stores. Crossing points across A27 for cyclists/ signed alternative routes to avoid sections of A27 and to proposed quieter road cycle access into Worthing. (Some cycle network enhancement). Improved pedestrian crossings exist, other means to encourage access to Lyons Farm by foot?	WSCC /HA/ WBC
Land Use Planning							
	Green Business Travel Planning as part of planning permissions	Potentially High	No measure available	WSCC guidance in place.	No direct cost – risk of extra legal expenses	Encourage more sustainable development proposals. There may be an opportunity to do something in regard to the Warren ex Norwich Union Offices site that has an access onto Grove Lodge Roundabout. Major development will need a really comprehensive & effective travel plan.	WBC/WSCC
	Planning and CIL or S106 agreements	High	Case by case	negotiations ongoing	Developer contributions	Encourage more sustainable development proposals. There may be an opportunity to do something on this in regard to the Warren (ex Norwich Union Offices) site that has an access onto Grove Lodge Roundabout (see travel planning action section above)	WBC/WSCC
	Low Emission Strategy (LES)	Potentially High	Depends on measure, new technology may be cleaner but not reduce flow	Start 2010	Some funding available 2010/11 via Sussex Air	Incorporates all actions including encouraging new technology solutions, to be part of LDF work and developer pre-application process	Sussex Air /WBC/WSCC
Pollution Mitigation & Awareness							
	Forecasting air pollution airALERT & arialert - 4- Schools to assist and inform vulnerable people	Reduction of existing health impact	Indirectly helps as linked to school travel plans as raises awareness.	Started 2007. Relaunched May 2008 for year round scheme	Sussex Air pilot funded, looking for sponsor. (Private and poss. NHS)	Intended to help mitigate existing air quality effects but helps raise profile of air quality and plans to improve it. Helps individuals & reduces hospital admissions and NHS costs. Which schools have this?	WSCC, WBC & Sussex Air (SAQP)
Other Measures							
	External promotion of both cleaner vehicles and fuels. Strongly linked to LES.	Medium	Not measurable as traffic flow but reduces pollutants and greenhouse gases/CO2	Two electric power posts proposed, 2010/11 likely implementation	1,800 pa for managing posts and users, capital cost from WSCC Street Lighting	Benefits whole of WSCC area, reduces CO2 emissions. Useful interim improvements until cleaner technologies fully available.	WSCC/WBC
	Differential parking charging for cleaner vehicles,	Medium	Assess during plan	Not known as yet	Neutral costs?	Encourages purchase of cleaner vehicles which will be used county wide & beyond, as well as locally	WBC/WSCC
	Free car share service to public plus special groups for local businesses, industrial estates, teachers, hospital staff, local authorities. Expand in regard to local developments coming forward	Moderate	Assess during plan	System already in place. Promote more from 2010 onwards?	£10K? Promote through possible HA soft measures scheme or via Travelwise	Improves accessibility for disadvantaged groups as well. Publicity will have impact on the wider area as well.	WSCC
	Car Share Club/s	Low in Grove Lodge itself, but useful in wider Borough wide context	Small reduction as proportion of total A27 flow	Before 2015	Developer contributions	A club planned in regard to the Teville Gate development, this will have some benefit at Grove Lodge.	WSCC/ Developer
Air Quality Monitoring							
	Air Quality Monitoring - To be used for publicity and to monitor progress	Medium	Not applicable	on going		Backs up TravelWise work, will help focus on best action plan/strategy elements or in modifying these. Information available via Sussex Air Website	WBC, WSCC, SAQP
Strategic/Major Highway Improvements							
	A27 improvements including junction improvements- being considered via DASTs work - construction unlikely until after 2015	High	Will not reduce traffic in the area but will reduce pollution at existing residential properties if traffic moved elsewhere by the scheme/s. Also improved traffic flows will help to reduce pollutants.	Long term very unlikely to be in place before 2015	High (any cost over £100K identified as 'HIGH' here). Highways Agency (HA)	Possibilities impacts & options still being considered. Improvements to both Offington and Grove Lodge roundabout itself are being investigated by HA (draft designs) due to need to deal with congestion/meet DaSTs goals	HA

WOR OPTIONS

	<p>Ardsheal Road (access onto A24 at Broadwater), Poulterers Lane mini-roundabout etc. A24 Teville Gate, A24 Chapel Rd. rdbt & A24/A259 North St. junct to Styne junction changes</p>	High	Indirectly helps as linked to school travel plans as raises awareness. Also improved traffic flows will help to reduce pollutants.	Could be in place or partly implemented by 2015	High (any cost over £100K identified as 'HIGH' here). Some funding from Highways Agency (HA)?	Complimentary to the above scheme could possibly start earlier than 2015? Teville gate S to the Steyne includes measures largely replacing existing over capacity urban roundabouts with traffic signals. These could be linked via a SCOOT system. The overall effect would be to revamp the main route from Grove Lodge into the centre of Worthing, although some sections would be unchanged.	HA/WSCC
	<p>East Worthing Access Road scheme - possible alternative is P&R site (as above).</p>	High		Not before 2015		If EWAR or similar scheme is retained it would not be built before 2015. P&R - probably not before 2015 if taken forward, but could help to deal with any longer term problem and ensure levels of NO2 do not increase after measures to reduce them.	HA/WSCC

ALL THE ABOVE MEASURES ARE FOR CONSIDERATION & INVESTIGATION & MAY OR MAY NOT BE PROGRESSED

Benefits to the Council:

Develop and/or enhance links with local businesses, community groups and the wider community;
 Provide the local community with an opportunity to own and deliver initiatives;
 Provide the local community with tools to deliver projects;
 Utilise the local community's ideas to realise change;
 Promote an understanding of the community's wishes and priorities which we can use to improve the delivery of future actions;
 Promote travel alternatives to the private car thereby fulfilling aspects of each AQAP;
 Facilitate an increase in healthy lifestyles (walking, cycling) within Adur & Worthing;
 Deliver and facilitate benefits in policy areas that cross-cut air quality - traffic congestion, road safety, health and well-being, obesity, climate change, etc.
 Raise the profile of air quality, both politically and at officer level, in both local authorities which could attract increased funding for future initiatives.

Benefits to the local community:

he proposed projects rely heavily on partnership working. Successful partnerships are viewed as key to success. As such they will:
 Provide the local community with an opportunity to influence initiatives within their community;
 Provide the local community with tools to deliver projects;
 Utilise the local community's ideas, energy and desire to realise change;
 Increase public awareness of air quality, what actions they can take to help improve it and what action they can take to reduce exposure;
 Promote the health benefits of alternatives to motor transport through behavioural change;
 Facilitate development of new local business/Community Infrastructure Company (CIC) through the development of a car club for Adur & Worthing;
 Receive support from the Local Authorities in promoting a sustainable change in travel patterns within local businesses, thereby promoting a potential reduction in costs to businesses.

	Phase 1			Phase 2		
	Equipment £K	Labour £K	Consumables £K	Equipment £K	Labour £K	Consumables £K
1. Behaviour Change						
Working Group set-up and co-ordination - staff time estimate and IT equipment solely to support group	1	5	0.2		2	0.2
Travel Planning in the community - staff time and PR/marketing estimates		10	2		6	2
Bike week promotion		0.15	0.5		0.15	0.5
Total	1	15.15	2.7	0	8.15	2.7
2. Car Club						
Setting up & running estimate		8			5	
Car Purchase x2	40					
Telemetrics	4					
Signage - parking bays/permits etc			3			1.5
Marketing			5			4
Total	44	8	8	0	5	5.5
Grand Totals	45	23.15	10.7	0	13.15	8.2

alistair.gregory

From: Tina Favier [Tina.Favier@adur-worthing.gov.uk]
Sent: 17 December 2012 13:17
To: alistair.gregory
Cc: Ian Moody; James Appleton
Subject: RE: Worthing BC - CIL Infrastructure Consultation
Attachments: Copy of Infrastructure List for Consultation - Nov 2012_TF.xls; 121121 Worthing.docx

Hi

Let me know if this does not make sense

James I have amended Broadwater to you? Re Phoenix I assume this is not needed?

Tina

Have you seen our new Local Strategic Partnership website? Visit
<http://www.wavesahead.org.uk/>



[Tina Favier](#) - Communities Team Manager | Communities Team, Worthing Borough Council
and Adur District Council
Location: Adur Civic Centre, Ham Road, Shoreham-by-sea, BN43 6PR
Internal: 63293 | External: 01273 263293 | Mobile: 07850900266 E-mail: Tina.Favier@adur-worthing.gov.uk

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From: alistair.gregory [mailto:alistair.gregory@wyg.com]
Sent: 06 November 2012 12:09
To: Tina Favier
Cc: Ian Moody
Subject: Worthing BC - CIL Infrastructure Consultation

Dear Tina,

RE: WORTHING BC – CIL INFRASTRUCTURE CONSULTATION

Worthing Borough Council is planning to introduce a Community Infrastructure Levy (CIL) and is currently compiling a list of infrastructure schemes that could be eligible for future CIL funding. WYG is helping the Council to compile this list and we would be grateful if you could assist by answering the queries in the attached consultation letter, a hard copy of which has also been posted to you. Hopefully the contents of the letter should be self-explanatory. However, if there are any queries please do not hesitate to contact me. I've also attached an Excel version of the infrastructure list in case this will assist you with your response.

Regards

Alistair Gregory
Technical Director

WYG TRANSPORT PLANNING

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- Winner 2011 CIWM GEOTECH Award 2011**
 - Winner British Expertise International Awards - Consultancy Project of the Year 2011**
 - Winner RoSPA Occupational Health and Safety Gold Medal Award 2011**
 - Winner National Recycling Awards - Local Authority Target Success 2011**
 - Winner RICS Northern Ireland Awards - Project of the Year & Community Benefit 2011**
 - Winner Construction Excellence in the North East Awards (CENE) - Integration & Collaborative Working Award 2011**



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Worthing Borough Council - Draft List of Infrastructure Schemes for Potential CIL Funding - November 2012

Ref	Infrastructure Description	Infrastructure Type	Delivery Responsibility - Contacts	Organisation
BB27	Crematorium facility for after funeral refreshment	Community	Ian Rudkin	Worthing Borough Council
BB28	Crematorium One stop bereavement services shop	Community	Ian Rudkin	Worthing Borough Council
BB29	Improvements to memorial sales and options	Community	Ian Rudkin	Worthing Borough Council
BB30	Pet funeral services	Community	Ian Rudkin	Worthing Borough Council
BB31	Resomation facilities	Community	Ian Rudkin	Worthing Borough Council
BB32	Crematorium improvements to Muntham waiting facilities	Community	Ian Rudkin	Worthing Borough Council
BB41	Utilities and deprived communities	Community	Matt Roberts	Worthing Borough Council
BB43	Broadwater Community Association - new community centre	Community	James Appleton	Worthing Borough Council
BB44	Phoenix Club - does this still need to be in there with the new development?	Community	James Appleton	Worthing Borough Council
BB45	Maybridge Keystone Centre - see other sheet	Community	Tina Favier	Worthing Borough Council
BB46	Voluntary Service and CAB premises upgrades - DELETE	Community	Tina Favier	Worthing Borough Council
BB47	Voluntary sector hub - keep see other sheet and same as mentioned in Blue Book	Community	Tina Favier	Worthing Borough Council
BB48	Creative Media Hub, food growing sites - this should be Clare Mangan	Community	Clare Mangan	Worthing Borough Council
BB49	Family Intervention Project (Cost per annum)	Community	Jacqui Cooke	Worthing Borough Council
BB50	ASB Team (Cost per annum)	Community	Jacqui Cooke	Worthing Borough Council
BB51	Drug & Alcohol Workers	Community	Jacqui Cooke	Worthing Borough Council
BB52	Handyperson Scheme - extension to Worthing	Community	Arjan de Jong	Worthing Borough Council
BB53	SAFE (Security Action for Everyone)	Community	Arjan de Jong	Worthing Borough Council
SIP36	Potential sale of fire service house and land adjacent to Worthing fire training	Community	Matt Sturman / Adrian Murphy	Fire & Rescue Service
SIP37	Relocate Fire & Rescue Training Centre	Community	Matt Sturman / Adrian Murphy	Fire & Rescue Service
BB42	Secondary school reorganisation - additional secondary	Education	Tracy Dunn / Lyndsay Irvine	WSCC - Education
SIP38	Expansion of secondary school places from 38-44 (i.e. an extra 6FE)	Education	Tracy Dunn / Lyndsay Irvine	West Sussex County Council
SIP39	Primary Schools - either a new 1FE primary school (possibly located north of the proposed Titnore Lane site) or a 1FE first and middle school on the site offered by the Titnore Lane developers may be required in light of developments in the area other than West Durrington (details to be confirmed following completion of the PSP)	Education	Tracy Dunn / Lyndsay Irvine	West Sussex County Council
SIP40	Primary Schools - a new 1FE primary / middle school is required in line with West Durrington	Education	Tracy Dunn / Lyndsay Irvine	West Sussex County Council
SIP41	Primary and Secondary Schools - review and consultation on changes from the current three tier pattern of provision	Education	Tracy Dunn / Lyndsay Irvine	West Sussex County Council
SIP42	Expansion of primary schools in Worthing and Durrington by 6FE i.e. 48 classbases across all schools	Education	Tracy Dunn / Lyndsay Irvine	West Sussex County Council
SIP43	Worthing Household Waste Recycling Site	Energy	Peter Robinson / Spencer Bryan	WSCC Waste Management
Env1	Air Quality Action Plan	Environmental	Nademm Shad	WBC - Environmental Health
Env2	Teville Stream Restoration Project	Environmental	Catherine McLeod	Environment Agency
EA1	Flood defences	Flood defences	EA and Bryan Curtis (WBC)	WBC and EA
WSIS5	West Sussex Community Flood Prevention Scheme	Flood Defences	Catherine McLeod	Environment Agency
BB1	Play facility in Selden ward - new site and equipment	Green Infrastructure	Clive Bramble / Wendy Bryant	Worthing Borough Council
BB10	Goring - new play area	Green Infrastructure	Clive Bramble	Worthing Borough Council
BB11	Maybridge Keystone Centre - new play area	Green Infrastructure	Clive Bramble	Worthing Borough Council
BB12	Davison High School - Multi Use Games Area (MUGA)	Green Infrastructure	Chris Bradley	Worthing Borough Council
BB13	Durrington Recreation Ground - MUGA and playwall	Green Infrastructure	Clive Bramble	Worthing Borough Council
BB14	Palatine Park - fitness equipment	Green Infrastructure	Clive Bramble	Worthing Borough Council
BB15	The Gallops - trim trail	Green Infrastructure	Clive Bramble	Worthing Borough Council
BB16	Broadwater - new play area	Green Infrastructure	Clive Bramble	Worthing Borough Council
BB17	Brooklands - BMX/ Skateboard area	Green Infrastructure	Chris Bradley	Worthing Borough Council
BB2	Homefield Park - play equipment, lighting, pathways, CCTV, restoration of heritage features	Green Infrastructure	Chris Bradley / Lee Billingham	Worthing Borough Council
BB3	Goring Recreation Ground - new equipment	Green Infrastructure	Clive Bramble	Worthing Borough Council
BB4	Kittie's Field - lighting and teen shelter	Green Infrastructure	Clive Bramble	Worthing Borough Council
BB5	Highdown Gardens - visitor centre and new paths	Green Infrastructure	Chris Bradley	Worthing Borough Council
BB6	Promenade - fitness equipment	Green Infrastructure	Chris Bradley	Worthing Borough Council
BB7	Windsor Lawns/The Esplanade - play area	Green Infrastructure	Chris Bradley	Worthing Borough Council
BB8	West Durrington - skate park	Green Infrastructure	Chris Bradley	Worthing Borough Council
BB9	Scooter Park - Homefield/Denton Gdns/Brooklands	Green Infrastructure	Chris Bradley	Worthing Borough Council
CS1	Teville Stream Project	Green Infrastructure	Catherine McLeod	Environment Agency
BB33	Study to investigate HGV movements	Highways	Darryl Hemmings	West Sussex County Council
BB34	Junction Improvement - A259/ Brougham Road	Highways	Darryl Hemmings / Guy Parfect	West Sussex County Council
BB35	Study to consider congestion at level crossings	Highways	Darryl Hemmings / Peter Atkins	West Sussex County Council
BB36	20mph zone schemes	Highways	Darryl Hemmings / Peter Bradley	West Sussex County Council
BB37	School Safety Zones	Highways	Darryl Hemmings / Bill Leath	West Sussex County Council
SIP11	Junction improvement - Grove Lodge Roundabout	Highways	Andrew Oldland	Highways Agency
SIP12	Junction improvement - Offington Corner Roundabout	Highways	Andrew Oldland	Highways Agency
SIP13	Junction improvements - Sompting Road / A27 Upper Brighton Road & Lyons Way	Highways	Andrew Oldland	Highways Agency
SIP14	Junction improvement - Broadwater Road / Newland Road roundabout	Highways	Darryl Hemmings / Guy Parfect / Chris Meeus	West Sussex County Council
SIP15	Junction improvement - Broadwater Road / Chapel Road / Teville Road roundabout	Highways	Darryl Hemmings / Guy Parfect / Chris Meeus	West Sussex County Council
SIP16	Junction improvement - Chapel Road / North Street roundabout	Highways	Darryl Hemmings / Guy Parfect / Chris Meeus	West Sussex County Council
SIP17	Junction improvement - High Street / North Street / Lyndhurst Road roundabout	Highways	Darryl Hemmings / Guy Parfect / Chris Meeus	West Sussex County Council
SIP18	Junction improvement - High Street / Union Place roundabout	Highways	Darryl Hemmings / Guy Parfect / Chris Meeus	West Sussex County Council
SIP19	Junction improvement - Chapel Road / Richmond Road	Highways	Darryl Hemmings / Guy Parfect / Chris Meeus	West Sussex County Council
SIP20	Junction improvement - Littlehampton Road / Titnore Lane / Goring Street roundabout	Highways	Darryl Hemmings / Guy Parfect / Chris Meeus	West Sussex County Council
SIP21	Junction improvement - Littlehampton Road / Yeoman Road / Palatine Road roundabout	Highways	Darryl Hemmings / Guy Parfect / Chris Meeus	West Sussex County Council
SIP22	Junction improvement - Rectory Road / Offington Lane / Poulters Lane / Littlehampton Road	Highways	Darryl Hemmings / Guy Parfect / Chris Meeus	West Sussex County Council
SIP23	Junction improvement - The Boulevard / Shaftesbury Avenue / The Strand / Bolsover Road	Highways	Darryl Hemmings / Guy Parfect / Chris Meeus	West Sussex County Council
SIP24	Junction improvement - Teville Road / Railway Approach	Highways	Darryl Hemmings / Guy Parfect / Chris Meeus	West Sussex County Council
SIP25	Junction improvement - Dominion Rd / Dominion Way / Meredith Rd	Highways	Darryl Hemmings / Guy Parfect / Chris Meeus	West Sussex County Council
SIP26	Junction improvement - Ham Road / Brougham Road / Lyndhurst Road	Highways	Darryl Hemmings / Guy Parfect / Chris Meeus	West Sussex County Council
SIP27	Junction improvement - Brighton Road / Ham Road	Highways	Darryl Hemmings / Guy Parfect / Chris Meeus	West Sussex County Council
SIP28	Junction improvement - Broadwater Rd / Sompting Ave / Carnegie Rd	Highways	Darryl Hemmings / Guy Parfect / Chris Meeus	West Sussex County Council
SIP29	Junction improvement - A2032 / Broadwater Street West	Highways	Darryl Hemmings / Guy Parfect / Chris Meeus	West Sussex County Council
SIP30	Junction improvement - Augusta Place onto Marine Parade	Highways	Darryl Hemmings / Guy Parfect / Chris Meeus	West Sussex County Council
SIP31	Junction improvement - Library Place onto Marine Parade	Highways	Darryl Hemmings / Guy Parfect / Chris Meeus	West Sussex County Council
SIP32	Junction improvement - Northbrook College	Highways	Darryl Hemmings / Guy Parfect / Chris Meeus	West Sussex County Council
SIP33	Junction improvement - A259 Mill Rd / Grand Avenue	Highways	Darryl Hemmings / Guy Parfect / Chris Meeus	West Sussex County Council
SIP34	Junction improvement - A259 Goring Rd / Shaftesbury Avenue	Highways	Darryl Hemmings / Guy Parfect / Chris Meeus	West Sussex County Council
SIP35	Junction improvement - Ardsheal Road / Broadwater Street	Highways	Darryl Hemmings / Guy Parfect / Chris Meeus	West Sussex County Council
BB18	Museum - refurbishment or relocation	Leisure	Diana Peek	Worthing Borough Council
BB19	New Museum Education Officer (per annum figure)	Leisure	Diana Peek	Worthing Borough Council
BB20	Small scale capital works to education room	Leisure	Diana Peek	Worthing Borough Council
BB21	Refurbishment of Toy/History of childhood gallery	Leisure	Diana Peek	Worthing Borough Council
BB22	Field Place or other area near American Golf	Leisure	Duncan Anderson	Worthing Borough Council
BB23	Worthing Leisure Centre - convert Astro turf into Soccer Centre	Leisure	Duncan Anderson	Worthing Borough Council
BB24	Worthing Leisure Centre refurbishment	Leisure	Duncan Anderson	Worthing Borough Council
BB25	Worthing Theatres - refurbishment	Leisure	Andrew Gardiner / Peter Bailey	Worthing Borough Council
BB26	Theatre Incoming generating schemes	Leisure	Andrew Gardiner / Peter Bailey	Worthing Borough Council
SIP44	New library - development at West Durrington	Leisure	Lesley Sim / Karen Wallace	WSCC Libraries
BB38	Pedestrian and street scene improvements	Transport	Lesley Heath	West Sussex County Council
BB39	Community Transport - yes keep	Transport	Anne Jones (WBC) / David Croxford (WSCC)	WSCC & WBC
BB40	West Worthing Cycle Route	Transport	Bryan Curtis / Guy Parfect	WSCC & WBC
SIP10	Park and Ride - West Durrington	Transport	Darryl Hemmings / Guy Parfect / Chris Meeus	West Sussex County Council
SIP2	Cycle route - Durrington to East Worthing	Transport	Bryan Curtis / Guy Parfect	WSCC & WBC
SIP3	Cycle route - Durrington to Broadwater	Transport	Bryan Curtis / Guy Parfect	WSCC & WBC
SIP4	Cycle route - Goring to Durrington	Transport	Bryan Curtis / Guy Parfect	WSCC & WBC
SIP5	Cycle route - Town Centre to East Worthing	Transport	Bryan Curtis / Guy Parfect	WSCC & WBC
SIP6	Cycle route - Goring Seafont	Transport	Bryan Curtis (WBC) / Guy Parfect (WSCC)	West Sussex County Council High
SIP7	Bus priority - A259 Goring Road between Shaftesbury Avenue and George V Avenue	Transport	Darryl Hemmings / Guy Parfect / Chris Meeus	West Sussex County Council
SIP8	Bus service - Durrington to/from Worthing; Enhanced bus service frequency	Transport	Darryl Hemmings / Guy Parfect / Chris Meeus	West Sussex County Council
WSIS1	Superfast Broadband Rollout (Countywide)	Utilities	Cathy Weston	WSCC
Health 1	Provision of new GP Surgeries to meet future healthcare needs	Healthcare	Mike Pritchard	NHS Sussex

Community Infrastructure Levy (CIL) – Infrastructure Evidence

Worthing

Scheme	Needed because of Development / Growth?	Total Scheme Cost & Basic Breakdown	Proportion because of development / growth	Evidence of Need	Timescale / Priority	Other Funding Source / Value
Neighbourhood Workers	Yes	£100K pa (3 Neighbourhood Workers)	50%	Sustainable Community strategy, Deprivation stats (I)MD, community profile, Joing Strategic Needs Assessment	From Jan 2014	Potential Big Lottery Reaching Communities Bid
Maybridge Keystone Centre Manager	Yes	£50K pa	50%	Centre management needing support	Current	Unknown at this stage
Voluntary sector Hub	yes	£500K	50%	VCS Needs Survey		
Community Transport	Yes	£50K pa	50%			

alistair.gregory

From: Arjan de jong [Arjan.dejong@adur-worthing.gov.uk]
Sent: 11 December 2012 09:34
To: alistair.gregory
Subject: CIL Infrastructure evidence

Alistair,
As discussed this morning I do not think that the Handyperson nor SAFE schemes are eligible for CIL funding as they are in place to meet existing need within the older persons and vulnerable persons population.
Regards,
Arjan

[Arjan de Jong](#) - Housing Strategy & Enabling Manager | Housing, Health & Community Safety,
[Adur and Worthing Councils](#)
Location: Room 6, Civic Centre, Ham Rd, Shoreham-by-Sea, West Sussex, BN43 6PR
Internal: 63017 | External: 01273 263017 | E-mail: Arjan.dejong@adur-worthing.gov.uk

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alistair.gregory

From: Duncan Anderson [Duncan.Anderson@adur-worthing.gov.uk]
Sent: 14 November 2012 10:49
To: alistair.gregory
Cc: Ian Moody
Subject: Worthing BC - CIL Infrastructure Consultation
Attachments: Attachments.zip

Dear Alistair,

I am replying about the following schemes:
American Gold at Field Place
Soccer Centre at Worthing Leisure Centre
Refurbish Worthing Leisure Centre (WLC)

1) Is the infrastructure scheme required to support development/growth? (housing and employment)

American Golf (see attached)

This would create potentially one post and it would replace a bowling green at Field Place that is currently underused. There would still remain two other greens.

Soccer Centre (see attached)

This would create one full time post. There is currently an astro turf pitch which is 10 years old and nearing the end of its life. The soccer centre would change the format in this area to small sided games and allow more people to use this area.

Refurb WLC (see attached)

WLC is 40 years old and in need of a refurbishment to ensure the building lasts for a further 40 years. (make it future proof) This would involve looking at all the M&E around the building as well as how each area can be best used for the future asking questions such as: Do we need 4 squash courts? Is a 10 badminton court hall too big? Can we do partnership working with local surgeries or schools?

2) Estimated total scheme cost and a basic breakdown of what this includes.

American Golf

- Approx £200,000

Soccer Centre

- FIFA accredited surface
- Extension of current pitch by approx 15yrds
- Specialist kickboards
- New floodlights
- Goal Posts
- Sub Total £630,000
- Professional fees £56,000
- TOTAL £686,000

Refurb WLC

- Approx £4-6m

3) Proportion of the total scheme cost required to support growth (*see note above*).

American Golf

- £100,000

Soccer Centre

- £150,000

Refurb WLC

- Any amount will help

4) Available evidence justifying the need for the infrastructure scheme (e.g. studies or reports).
American Golf

Soccer Centre
See attached report plus sports development plan

Refurb WLC
We have had Capita consultants do some extensive work back in 2006 which could be supplied

5) The timescale and priority for delivery of the infrastructure scheme.
American Golf
No timescale at present although the parks department are considering reducing the bowling greens in the next two years.

Soccer Centre
This work is required for early 2014

Refurb WLC
No timescale at present

6) Confirmation of any known/anticipated funding (source and value).
American Golf

Soccer Centre

Refurb WLC

Duncan Anderson - Leisure Facilities General Manager
Worthing Leisure Centre, Shaftesbury Avenue BN12 4ET
Tel: 01903 502237 | Mobile: 07917 277534
E-mail: duncan.anderson@adur-worthing.gov.uk

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Follow the development of Worthing's
new Swimming Pool & Leisure Complex

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Adventure Golf Project

Worthing Leisure



Introduction

1.0 Field Place has

Background

2.0 Dfs

The Project

3.0 Dsxfd

Business Plan

4.0 Dsgsdg

Impact of the project

5.0 Dgfafsdg

Summary

6.0 Sdgadg

FIELDPLACE, WORTHING ADVENTURE GOLF SKETCH DESIGN

last update: 2011 - 10 - 18

LEGEND:

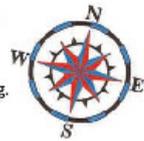
-  golf course
-  golf rough grass
-  sandbunkers
-  water feature
-  pavement
-  planting area
-  natural stones
-  trees/bushes
-  seats



All the material in this sketch are protected by the international copyright regulations. The designer has the right to the intellectual property included in this drawing.

This sketch is not an accurate design drawing. This is a general sketch showing the disposition and proportions. All construction details and solutions should be accepted or approved by the supplier and / or contractor.

All dimensions must be verified on the spot.



black/white piece of the border around the area is 1 meter long

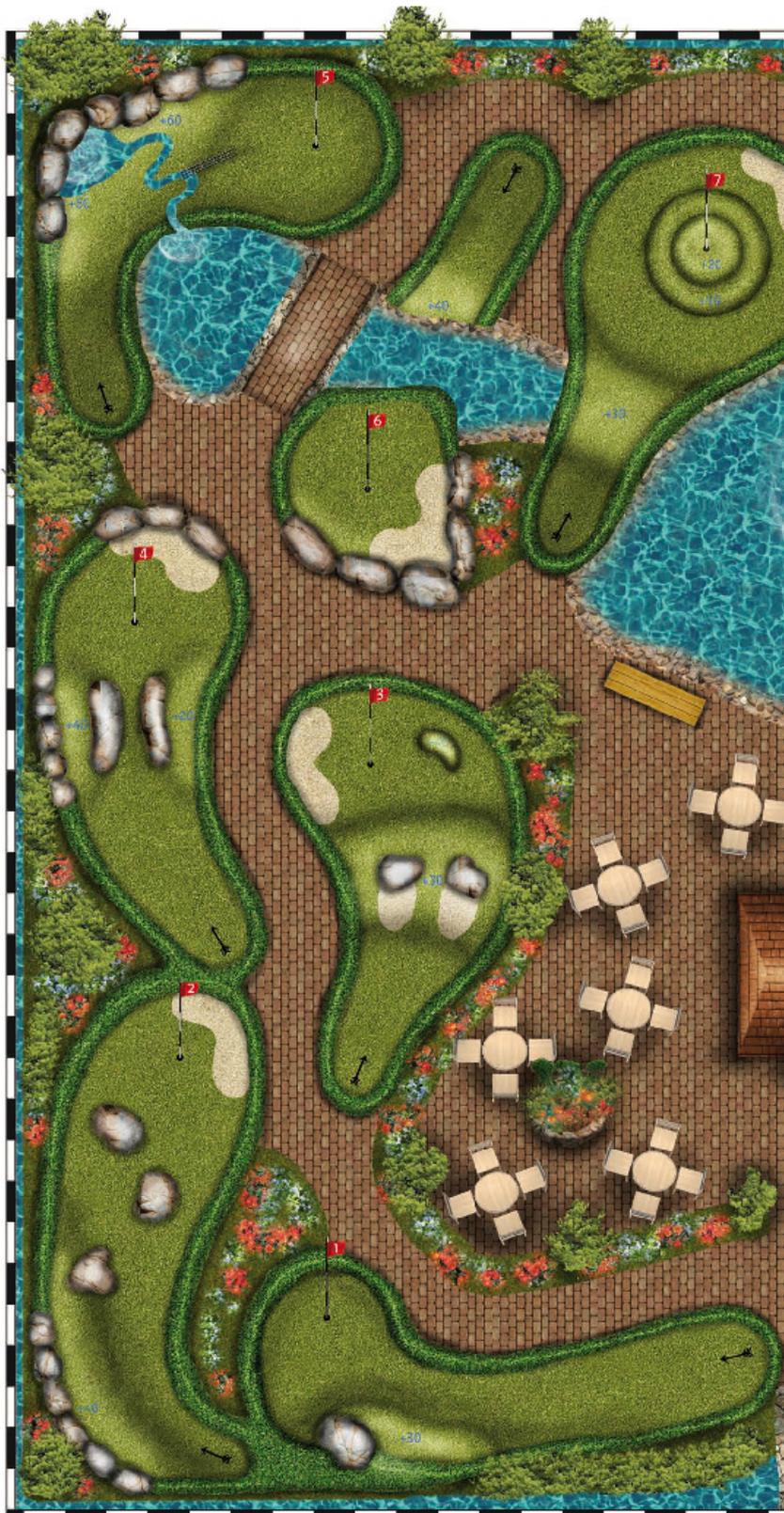
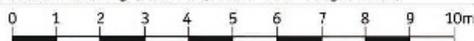
lighter parts of play/recreation area means that ground level is higher darker - that level is lower

preliminary calculation of the volumes (the whole surface: 1296 m²):

 golf fairway: 500 m ²	 water: 130 m ²
 pavement: 486 m ²	 others: 180 m ²



situation drawing (satellite picture from Google Earth)



3G Turf Project at Worthing Leisure Centre

Worthing Leisure



1. Background

1.0 Worthing Leisure Centre is a large dry side Centre built in 1972 and over the last 20 years the Centre has adapted and changed its provision to end up with facilities that include:

- Fitness Suite
- 10 court sports hall
- Bar, Café & Function suite
- Indoor and outdoor changing
- Projectile range
- 4 x Squash courts
- 2 x Studios
- Crèche
- Weights room
- Soft Play area
- Running Track
- Grass pitches
- Full size astro / three 7-a-side pitches

These facilities are currently run in-house as a DSO by Worthing Leisure

1.1 The astro turf was first installed in 1989 and refurbished in 2001. With an estimated life of 10-12 years the current turf is coming to the end of its lifespan and in need of replacement.

1.2 The current astro turf is a make called Charles Lawrence which is a water based system to allow for national standard hockey matches. This system does not use sand but relies on water sprayed from 6 jets positioned around the pitch.

1.3 Hockey only makes use of the Centre for one hour on a Friday evening and for matches at weekends. The demand for hockey has fallen over recent years as clubs have sourced alternative independent venues.

1.4 Most other bookings are taken up by local football clubs and Leisure Leagues who book the pitches from the centre at full price.

1.5 Worthing has a population of 97,568 (Census 2001) which is probably closer to 100,200 in 2012. If the catchment was a twenty minute drive you could include Littlehampton, and Adur which would give the Centre a catchment of over 220,000. This is more than enough catchment to support 8-10 pitches. The general rule is that for every 5-a-side pitch you need a 10,000 population.

1.6 The net income generated from the astro turf in the last five years has been fairly static staying between £75-£85k each year and in 2011-12 financial year the pitches generated a net income of £83,726.

1.7 The income shown in table 1 below does not include College bookings, Party bookings, Football courses and the Holiday schemes which all make use of the astro from time to time. Income from these activities would not be higher than £10,000 per annum.

Net Income for Astro Pitches from 2006-2011

Astro	Income 06-07	income 07-08	Income 08-09	Income 09-10	Income 10-11
April	7101	6142	6549	5167	5641
May	7380	5182	4461	9812	5735
June	2512	2909	5583	2887	2798
July	2574	2179	3065	5430	6819
August	2244	2997	4977	3044	2938
September	3139	10685	4657	6265	9068
October	14498	5228	16415	9620	11605
November	7948	8250	6555	12699	8908
December	4844	5277	5672	5310	4865
January	13709	12216	14585	11294	11182
February	5981	7033	6334	5622	8136
March	6426	8280	7808	7944	8705
	£78,356	£76,378	£86,661	£85,095	£86,400

Table 1

1.8 Worthing Borough Council are aware that within their Capital Replacement Programme the astro pitch would need replacing within the next two years.

1.9 The Borough Council under the project name “Leisure Futures” are working towards replacing the current swimming facility the ageing Aquarena and refurbishing Worthing Leisure Centre.

1.10 Along with many other local authorities at present Worthing Council is having to make severe cuts across many of its services and must look at new ideas to generate income for the future.

1.11 The Council also has a depleted capital reserve which would mean a project to replace a facility such as this would have to be done under an “invest to save” (I2S) scheme.

2. The Way Forward

- 2.0 Worthing Leisure would like to investigate the feasibility of converting the current astro pitch into smaller 5-a-side 3-G soccer pitches and creating a Worthing Soccer Centre. 3G is the preferred option for this surface.
- 2.1 There is space on the current synthetic turf area to fit approx 6 five-a-side pitches however there may also be scope to extend the pitch slightly to the East by approx 20 yards taking up a small section of the current Hammer enclosure. This would allow us to extend the pitches to four times 5-a-side and two training areas which could split into four pitches.
- 2.2 At the same time as replacing the astro pitch, consideration would need to be given to the journey the customer makes from the car – Reception – Changing – 3G – Changing – Catering – Car to maximise potential secondary spend.
- 2.3 Some discussion also needs to be had regarding the operation of this facility once it is complete which could consist of the following:
- Worthing Leisure Centre operate the facility and pay a lease fee to the funding company.
 - The funding company run the facility and pays a contract fee to Worthing Leisure with a profit share arrangement.
- 2.4 The above will all depend on the ability and desire of the Council to borrow funding and potential income generation this could deliver.

3. Financial Projections

3.0 Goals is a national chain of 5-a-side centres based around the UK and the closest centres to Worthing are located in Portsmouth, Southampton and Sutton, all over 50 minutes drive time from Worthing.

3.1 We would look to develop a commercial website linked to our current web pages, but one that is similar to the Goals site where customers can:

- Pay online
- Book pitches
- Join Leagues
- Book Birthdays
- Buy additional gifts / products

Website: <http://www.goalsfootball.co.uk/>

3.2 The current fee for a pitch on the astro turf at Worthing Leisure is £28.00 with an additional charge for floodlights of £6.00. Currently this fee is only £28.00 for most bookings from May – September due to the longer summer days. With any new Centre we would include the floodlight charge in the fee all year round to generate more income and may look to do this from 2013. A fee of £60 applies to booking the whole astro, but this hire is very low as a % of total bookings.

3.3 The figures in the table below show the possible turnover in income on a 6 pitch 3G soccer Centre with a training pitch charging £40 at peak periods and £35 off peak. This charge is still lower than the current Goals charge in May 2012 which ranges from £36.40 to £56.65 depending on how and when you book.

3.4 We have also visited a local independent/private competitor in Ford which has 4 indoor 3G pitches of 18m x 30m. The Ford facility is approx 9 miles from Worthing Leisure Centre and opened in 2011. Worthing Leisure Centre is proposing to have 5-a-side pitches that would be 23m x 35m.

- 3.5 With a new facility the Centre would look to appoint a Soccer Centre Manager whose role would be to maximise usage and secondary spend from the facility. We would be looking to generate approx £225,000 net income from pitch bookings which equates to approx £37,500 per pitch per annum. This is an increase on the current income per pitch by 25%-30%, however we are looking to increase prices on the new facility by approx 18% and the 7%-12% would be found from increased demand for each area due to the quality of the facility.
- 3.6 We would generate additional income from greater usage in this area through secondary spend in the Bar, Café and goods for resale. For the purpose of an I2S bid this has not been included.

Based on five small 5-a-side pitches and one training pitch we could generate the following additional income charging £40 at peak time and £35 off peak.

Current Income	£86,400	per annum
Marketing	£6,000	per annum
Additional Staffing	£26,479	per annum
Additional Coaches	£6,000	per annum

5x five-a-side pitches and Training Pitch
Additional income £98,818

4. Capital expenditure

4.0 There are a number of funding options available to the Council which could include:

- I2S from WBC capital reserves with payback over 10 years
- Part I2S and part Capital funding
- Public, Private Partnership (PPP)

4.1 The cost of the project has been broken down below with estimated figures based on an extension to the current pitch by approx 20 yards:

• FIFA accredited surface	
• Extension of current pitch by approx 15yds	
• Specialist kickboards	
• New floodlights	
• Goal Posts	
• Sub Total	£630,000
• Professional fees	£56,000
TOTAL	£686,000
• Improve links to F&B	£50,000
• Changing room upgrade	£40,000
• Technical Service fees (10%)	£78,000
TOTAL	£854,000

(The above figures are currently estimates subject to obtaining formal quotations and £78,000 is an internal charge of 10% for the management of the project from Technical Services)

4.2 The borrowing of money via I2S using reserves would look to pay back over a 10 year period, however consideration would need to be given to a replacement carpet at the end of that period which may be via a supplementary I2S scheme.

4.3 The borrowing that made use of part capital and part I2S would look to use the capital reserve to fund the replacement carpet/turf and the rest of the project would be funded via I2S. The carpet/turf was due to be replaced on the capital programme in 2013 so this method would help the I2S project achieve its target.

- 4.4 The PPP would be via a company that could design, build and potentially assist in the management of this project for a share of any profits. This would most likely be over a fifteen year period and would bring in very little extra revenue for the Centre. The advantage for the Centre would be a new facility. This project would need to factor in the replacement of the carpet/turf after 10 years.

5 Other Implications

- 5.1 We will be putting together a project team to deliver this scheme which will include officers from the following departments:
- Leisure
 - Procurement
 - Legal
 - Technical Services
 - Finance
 - Funding officer
- 5.2 We will require legal to investigate the covenants of West Park to establish whether or not it is possible to extend the pitches in the hammer area.
- 5.3 We will require planning for the extension of the pitches and new Floodlighting.

6 Recommendations

- 6.1 It is recommended that we seek advice from our financial department to ensure that the scheme will pay back what we borrow over its lifecycle and then agree to the I2S scheme and seek quotes for:
- FIFA accredited surface
 - Extension of current pitch by approx 15-20yds
 - Specialist kickboards
 - New floodlights
 - Goal Posts
- 6.2 The Changing rooms and bar project should also be included on the I2S scheme.
- 6.3 We work with the funding officer to secure any potential opportunities that may be available for the project such as “Inspired Facilities”.



How to use this sports development template

Sport England has a key role in promoting the development of sport and creating a world-leading community sport environment of clubs, coaches, facilities and volunteers.

This document explains what is meant by the phrase “sports development” and what we are looking for in support of your application to this programme.

Sports development is about your organisation looking to the future and creating a plan to keep its facilities and sports users, or working towards new and better opportunities to take part in sport. This is sports development and this is what we need you to tell us about.

We have provided a template to help you set out your plans for your project and what you want to achieve.

When you have completed it, we will better understand:

- How our grant will improve sport at your project
- How you are working towards running more games because the facilities are new and improved and will enable more sessions
- How the improved facility will help provide more opportunities for sport, such as a new junior or women’s team.

We need you to explain on the template how the investment will benefit sport. A worked example has been included to help guide you on the type and level of information we are looking for.

Sports development plan

URN:	2012005261
Organisation name:	Worthing Borough Council

(* Applicants should complete the URN and Organisation name details above)

This Sports Development plan should be based on the **facility improvements** for which you are seeking a grant. The plan will rely on people and other resources to help your project deliver sporting activity.

Sporting Objectives	How will you achieve this objective	What resources will you require to deliver this objective?	What are the implications for accessing these resources?	What are the timelines for delivery	How will you measure success (quantitative, i.e. numbers and frequencies)
<p>Increased participation with athletics club through the introduction of fun junior sessions on 3G pitch.</p> <p>Increased participation of pay and play customers by 25%.</p>	<p>Work with Worthing Harriers to market the club and link to our Fit4 junior membership which will act as a feed into the club</p> <p>Create an additional training facility that could be used to support the track on busy evenings and act as a warm up area on event days</p> <p>Mark out grids small training area for juniors as a step before training on the big track.</p> <p>Hold open nights for athletics to encourage more pay and play</p>	<p>Coaches</p> <p>Designated manager to managed new facilities and maximise usage</p> <p>Marketing</p> <p>Improved facilities</p> <p>Area marked on new carpet</p> <p>Designated contact from Leisure Centre</p>	<p>These courses will become part of the fit4 membership and juniors will be given the opportunity to exit via the club – feeder to the club. The courses will also be pay as you go.</p> <p>Pay and play nights where customers can come along and have ago whilst asking advice from local club coaches</p>	<p>1 year from completion of project.</p>	<p>Junior courses 1 course of 12 children within 6 months of build. 2 courses within 1 year</p> <p>Pay and Play Open Nights Immediate as we will review this during 2012-13.</p>

	users which could eventually feed the current club.				
Support the Worthing College Rugby Academy	<p>New Changing Facilities and regular meetings with the college.</p> <p>Additional training area for the college to conduct drills</p> <p>Marked out grids for training purposes.</p> <p>Improved grass pitches for more games per week.</p>	<p>Improved facilities</p> <p>Designated manager to managed new facilities and maximise usage</p> <p>Designated contact from Leisure Centre with college.</p>	Hold bi-monthly meetings with the college to ensure both parties are happy with pitch, fitness and changing facilities.	Immediate	<p>Busy rugby academy at the Centre.</p> <p>More space for day time training which would help improve the condition and availability of the main pitch</p>
<p>Increased participation in all levels of football at Worthing Leisure Centre from Juniors – football in the community, Brighton and Hove and Chelsea Academy, local soccer leagues and community use with competitions.</p> <p>Reduce waiting lists for local football clubs that wish to use the facilities</p> <p>Look at feasibility of introducing “We Kick Too” as a new opportunity</p>	<p>Re-surface the current astro turf water based pitch and replace with a 3-G converting into 4 x 5-a-side pitches and 2 40m x 60m pitches.</p> <p>Marked out grids for training purposes on some pitches.</p> <p>Increased number of pitches available to teams.</p> <p>Talk to local people that run “We Play too” a group to encourage accessible facilities in parks. We can ask the</p>	<p>We would require approx 40% of the capital to lay the new surface, £100,000. We would find the rest of the capital through an invest to save scheme and increase income through increased participation.</p> <p>Designated manager to managed new facilities and maximise usage</p> <p>Various adjustments beyond DDA to changing facilities and accessibility to the pitches</p>	<p>Putting in an invest to save bid via Worthing & Adur Council to show how we can pay this back through increased participation.</p> <p>This could increase the cost to the refurbishment of the changing facilities.</p>	<p>This invest to save bid would be over a 8-10 year plan.</p> <p>Meet with We Play Too in early 2013.</p>	<p>Increased Participation Increase in usage by from 48,160 players per year to 87,147 per year</p> <p>Junior Tournaments Hold a minimum of two five-a-side tournaments a year from 2014.</p>

	question of what would be required if we were to start our own “We Kick Too”				
Encourage Hockey to return and play at the Centre	<p>We are look to put in a short pile 3G carpet to leave the flexibility open to hold Rugby, Hockey, Athletics and Football on this surface.</p> <p>we will hold a return to Hockey course.</p>	Designated member of the team to make contact with various clubs.	Secured capital and awaiting inspired facilities bid	Within the first year of opening the facility.	<p>Return to Hockey Course</p> <p>Encourage more people back to hockey and set up a new team.</p>
Encourage customers to stay at Centre after activity and read literature about other facilities on offer	With new changing facilities some customers will make use of these, have a shower and stay for a drink and read our marketing.	<p>Improved changing facilities.</p> <p>Target marketing</p> <p>Designated manager to managed new facilities and maximise usage</p>	Secured capital and awaiting inspired facilities bid	6 months	Improved bar and café takings will give us an indication that customers are staying at the Centre long enough to read literature. Eventually increased usage across other areas of the Centre.
Remove unnecessary steps and obstacles to make the Changing facilities more accessible	Consult with the Athletics clubs and other users of the site	Improved changing facilities	As above	immediate	Increase usage from disability groups and our links to Oak Grove College.

alistair.gregory

From: Diana Peek [Diana.PEEK@adur-worthing.gov.uk]
Sent: 07 December 2012 13:44
To: alistair.gregory
Subject: RE: Worthing BC - CIL Infrastructure Consultation
Attachments: CIL.doc

Alistair

Please find attached the Museum's draft response - I do hope this is what you are asking for/in the right format. If there are any questions on this, or you need any more or different information I tend to be working in the office in a morning and I'll be available on Monday/Tuesday to answer any queries you may have.

Regards

Diana

[Diana Peek](#) - Museum and Art Gallery Manager | Corporate and Cultural Services, [Worthing Borough Council](#)

Location: Worthing Museum and Art Gallery

Internal: 1446 | External: 01903 221446 | E-mail: diana.peek@adur-worthing.gov.uk

Please think before you print this and save paper

From: alistair.gregory [mailto:alistair.gregory@wyg.com]
Sent: 22 November 2012 10:42
To: Andrew Gardiner; Anne Jones; Arjan de jong; Bryan Curtis; Chris Bradley; Claire Hunt; Clive Bramble; Diana Peek; Duncan Anderson; Ian Rudkin; Jacqui Cooke; Lee Billingham; Matt Roberts; Nadeem Shad; Amanda O'Reilly; Tina Favier
Cc: Ian Moody
Subject: Worthing BC - CIL Infrastructure Consultation
Importance: High

Dear all,

RE: WORTHING BC – CIL INFRASTRUCTURE CONSULTATION

Further to my email and attachments of 6th November 2012 regarding the above please note that the **consultation deadline has now been extended until Friday 21st December 2012**. However, if you are able to respond in advance it would be very helpful.

Please do not hesitate to contact me if there are any queries.

Many thanks

Regards

Alistair Gregory

Technical Director

WYG TRANSPORT PLANNING

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Winner 2011 CIWM GEOTECH Award 2011
Winner British Expertise International Awards - Consultancy Project of the Year 2011
Winner RoSPA Occupational Health and Safety Gold Medal Award 2011
Winner National Recycling Awards - Local Authority Target Success 2011
Winner RICS Northern Ireland Awards - Project of the Year & Community Benefit 2011
Winner Construction Excellence in the North East Awards (CENE) - Integration & Collaborative Working Award 2011



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Project	BB18 Museum – refurbishment/relocation
<p>1) Is the infrastructure scheme required to support development/growth?</p> <p>Note: <i>The CIL Regulations currently do not allow CIL funding to be used to address existing shortfalls/problems, or for the maintenance of existing assets. However, if a scheme fulfils a dual role of supporting development whilst also addressing existing issues then the proportion of the total scheme cost that is required to support growth can be eligible for CIL funding.</i></p>	<p>Yes.</p>
<p>2) Estimated total scheme cost and a basic breakdown of what this includes.</p>	<p>£6.4 million (original scheme) The relocation of existing off-site external stores to remove storage from the museum site in order to create additional permanent galleries and improve access to nationally significant reserve collection, create disabled access to those new galleries and create new temporary galleries in place of existing permanent galleries, enhanced retail and on-site catering.</p>
<p>3) Proportion of the total scheme cost required to support growth (<i>see note above</i>).</p>	<p>97% as the museum would need to replace an amount of lifts/ electrical and plant regardless of the larger changes, which is work which will be combined with the gallery changes.</p>
<p>4) Available evidence justifying the need for the infrastructure scheme (<i>e.g. studies or reports</i>).</p>	<p>Feasibility Study and Options Appraisal Redevelopment of Worthing Museum and Art Gallery Haley Sharpe Design Ltd 2007 Mechanical and electrical Condition Survey Report Pinnacle ESP Consulting Engineers 2007</p> <p>Service review report Jura Ltd 2010</p>
<p>5) The timescale and priority for delivery of the infrastructure scheme.</p>	<p>Service Priority 2 While the overall priority of this project is the highest for the long term future of the Museum service there are two smaller projects which need to be completed first in order to support its success. Its assumed the Council will begin to prepare this project in 2015</p>
<p>6) Confirmation of any known/anticipated funding (<i>source and value</i>).</p>	<p>Project would require Lottery Funding from HLF/Arts Council</p>

Project	BB19 New Museum Education Officer (per annum figure)
1) Is the infrastructure scheme required to support development/growth? Note: <i>The CIL Regulations currently do not allow CIL funding to be used to address existing shortfalls/problems, or for the maintenance of existing assets. However, if a scheme fulfils a dual role of supporting development whilst also addressing existing issues then the proportion of the total scheme cost that is required to support growth can be eligible for CIL funding.</i>	Yes the Museum has no dedicated schools education officer without which increased capacity it cannot achieve to establish or develop a schools education service
2) Estimated total scheme cost and a basic breakdown of what this includes.	£20,000 R& D costs for Education Service £45,000 per annum inc on-costs for direct/indirect staff costs £10,000 per annum for marketing and delivery of education
3) Proportion of the total scheme cost required to support growth (<i>see note above</i>).	100%
4) Available evidence justifying the need for the infrastructure scheme (<i>e.g. studies or reports</i>).	Service review report Jura Ltd 2010
5) The timescale and priority for delivery of the infrastructure scheme.	Priority 1 – timescale subject to funding 2012-14. The museum needs to both demonstrate the potential impact of investment in services on audience development in order to support the case for major development funding, and in order to apply for designation of a major collection as being of national significance demonstrate a commitment to education.
6) Confirmation of any known/anticipated funding (<i>source and value</i>).	Arts Council England £20,000 confirmed for research and development of education services, to be shared with Littlehampton Museum and Rustington Museum

Project	BB21 Refurbishment of Toy/History of childhood gallery
1) Is the infrastructure scheme required to support development/growth? <i>Note: The CIL Regulations currently do not allow CIL funding to be used to address existing shortfalls/problems, or for the maintenance of existing assets. However, if a scheme fulfils a dual role of supporting development whilst also addressing existing issues then the proportion of the total scheme cost that is required to support growth can be eligible for CIL funding.</i>	Yes. This Museum has an extensive collection but no dedicated permanent gallery for Juvenilia/Toys. In order to develop the schools service it's essential that the museum can develop services in areas that appeal to curriculum/teachers in local schools and toys/childhood including social history and related technologies are a subject which cuts across all parts of that.
2) Estimated total scheme cost and a basic breakdown of what this includes.	£100,000 For refurbishment of temporary gallery including flooring/redecoration and purchase of cases, interactive exhibits, child friendly design and interpretation and development of related educational activities
3) Proportion of the total scheme cost required to support growth (<i>see note above</i>).	100%
4) Available evidence justifying the need for the infrastructure scheme (<i>e.g. studies or reports</i>).	Service review report Jura Ltd 2010
5) The timescale and priority for delivery of the infrastructure scheme.	Service Priority 1 – the Museum would benefit from demonstrating the potential impact of investment on audience development in order to support the case for major development funding. Work to begin in 2015 subject to securing external funding prior to major development work (BB18 Museum – refurbishment)
6) Confirmation of any known/anticipated funding (<i>source and value</i>).	£2,000 confirmed through public appeal £5,000 still sought through public appeal

Project	BB20 Small scale capital works to education room
1) Is the infrastructure scheme required to support development/growth? Note: <i>The CIL Regulations currently do not allow CIL funding to be used to address existing shortfalls/problems, or for the maintenance of existing assets. However, if a scheme fulfils a dual role of supporting development whilst also addressing existing issues then the proportion of the total scheme cost that is required to support growth can be eligible for CIL funding.</i>	Yes. Existing facility is adequate for current occasional use however to improve ability to compete for education market, create a multi-functional space and link to technological development for education provision e.g. museum can offer teaching materials and broadcast to schools/colleges/universities using the same technology available in the classroom.
2) Estimated total scheme cost and a basic breakdown of what this includes.	£100,000 Chiefly investment in new technology – white board/digital projector/ cam/ wireless/IT/lighting and redecoration including new flooring, secure storage and furniture suitable for both schools and independently for family audiences so the room can be used for activities without constant staff supervision.
3) Proportion of the total scheme cost required to support growth (<i>see note above</i>).	100%
4) Available evidence justifying the need for the infrastructure scheme (<i>e.g. studies or reports</i>).	Service review report Jura Ltd 2010
5) The timescale and priority for delivery of the infrastructure scheme.	Service Priority 3 Timescale – subject to availability of funding.
6) Confirmation of any known/anticipated funding (<i>source and value</i>).	none

Feedback Received from:

West Sussex County Council

alistair.gregory

From: Lucy.Seymour-Bowdery@westsussex.gov.uk
Sent: 20 December 2012 16:59
To: alistair.gregory
Cc: Ian.Moody@adur-worthing.gov.uk; Darryl.Hemmings@westsussex.gov.uk; Chris.Owen@westsussex.gov.uk
Subject: Re: Worthing BC - CIL Infrastructure Consultation
Attachments: Fire & Rescue - Worthing prioritisation proforma.doc; Education - Worthing prioritisation proforma.doc; Libraries - Worthing prioritisation proforma.doc; Early Childhood - Worthing prioritisation proforma.doc; Infrastructure List for Consultation (Dec 2012) - WSCC updates.xls; Draft Worthing SIP 29-11-2012.xls; Highways & Transport - Worthing prioritisation proforma.doc

Dear Alistair,

Thank you for the opportunity to inform the CIL infrastructure list evidence base. We are currently working with our services to understand how they plan for future development and have combined this exercise with providing an update on the infrastructure list items. Please find attached a version of the infrastructure list which contains the County Council entries. An additional column has been added to outline any progress related to the item. For example, whether the item should be deleted or whether it should be updated based on further information provided in a proforma. I have also attached the latest version of the draft Worthing Strategic Infrastructure Package:

As part of this exercise, consultees were sent ONS projections based on the 2011 census data and were asked to fill in a proforma to enable them to prioritise the identified infrastructure. Each service will be at varying stages and it is acknowledged that further work will be required to determine the development contribution percentage in most cases. This consultation has progressed our understanding of how these services plan and the next step will be to develop a methodology to determine the development contribution where there are clear links to growth.

For the current items in the infrastructure list, please find attached a proforma for Fire & Rescue, Education, Highways & Transport and Libraries. No proforma has been provided for Waste Management or Broadband - please see the entries in the infrastructure list progress / comments column. A proforma has also been included for Early Childhood as although there are no current items in the list, the intention is to seek development contributions for some of these items in the future:

Please do not hesitate to contact me if you have any queries or need any further information. If there are specific areas where the evidence needs to be progressed, I'd be happy to discuss this to establish an approach.

Kind Regards,
Lucy

[Lucy Seymour-Bowdery](#) | Planner, Planning and Transport Policy Team, Strategic Planning, Communities and Infrastructure, [West Sussex County Council](#) | Location: 1st Floor, Northleigh
Internal: 77947 | External: 01243 777947 | E-mail: lucy.seymour-bowdery@westsussex.gov.uk

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"alistair.gregory" <alistair.gregory@wyg.com>

22/11/2012 10:50

To <Lucy.Seymour-Bowdery@westsussex.gov.uk>
cc Ian Moody <Ian.Moody@adur-worthing.gov.uk>
Subject Worthing BC - CIL Infrastructure Consultation

Dear Lucy,

RE: WORTHING BC – CIL INFRASTRUCTURE CONSULTATION

Further to my email and attachments of 6th November 2012 regarding the above please note that the **consultation deadline has now been extended until Friday 21st December 2012**. Please could you notify the relevant consultees within the County Council? However, if any are able to respond in advance it would be very helpful.

Please do not hesitate to contact me if there are any queries.

Many thanks

Regards

Alistair Gregory
Technical Director

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West Sussex County Council

Service Planning Prioritisation Proforma

This proforma is intended to provide a consistent basis for presenting information about the prioritisation of County Council infrastructure needs to inform the County Council's Strategic Infrastructure Packages through the Shaping Places Officers Group.

If you have questions then please contact a member of the Planning & Transport Policy Team.

Service	WSF&RS	Worthing District				
CLC area	All	Date of completion 10/12/12				
Approach to future service planning ¹	Links to planned WSF&RS Service Review of functions and capabilities that will require member approval, public consultation and capital investment.					
Prioritisation methodology ²	WSF&RS Cabinet and SMT Strategic Direction					
	Priorities for service area ³	Justification (including proportion attributable to development growth) ⁴	Scheme status ⁵	Cost (£000's)		
				Revenue	Capital	Development contribution %
1	Provision of a fire complex at Broadbridge Heath incorporating a new Service training facility and a fire station that would replace the Horsham Fire station. The new Service training facility would replace the existing but inadequate training centre collocated at Worthing Fire station.	Current training facilities based at Worthing Fire station are cramped and restricted in the range of training requirements that need to be undertaken to deliver a modern fire and rescue service. WSF&RS has an aspiration to develop a new fire service complex South of Broadbridge Heath that will incorporate a Service training facility and also a fire station on WSCC owned land.	Scheme identification and appraisal stage	Nil	C£10M Subject to feasibility studies	The fire service works on the principle of mutual support. A serious incident in a district or borough attracts fire service assets from other fire locations around the county. The logical extension

						of this principle is that fire infrastructure, regardless of where it is located, should attract CIL contributions from all districts and boroughs, as all benefit from the fire asset. The contribution could be based on pro-rata population figures.
2	Replacement Crawley Fire Station (Crawley Borough Council)	Existing station obsolete	Pending DCLG Grant Bid outcome		£6M	As above
3	New Fire Station(s) venues tbc Proposals would flow from a fire service review of functions and capabilities	Outcomes from the planned WSF&RS Service Reviews of functions and capabilities.	Scheme identification and appraisal stage		tbc	As above
Cost basis ⁶	Grant funding/Capital Receipts/Capital Bids to WSCC					
Consultation ⁷	Public consultation takes place as part of the annual Fire Service Integrated Risk management Plan					
Member involvement ⁸	Members have been involved in early strategic direction work and members will be fully involved as the future reviews get underway.					

- ¹ **Approach to future service planning** – please provide a brief description of the methodology used to plan future service provision signposting relevant policies, plans and strategies as appropriate.
- ² **Prioritisation methodology** – please provide a brief description of the methodology used to prioritise infrastructure including policy basis and details of any member involvement in determining the approach to prioritisation.
- ³ **Priorities for service area** – please indicate service priorities with the highest priority in number 1. Please clearly identify large schemes/projects or packages of smaller items which may be applied across a wide area (e.g. pedestrian crossings).
- ⁴ **Justification** – where relevant, please refer to relevant local or national policy, the prioritisation methodology or other relevant service planning information including information about development-related growth and timescale of for delivery.
- ⁵ **Current status** – where possible scheme status should be indicated with reference to the following design stages: 1. Scheme identification & appraisal stage; 2. Preliminary design stage; 3. Detailed design stage.
- ⁶ **Cost basis** – please provide a brief description of the source and date of cost information and where possible, a breakdown of what the cost includes. Please also indicate whether there is already any known / anticipated funding including its source and value.
- ⁷ **Consultation** – please provide a brief description of any consultation that has been carried out to help determine these priorities.
- ⁸ **Member involvement** – please provide a brief description of any member involvement that has been carried out to help determine these priorities.

West Sussex County Council

Service Planning Prioritisation Proforma

This proforma is intended to provide a consistent basis for presenting information about the prioritisation of County Council infrastructure needs to inform the County Council's Strategic Infrastructure Packages through the Shaping Places Officers Group.

If you have questions then please contact a member of the Planning & Transport Policy Team.

Service	Education and Schools	District	Worthing			
CLC area	Worthing	Date of completion	December 2012			
Approach to future service planning ¹	The provision of appropriate school places is a statutory duty of the County Council. The shortfall of places arising from the projected increase in pupil numbers is calculated bi-annually and where housing developments contribute to the shortfall of places a contribution is sought from the developer using the DfE cost multiplier.					
Prioritisation methodology ²	School places are a key aspect of the infrastructure and the Cabinet Member for Education and Schools will commission the expansions of schools. New school approvals will be determined by the Cabinet Member for Education and Schools or the Secretary of State depending on the type of school commissioned.					
	Priorities for service area ³	Justification (including proportion attributable to development growth) ⁴	Scheme status ⁵	Cost (£000's)		
				Revenue	Capital	Development contribution %
1	Expansion of first and middle schools in Worthing and Durrington by an additional 6FE i.e. 48 class bases across all schools. To meet the anticipated demand for 44F.E. by 2015.	To meet the statutory demand for school places (rising number of primary aged children will require additional accommodation in the first instance)	Preliminary identification		£24m	*25 – 50%
2	Expansion of secondary school places from 38-44 F.E. i.e. an additional 6FE. To meet the	To meet the statutory demand for school places	Preliminary identification		£28m	*25 – 50%

	anticipated demand for 44 F.E. by 2017/18					
3	A new 1 FE primary school (possibly located north of the proposed Titnore Lane site)	To meet the statutory demand for school places	Preliminary identification		£5.5m	*25 – 50%
4	To review the Age of Transfer across the Borough	Supports the County Council's policy of reducing the number of transfers pupils have to undertake and supports the raising of attainment	Under review	To be identified	To be identified	To be determined
Cost basis ⁶	Use of the Department for Education cost multiplier updated to current basic level.					
Consultation ⁷	No consultation on this prioritisation.					
Member involvement ⁸	None yet (the Cabinet Member for Education and Schools and Members Capital Group will consider all proposals before inclusion in the County Council's capital programme).					

*This is assuming that the balance is available from the basic need grant from the Government. This is an assumption that may not be realised.

¹ **Approach to future service planning** – please provide a brief description of the methodology used to plan future service provision signposting relevant policies, plans and strategies as appropriate.

² **Prioritisation methodology** – please provide a brief description of the methodology used to prioritise infrastructure including policy basis and details of any member involvement in determining the approach to prioritisation.

³ **Priorities for service area** – please indicate service priorities with the highest priority in number 1. Please clearly identify large schemes/projects or packages of smaller items which may be applied across a wide area (e.g. pedestrian crossings).

⁴ **Justification** – where relevant, please refer to relevant local or national policy, the prioritisation methodology or other relevant service planning information including information about development-related growth and timescale of for delivery.

⁵ **Current status** – where possible scheme status should be indicated with reference to the following design stages: 1. Scheme identification & appraisal stage; 2. Preliminary design stage; 3. Detailed design stage.

⁶ **Cost basis** – please provide a brief description of the source and date of cost information and where possible, a breakdown of what the cost includes. Please also indicate whether there is already any known / anticipated funding including its source and value.

⁷ **Consultation** – please provide a brief description of any consultation that has been carried out to help determine these priorities.

⁸ **Member involvement** – please provide a brief description of any member involvement that has been carried out to help determine these priorities.

DRAFT

West Sussex County Council

Service Planning Prioritisation Proforma

This proforma is intended to provide a consistent basis for presenting information about the prioritisation of County Council infrastructure needs to inform the County Council's Strategic Infrastructure Packages through the Shaping Places Officers Group.

If you have questions then please contact a member of the Planning & Transport Policy Team.

Service	Libraries	District	Worthing
CLC area		Date of completion	11/12/12
Approach to future service planning ¹	<p>Worthing district is served by a number of libraries the main library in Worthing and then smaller community libraries in Broadwater (6), Durrington (5), Findon(6) Goring (5), Libraries in West Sussex are tiered from 1 to 6 – Tier 1 being our largest most comprehensive Libraries in terms of community served, stock and services and tier 6 being our smallest. Serving the Worthing district we have the main library (1) open 58 hours a week, 2 tier 5 libraries open 39 hours and 2 tier 6 libraries open 24 hours a week. Recently self service has been installed at all these libraries and staffing in the community libraries has been reduced. In a situation where increased savings are required we have currently retained 36 libraries across the county, there is still considerable demand for the physical space and the services a library provides, currently almost 300,000 residents are registered users of the service. Despite the growth in digital formats current library use would suggest that whilst the digital area will grow in popularity (thus potentially reducing the need for a growth in physical space) investment in the technology to enable the provision of the service in a different way will be required. In all areas we are looking for opportunities to co- locate other services in library buildings or to relocate library services into other community spaces. In some areas the focus of communities change with additional development and libraries end up in the wrong location, in these instances we would seek to relocate to more accessible/central areas. It may be that the political direction could be to reduce the number of service points to concentrate resources and staff in a smaller number of buildings or it may be that we focus on delivery of multiple service from community buildings to achieve better value for residents e.g. Broadfield library where we have reduced the size of the library and accommodated a local police Office and Crawley borough Council access point. These political decisions have yet to be made.</p> <p>As populations increase there is always increased pressure on library services % of residents registered as library users vary from community to community, usually being higher in the smaller libraries, we estimate the average in Worthing district to be higher than average at over 60%. Therefore any increased development could see use increase relative to the population increase. However the population predictions for 2021 only show around a 9% increase with a greater increase in the older population and early years ages which could increase demand from both those sections of the community who are more likely to be heavy traditional library users.</p> <p>Worthing also has some areas served by the mobile library.</p>		

	<p>In general physical visits to the library are falling at a rate less than the national average whilst virtual use increases.</p> <p>It is likely that contributions would be requested to improve and develop existing library services unless the opportunity arose to be part of a larger community facility e.g. West Durrington where library provision would be part of a wider community offer or if the opportunity arose for a new tier 1 library for Worthing as part of a significant town redevelopment.</p> <p>At Goring we have a popular library on a large site where there may be potential for further development.</p> <p>In line with the Cabinet priorities we are focussing on service that support Early years, economic growth and Older residents.</p>					
Prioritisation methodology ²						
	Priorities for service area ³	Justification (including proportion attributable to development growth) ⁴	Scheme status ⁵	Cost (£000's)		
				Revenue	Capital	Development contribution %
1	Worthing main library	Main library for district holding main collections one of 2 tier 1 libraries in the county				
2	Goring					
3	Durrington					
4	Findon					
5	Broadwater					
6						
7						

8						
9						
10						
Cost basis ⁶						
Consultation ⁷	<i>Recent Library survey has been done but results currently being discussed</i>					
Member involvement ⁸	<i>Cabinet member aware</i>					

¹ **Approach to future service planning** – please provide a brief description of the methodology used to plan future service provision signposting relevant policies, plans and strategies as appropriate.

² **Prioritisation methodology** – please provide a brief description of the methodology used to prioritise infrastructure including policy basis and details of any member involvement in determining the approach to prioritisation.

³ **Priorities for service area** – please indicate service priorities with the highest priority in number 1. Please clearly identify large schemes/projects or packages of smaller items which may be applied across a wide area (e.g. pedestrian crossings).

⁴ **Justification** – where relevant, please refer to relevant local or national policy, the prioritisation methodology or other relevant service planning information including information about development-related growth and timescale of for delivery.

⁵ **Current status** – where possible scheme status should be indicated with reference to the following design stages: 1. Scheme identification & appraisal stage; 2. Preliminary design stage; 3. Detailed design stage.

⁶ **Cost basis** – please provide a brief description of the source and date of cost information and where possible, a breakdown of what the cost includes. Please also indicate whether there is already any known / anticipated funding including its source and value.

⁷ **Consultation** – please provide a brief description of any consultation that has been carried out to help determine these priorities.

⁸ **Member involvement** – please provide a brief description of any member involvement that has been carried out to help determine these priorities.

West Sussex County Council

Service Planning Prioritisation Proforma

This proforma is intended to provide a consistent basis for presenting information about the prioritisation of County Council infrastructure needs to inform the County Council's Strategic Infrastructure Packages through the Shaping Places Officers Group.

If you have questions then please contact a member of the Planning & Transport Policy Team.

Service	Early Childhood Service	District	Worthing			
CLC area		Date of completion	17 December 2012			
Approach to future service planning ¹	<ul style="list-style-type: none"> West Sussex Childcare Sufficiency Assessment, March 2011. The assessment is a measurement of the nature and extent of the need for, and supply of, childcare within the local authority area including statutory early education provision: <p>http://www.westsussex.gov.uk/doing_business/running_your_business/early_years/ecs/childcare_sufficiency.aspx</p>					
Prioritisation methodology ²	<p>http://www.education.gov.uk/childrenandyoungpeople/earlylearningandchildcare/delivery/free%20entitlement%20to%20early%20education/b0070114/eefortwoyearolds</p>					
	Priorities for service area ³	Justification (including proportion attributable to development growth) ⁴	Scheme status ⁵	Cost (£000's)		
				Revenue	Capital	Development contribution %
1	Increase the number of high quality, inclusive early education places for children aged 2 across the Borough	As above, and http://www.westsussex.gov.uk/doing_business/running_your_business/early_years/ecs/childcare_sufficiency.aspx Review/Action Plan South 2011-14	1	tbd	tbd	zero

2	Retain childcare provision on school sites which have been identified for school expansion places	As above	1	n/a	n/a	zero
3	Develop 2 new Full Daycare Nurseries alongside proposed primary school developments	As above	1	tbd	tbd	100%
4	Develop new out of school childcare provision attached to proposed primary school developments	As above	1	tbd	tbd	zero
5	Increase the number of new childminders in proposed housing development in West Durrington	As above	1	tbd	tbd	zero
Cost basis ⁶	West Sussex County Council has received both revenue and capital funding from Central Government to develop new early education places for children aged two. Although this allocation will come through the Dedicated Schools Grant, it is not ring-fenced and decisions are yet to be made on the exact budget.					
Consultation ⁷	Childcare Sufficiency Assessment, March 2011 Consultation with range of partners including parents through an on-line questionnaire and local consultation through with parents and partner agencies through Children and Family Centres					
Member involvement ⁸	Childcare Sufficiency Assessment, Lead Cabinet Member for Children and Families approval.					

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² **Prioritisation methodology** – please provide a brief description of the methodology used to prioritise infrastructure including policy basis and details of any member involvement in determining the approach to prioritisation.

³ **Priorities for service area** – please indicate service priorities with the highest priority in number 1. Please clearly identify large schemes/projects or packages of smaller items which may be applied across a wide area (e.g. pedestrian crossings).

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⁸ **Member involvement** – please provide a brief description of any member involvement that has been carried out to help determine these priorities.

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West Sussex County Council

Service Planning Prioritisation Proforma

This proforma is intended to provide a consistent basis for presenting information about the prioritisation of County Council infrastructure needs to inform the County Council's Strategic Infrastructure Packages through the Shaping Places Officers Group.

If you have questions then please contact a member of the Planning & Transport Policy Team.

Service	Strategic Planning (highways & transport SIP entries)	District	Worthing			
CLC area	Worthing	Date of completion	20/12/2012			
Approach to future service planning ¹	<ul style="list-style-type: none"> The County Council's aims, objectives and strategic priorities for transport are set out in the West Sussex Transport Plan 2011-2026. The infrastructure priorities for transport have been prepared in line with the WSTP and, where appropriate, aim to help deliver the WSTP. Infrastructure priorities have been informed by a WBC's strategic transport study which has assessed the impact of future development on the transport network. Preparation of a Strategic Infrastructure Package (SIP) to set out the improvements required to enable the provision of County Council services to meet the needs of new strategic development. Identification of local priorities to inform the selection of highway schemes through the Worthing County Local Committee (CLC). 					
Prioritisation methodology ²	Evidence-led approach prioritising mitigation measures identified in the Worthing LDF Core Strategy Testing Technical Note 2010. The 2026 scenario did not take account of other schemes such as bus priority and cycle improvements, therefore a package of measures has also been developed to support the behaviour change programme and complement the capacity improvements.					
	Priorities for service area ³	Justification (including proportion attributable to development growth) ⁴	Scheme status ⁵	Cost (£000's)		
				Revenue	Capital	Development contribution %
=1	Intensive area-wide behaviour change programme	A 6.5% overall reduction in car trips was applied as a mitigation measure to represent the effects of travel planning	Included in the Worthing SIP.	£121,000 per annum	N/A	

		and promotion of sustainable transport measures.				
=1	Package of junction improvements (SIP11-32 & SIP35)	Local junction improvements tested as mitigation measures in the Worthing LDF Core Strategy Testing; A27 junction improvements identified in HA / Balfour Beatty / Mott MacDonald: A27 Worthing Congestion Study Phase 2. A27 improvements are the first priority in the West Sussex Transport Plan	Included in the Worthing SIP. Some junctions may already have proposals associated with current planning applications.	N/A	£7.3m	
=2	Bus priority measures & service enhancements	Enhanced bus service frequency tested as a mitigation measure; bus lane identified in Coastal Transport System draft Major Scheme Business Case; junction improvements identified in Local Sustainable Transport Fund bid background scheme information.	Included in the Worthing SIP.	N/A	£1.3m	
=2	Completion of Worthing Cycle Network	Cycle schemes identified in the Worthing Core Strategy Proposed Route Network.	Included in the Worthing SIP.	N/A	£2m	
=2	Pedestrian network improvements	Pedestrian network improvements required to support the behaviour change programme and address existing issues.	Some schemes have been identified as priorities in the Local Infrastructure Plan.	N/A	To be determined	

=3	Park & Ride	There are aspirations highlighted in the West Sussex Transport Plan 2011-2026 to develop park & ride sites in Worthing if suitable locations can be identified.	Included in the Worthing SIP.	N/A	£10m	
Cost basis ⁶	Most costs estimates have been developed using a cost template based on information from our engineering unit. These costs are indicative and will be subject to further work including scheme identification (in some cases), feasibility and design.					
Consultation ⁷	Members will be asked to inform the progression of the Strategic Infrastructure Package (SIP) in the New Year. Local priorities were approved by the Worthing CLC earlier this year.					
Member involvement ⁸	See above.					

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⁶ **Cost basis** – please provide a brief description of the source and date of cost information and where possible, a breakdown of what the cost includes. Please also indicate whether there is already any known / anticipated funding including its source and value.

⁷ **Consultation** – please provide a brief description of any consultation that has been carried out to help determine these priorities.

⁸ **Member involvement** – please provide a brief description of any member involvement that has been carried out to help determine these priorities.

Worthing Borough Council - Draft List of Infrastructure Schemes for Potential CIL Funding - December 2012
WSCC comments & updates

Ref	Infrastructure Description	Infrastructure Type	Delivery Responsibility - Contacts	Organisation	Progress / comments
SIP36	Potential sale of fire service house and land adjacent to Worthing fire training	Community	Matt Sturman	WSCC - Fire & Rescue Service	See Fire & Rescue proforma
BP37	Relocate Fire & Rescue Training Centre	Community	Matt Sturman	WSCC - Fire & Rescue Service	See Fire & Rescue proforma
BB42	Secondary school reorganisation - additional secondary	Education	Tracey Dunn	WSCC - Education	Delete entry (this could be incorporated in SIP 41, but whether an additional secondary school is required is yet to be determined)
SIP38	Expansion of secondary school places from 38-44 (i.e. an extra 6FE)	Education	Tracey Dunn	WSCC - Education	See Education proforma
SIP39	Primary Schools - either a new 1FE primary school (possibly located north of the proposed Titnore Lane site) or a 1FE 'first and middle school' on the site offered by the Titnore Lane developers may be required in light of developments in the area other than West Durrington (details to be confirmed following completion of the PSP)	Education	Tracey Dunn	WSCC - Education	See Education proforma
SIP40	Primary Schools - a new 1FE primary / middle school is required in line with West Durrington	Education	Tracey Dunn	WSCC - Education	Delete entry (duplicate of SIP 39)
SIP41	Primary and Secondary Schools - review and consultation on changes from the current three tier pattern of provision	Education	Tracey Dunn	WSCC - Education	See Education proforma
SIP42	Expansion of primary schools in Worthing and Durrington by 6FE i.e. 48 classbases across all schools	Education	Tracey Dunn	WSCC - Education	See Education proforma
SIP43	Worthing Household Waste Recycling Site	Energy	Graham Harris	WSCC - Waste Management	The Worthing Household Waste Recycling Site currently has capacity to serve the additional housing numbers set out in the Worthing Core Strategy, therefore there are no current proposals (subject to monitoring future additional housing).
BB33	Study to investigate HGV movements	Highways	Brian Morgan	West Sussex County Council	Currently investigating with Principal Community Officer
BB34	Junction Improvement - A259/ Brougham Road	Highways	Brian Morgan	West Sussex County Council	Currently investigating with Principal Community Officer
BB35	Study to consider congestion at level crossings	Highways	Brian Morgan	West Sussex County Council	Currently investigating with Principal Community Officer
BB36	20mph zone schemes	Highways	Brian Morgan	West Sussex County Council	Currently investigating with Principal Community Officer
BB37	School Safety Zones	Highways	Brian Morgan	West Sussex County Council	Currently investigating with Principal Community Officer
SIP11	Junction improvement - Grove Lodge Roundabout	Highways	Andrew Oldland	Highways Agency	See Highways & Transport proforma
SIP12	Junction improvement - Offington Corner Roundabout	Highways	Andrew Oldland	Highways Agency	See Highways & Transport proforma
SIP13	Junction improvements - Sompling Road / A27 Upper Brighton Road & Lyons Way	Highways	Andrew Oldland	Highways Agency	See Highways & Transport proforma
SIP14	Junction improvement - Broadwater Road / Newland Road roundabout	Highways	Lucy Seymour-Bowdery	West Sussex County Council	See Highways & Transport proforma
SIP15	Junction improvement - Broadwater Road / Chapel Road / Teville Road roundabout	Highways	Lucy Seymour-Bowdery	West Sussex County Council	See Highways & Transport proforma
SIP16	Junction improvement - Chapel Road / North Street roundabout	Highways	Lucy Seymour-Bowdery	West Sussex County Council	See Highways & Transport proforma
SIP17	Junction improvement - High Street / North Street / Lyndhurst Road roundabout	Highways	Lucy Seymour-Bowdery	West Sussex County Council	See Highways & Transport proforma
SIP18	Junction improvement - High Street / Union Place roundabout	Highways	Lucy Seymour-Bowdery	West Sussex County Council	See Highways & Transport proforma
SIP19	Junction improvement - Chapel Road / Richmond Road	Highways	Lucy Seymour-Bowdery	West Sussex County Council	See Highways & Transport proforma
SIP20	Junction improvement - Littlehampton Road / Titnore Lane / Goring Street roundabout	Highways	Lucy Seymour-Bowdery	West Sussex County Council	See Highways & Transport proforma
SIP21	Junction improvement - Littlehampton Road / Yeoman Road / Palatine Road roundabout	Highways	Lucy Seymour-Bowdery	West Sussex County Council	See Highways & Transport proforma
SIP22	Junction improvement - Rectory Road / Offington Lane / Poulters Lane / Littlehampton Road	Highways	Lucy Seymour-Bowdery	West Sussex County Council	See Highways & Transport proforma
SIP23	Junction improvement - The Boulevard / Shaftesbury Avenue / The Strand / Bolsover Road	Highways	Lucy Seymour-Bowdery	West Sussex County Council	See Highways & Transport proforma
SIP24	Junction improvement - Teville Road / Railway Approach	Highways	Lucy Seymour-Bowdery	West Sussex County Council	See Highways & Transport proforma
SIP25	Junction improvement - Dominion Rd / Dominion Way / Meredith Rd	Highways	Lucy Seymour-Bowdery	West Sussex County Council	See Highways & Transport proforma
SIP26	Junction improvement - Ham Road / Brougham Road / Lyndhurst Road	Highways	Lucy Seymour-Bowdery	West Sussex County Council	See Highways & Transport proforma
SIP27	Junction improvement - Brighton Road / Ham Road	Highways	Lucy Seymour-Bowdery	West Sussex County Council	See Highways & Transport proforma
SIP28	Junction improvement - Broadwater Rd / Sompling Ave / Carnegie Rd	Highways	Lucy Seymour-Bowdery	West Sussex County Council	See Highways & Transport proforma
SIP29	Junction improvement - A2032 / Broadwater Street West	Highways	Lucy Seymour-Bowdery	West Sussex County Council	See Highways & Transport proforma
SIP30	Junction improvement - Augusta Place onto Marine Parade	Highways	Lucy Seymour-Bowdery	West Sussex County Council	See Highways & Transport proforma
SIP31	Junction improvement - Library Place onto Marine Parade	Highways	Lucy Seymour-Bowdery	West Sussex County Council	See Highways & Transport proforma
SIP32	Junction improvement - Northbrook College	Highways	Lucy Seymour-Bowdery	West Sussex County Council	See Highways & Transport proforma
SIP33	Junction improvement - A259 Mill Rd / Grand Avenue	Highways	Lucy Seymour-Bowdery	West Sussex County Council	See Highways & Transport proforma
SIP34	Junction improvement - A259 Goring Rd / Shaftesbury Avenue	Highways	Lucy Seymour-Bowdery	West Sussex County Council	See Highways & Transport proforma
SIP35	Junction improvement - Ardsheal Road / Broadwater Street	Highways	Lucy Seymour-Bowdery	West Sussex County Council	See Highways & Transport proforma
SIP44	New library - development at West Durrington	Leisure	Lesley Sim	WSCC Libraries	The current entry for a new library at West Durrington does not refer to a new library in its entirety, but to the release of a piece of land near Tesco which was on the understanding that if a community space was created, we'd have an opportunity for provision there. There is a specification for the community centre contained within the S106 agreement, however as far as we can see it makes no reference for any library provision within the centre. This will need to be investigated further. Please see the Libraries proforma for current progress with service planning.
BB38	Pedestrian and street scene improvements	Transport	Lesley Heath	West Sussex County Council	What is the information source for this?
BB39	Community Transport	Transport	Anne Jones (WBC) / David Crockford (WSCC)	WSCC & WBC	What is the information source for this?
BB40	West Worthing Cycle Route	Transport	Bryan Curtis	WSCC & WBC	What is the information source for this?
SIP10	Park and Ride - West Durrington	Transport	Lucy Seymour-Bowdery	West Sussex County Council	See Highways & Transport proforma
SIP2	Cycle route - Durrington to East Worthing	Transport	Lucy Seymour-Bowdery	WSCC & WBC	See Highways & Transport proforma
SIP3	Cycle route - Durrington to Broadwater	Transport	Lucy Seymour-Bowdery	WSCC & WBC	See Highways & Transport proforma
SIP4	Cycle route - Goring to Durrington	Transport	Lucy Seymour-Bowdery	WSCC & WBC	See Highways & Transport proforma
SIP5	Cycle route - Town Centre to East Worthing	Transport	Lucy Seymour-Bowdery	WSCC & WBC	See Highways & Transport proforma
SIP6	Cycle route - Goring Seafont	Transport	Lucy Seymour-Bowdery	West Sussex County Council Highways	See Highways & Transport proforma
SIP7	Bus priority - A259 Goring Road between Shaftesbury Avenue and George V Avenue	Transport	Lucy Seymour-Bowdery	West Sussex County Council	See Highways & Transport proforma
SIP8	Bus service - Durrington to/from Worthing; Enhanced bus service frequency	Transport	Lucy Seymour-Bowdery	West Sussex County Council	See Highways & Transport proforma
WS151	Superfast Broadband Rollout (Countywide)	Utilities	Cathy Weston	WSCC	This scheme is part of a Government-wide initiative to enable 90% of the County to have access to Superfast Broadband by 2015. The County Council does not have a formal duty to provide Broadband services.

Worthing draft Strategic Infrastructure Package - last updated 29/11/2012

Item ref no.	Proposal - Project/Scheme	Work Type	Progress Status	Cost Estimate	Funding Source	Lead Delivery Party(ies)	Dependencies	Information Source
00335	Junction improvement - Ardsheal Road / Broadwater Street (West): Replace junction with traffic signal	Highways & Transport - Air quality / Climate change management & Junction Improvement		£200,000	CIL	WSCC		Worthing LDF Core Strategy Testing transport modelling report (p55) & Draft Air Quality Action Plan for Worthing area junction improvements that may deal with A24 from Broadwater up to Grove Lodge and in adjacent area (Ardsheal Road / Poulters Lane mini roundabout and A24 at Teville Gate, Chapel Road and North Street)
	Behaviour change: Area-wide programme to deliver a 5+% demand reduction. This package may include personal travel planning, cycling and walking promotion, public transport information and marketing, school travel planning, workplace travel planning and car clubs	Highways & Transport - Behaviour Change Initiatives		£121,000 per annum	CIL	WSCC		Worthing LDF Core Strategy Testing transport modelling report (pgs 57 & 58)
	Bus priority - A259 Goring Road between Shaftesbury Avenue and George V Avenue: Dedicated bus lane on east bound north side	Highways & Transport - Public Transport Infrastructure & Information		£985,320	CIL			Coastal Transport System draft Major Scheme Business Case (secs 9&10)
00513 & 00335	Junction improvement - Broadwater Road / Newland Road roundabout: Replacement of roundabout with traffic signal junction including bus priority, cycle ASLs and pedestrian facilities	Highways & Transport - Junction Improvement		£200,000	CIL	WSCC		Worthing LDF Core Strategy Testing transport modelling report (p55) & Blue Book
00513 & 00335	Junction improvement - Broadwater Road / Chapel Road / Teville Road roundabout: Replacement of roundabout with traffic signal junction including bus priority, cycle ASLs and pedestrian facilities	Highways & Transport - Junction Improvement		£200,000	CIL	WSCC		Worthing LDF Core Strategy Testing transport modelling report (p55) & Blue Book
00514 & 00335 & 02407	Junction improvement - Chapel Road / North Street roundabout: Replacement of roundabout with traffic signal junction including bus priority, cycle ASLs and pedestrian facilities	Highways & Transport - Junction Improvement		£200,000	CIL	WSCC		Worthing LDF Core Strategy Testing transport modelling report (p55) & Blue Book

Worthing draft Strategic Infrastructure Package - last updated 29/11/2012

00514 & 00335	Junction improvement - High Street / North Street / Lyndhurst Road roundabout: Replacement of roundabout with traffic signal junction including bus priority, cycle ASLs and pedestrian facilities	Highways & Transport - Junction Improvement		£200,000	CIL	WSCC		Worthing LDF Core Strategy Testing transport modelling report (p55) & Blue Book
	Junction improvement - High Street / Union Place roundabout: Replacement of roundabout with traffic signal junction including bus priority, cycle ASLs and pedestrian facilities	Highways & Transport - Junction Improvement		£200,000	CIL	WSCC		Worthing LDF Core Strategy Testing transport modelling report (p55)
00511	Junction improvement - Chapel Road / Richmond Road (Site 2212): Introduction of MOVA control & refurbishment including rectification of safety faults	Highways & Transport - Junction Improvement		£75,000	CIL	WSCC		Worthing LDF Core Strategy Testing transport modelling report (p55) & Barry Edmunds H&T consultation response (Trim ref: 2010/DP/G76-0008)
	Junction improvement - Littlehampton Road / Titnore Lane / Goring Street roundabout: Replacement of roundabout with traffic signals	Highways & Transport - Junction Improvement		£375,000	CIL	WSCC		Worthing LDF Core Strategy Testing transport modelling report (p55)
00368 & 00494	Junction improvement - Littlehampton Road / Yeoman Road / Palatine Road roundabout: Replacement of roundabout with traffic signals	Highways & Transport - Junction Improvement		£375,000	CIL	WSCC		Worthing LDF Core Strategy Testing transport modelling report (p55)
00457	Junction improvement - Rectory Road / Offington Lane / Poulterers Lane / Littlehampton Road (Site 2216): Traffic Signals Improvements (signal optimisation to improve capacity)	Highways & Transport - Junction Improvement		£175,000	CIL	WSCC		Worthing LDF Core Strategy Testing transport modelling report (p55) & ADPV2 (IF 1 OR OVER)
	Junction improvement - The Boulevard / Shaftesbury Avenue / The Strand / Bolsover Road: a range of options are being considered	Highways & Transport - Junction Improvement			CIL	WSCC		Worthing LDF Core Strategy Testing transport modelling report (p55)
00517	Junction improvement - Teville Road / Railway Approach: Signal optimisation and bus priority	Highways & Transport - Junction Improvement		£75,000	CIL	WSCC		Worthing LDF Core Strategy Testing transport modelling report (p55) & Blue Book
00459	Junction improvement - Dominion Rd / Dominion Way / Meredith Rd (Site 2219): Refurbishment including rectification of safety issues	Highways & Transport - Junction Improvement		£175,000	CIL	WSCC		Worthing LDF Core Strategy Testing transport modelling report (p55) & ADPV2 (IF 1 OR OVER)
00458	Junction improvement - Ham Road / Brougham Road / Lyndhurst Road (Site 2217): Traffic Signals Improvements (signal optimisation)	Highways & Transport - Junction Improvement		£75,000	CIL	WSCC		Worthing LDF Core Strategy Testing transport modelling report (p55) & ADPV2 (IF 1 OR OVER)
00500	Junction improvement - Brighton Road / Ham Road: Addition of traffic signals including bus priority and pedestrian facilities	Highways & Transport - Junction Improvement		£375,000	CIL	WSCC		Worthing LDF Core Strategy Testing transport modelling report (p55) & ADPV2 (IF 1 OR OVER)

Worthing draft Strategic Infrastructure Package - last updated 29/11/2012

00452	Junction improvement - Broadwater Rd / Sompting Ave / Carnegie Rd (Site 2211): Traffic Signals Improvements (signal optimisation; upgrade signals to include additional & controlling functions)	Highways & Transport - Junction Improvement		£75,000	CIL	WSCC		Worthing LDF Core Strategy Testing transport modelling report (p55) & ADPV2 (IF 1 OR OVER)
	Junction improvement - A2032 / Broadwater Street West: Replace junction with traffic signals	Highways & Transport - Junction Improvement		£375,000	CIL	WSCC		Worthing LDF Core Strategy Testing transport modelling report (p55)
	Cycle route - Durrington to East Worthing: Mix of shared use, on-road and advisory cycle lanes	Highways & Transport - Walking & Cycling		£240,625	CIL	WSCC		Worthing Cycle Network mapping
	Cycle route - Durrington to Broadwater	Highways & Transport - Walking & Cycling		£183,750	CIL	WSCC		Worthing Cycle Network mapping
	Cycle route - Goring to Durrington	Highways & Transport - Walking & Cycling		£276,563	CIL	WSCC		Worthing Cycle Network mapping
	Cycle route - Town Centre to East Worthing	Highways & Transport - Walking & Cycling		£268,125	CIL	WSCC		Worthing Cycle Network mapping
00423	Bus service - Durrington to/from Worthing: Enhanced bus service frequency	Highways & Transport - Public Transport Infrastructure & Information		£210,000	S106			Worthing LDF Core Strategy Testing transport modelling report (p55) & Blue Book
00485	Junction improvement - Augusta Place onto Marine Parade: Introduce traffic signal junction to enable access to Grafton redevelopment	Highways & Transport - Junction Improvement		£200,000	S106	WSCC		Worthing LDF Core Strategy Testing transport modelling report (p55)
	Junction improvement - Library Place onto Marine Parade: Introduce traffic signal junction to enable access to Stagecoach site redevelopment	Highways & Transport - Junction Improvement		£200,000	S106	WSCC		Worthing LDF Core Strategy Testing transport modelling report (p55)
	Junction improvement - Northbrook College: Addition of traffic signals at site access (Littlehampton Road A2032)	Highways & Transport - Junction Improvement			S106	WSCC		Worthing LDF Core Strategy Testing transport modelling report (p55)
00329	Junction improvement - Grove Lodge Roundabout: Layout improvement and signal optimisation	Highways & Transport - Air quality / Climate change management & Junction Improvement		£372,000	Highways Agency / CIL?	Highways Agency		Worthing LDF Core Strategy Testing transport modelling report (p55) & Draft Air Quality Action Plan for Worthing area
	Junction improvement - Offington Corner Roundabout: Layout improvement and partial signalisation	Highways & Transport - Junction Improvement		£309,000	Pinch Point funding?	Highways Agency		HA / Balfour Beatty / Mott MacDonald: A27 Worthing Congestion Study Phase 2

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	Junction improvements - Sompting Road / A27 Upper Brighton Road & Lyons Way / A27 Upper Brighton Road: Signal timing optimisation	Highways & Transport - Junction Improvement		£389,000	Highways Agency / CIL?	Highways Agency	HA / Balfour Beatty / Mott MacDonald: A27 Worthing Congestion Study Phase 2
00384	Park and Ride - West Durrington (Northbrook College / nr Goring railway station), Findon Valley and Lyons Farm or Decoy Farm (aspirational and subject to modelling and funding)	Highways & Transport - Parking Management		£10,000,000			Worthing & Adur Strategic Transport Model Strategy Development Report (p29)
00436 & 00437 & 00438	Rail station interchange - Worthing: Forecourt improvements including bus-rail interchange, enhancements to the existing bus stop, improved taxi rank and drop off facilities and creation of a safer waiting environment. Also conversion of old parcel lobby into secure cycle hub facility with racks, lockers, storage, changing facilities and potential cycle maintenance business (Southern led)	Highways & Transport - Public Transport Infrastructure & Information		£150,000		WSCC / Southern	LSTF bid background scheme information
00460	Junction improvement - A259 Mill Rd / Grand Avenue: Installation of MOVA with linked bus priority traffic signal technology. Conversion to Puffin style crossings and introduction of ASLs on all approach roads	Highways & Transport - Junction Improvement		£60,000		WSCC	Local Sustainable Transport Fund bid background scheme information
00455	Junction improvement - A259 Goring Rd / Shaftesbury Avenue: Installation of bus priority technology, reconfiguration of MOVA traffic signal equipment, modernisation to LED traffic signals, and introduction of ASLs on all approach roads	Highways & Transport - Junction Improvement		£20,000		WSCC	Local Sustainable Transport Fund bid background scheme information
	Cycle route - Goring Seafront: Seafront cycle route extension of National Cycle Network (NCN) 2 including on-road signed route along Sea Lane, Ilex Way and Aldsworth Avenue to Chatsworth School	Highways & Transport - Walking & Cycling		£437,500		WSCC	Local Sustainable Transport Fund bid background scheme information and mapping
	Expansion of secondary school places from 38-44 i.e. an extra 6FE	Education		£28m	CIL/S106	WSCC	Specific proposals are currently under discussion with headteachers and the local authority Planning School Places
	Primary Schools - either a new 1FE primary school (possibly located north of the proposed Titnore Lane site) or a 1FE 'first and middle school' on the site offered by the Titnore Lane developers may be required in light of developments in the area other than West Durrington (details to be confirmed following completion of the PSP)	Education		£4-5m		Academy/Free school group(s)/WSCC	Funding and land being available as well as public support and member approval. Establishment of a new Free School is subject to Secretary of State approval and buildings will be subject to planning permission being granted Planning School Places

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02631	Primary Schools - a new 1FE primary / middle school is required in line with West Durrington	Education		£4-5m	S106	Academy/Free school group(s)/WSCC	Funding and land being available as well as public support and member approval. Establishment of a new Free School is subject to Secretary of State approval and buildings will be subject to planning permission being granted	Planning School Places
02639	Primary and Secondary Schools - review and consultation on changes from the current three tier pattern of provision	Education		In excess of £50m		WSCC	Funding and land being available as well as public support and member approval	Planning School Places
	Expansion of primary schools in Worthing and Durrington by 6FE i.e. 48 classbases across all schools	Education		£24m	S106 / Basic Need Grant	WSCC	Assuming expansion of existing schools, no new schools required	
02651	Waste Management - Worthing Household Waste Recycling Site: no current proposal subject to monitoring future additional housing	Wastes Management Services				WSCC		2011 WSCC Waste Infrastructure Review
02640	Fire & Rescue - potential sale of fire service house and land adjacent to Worthing fire training - linked as a contribution to the new Horsham Fire facility at Broadbridge Heath	Fire & Rescue			CIL	WSCC		
02641	Fire & Rescue - relocate WSFRS Training Centre to a new centralised 'bespoke' training facility South of Broadbridge Heath, Horsham, to take advantage of shared location synergies. Funding for a Feasibility study required	Fire & Rescue			CIL	WSCC		Fire & Rescue SPOG consultation response
02644	Library Service - new library as part of the community development at West Durrington	Library Service			S106	WSCC		Library Service SPOG consultation response



Appendix E – Second Consultation

alistair.gregory

From: alistair.gregory
Sent: 15 March 2013 12:36
To: 'Elizabeth.Cleaver@highways.gsi.gov.uk'; 'Peter.Phillips@highways.gsi.gov.uk'
Cc: 'Ian Moody'
Subject: Worthing BC - CIL - Draft Infrastructure List
Attachments: Worthing CIL - Draft Infrastructure List - Rev 13.xls

Dear Elizabeth/Peter,

RE: WORTHING BOROUGH COUNCIL - COMMUNITY INFRASTRUCTURE LEVY (CIL) – DRAFT INFRASTRUCTURE LIST

You may recall that we consulted with you in November 2012 regarding infrastructure schemes that could be eligible for future CIL funding. Following the feedback received the draft infrastructure list has been updated and I've attached a copy of the latest version for your information.

You should note that it has not been possible to include every suggested scheme on the list because of the need to try and balance the total infrastructure funding deficit against the total projected CIL revenue. The attached infrastructure list therefore represents those schemes considered essential to unlock and facilitate future growth within the Borough. As you'll see from the attached the estimated total funding gap is circa £40m which is still approximately double the anticipated total CIL revenue, so alternative funding sources will need to be investigated to help meet the shortfall, together with careful scheme prioritisation.

Public consultation on the Council's Preliminary Draft Charging Schedule (PDCS) has just ended and responses are now being considered. The next stage in the process will be to publish the Draft Charging Schedule (DCS) which will be followed by another round of public consultation before the Draft Charging Schedule is finalised and submitted for examination. The attached draft infrastructure list will form part of the evidence base for the examination and is required to help justify the need for CIL.

We would be grateful if you could review the attached list and **provide any further comments before Friday 12th April 2013** to enable us to finalise the list ready in support of the CIL process. Should you have any queries in the meantime, please do not hesitate to contact me.

Regards

Alistair Gregory
Technical Director

WYG TRANSPORT PLANNING

Executive Park, Avalon Way, Anstey, Leicester, LE7 7GR

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Worthing CIL - Draft Infrastructure List

Ref	Infrastructure Description	Infrastructure Type	Contact	Organisation	Total Cost Estimate	Available Funding Sources	Available Funding (£)	Funding Gap for CIL (£)
Env1	Teville Stream Restoration Project	Environmental	Catherine McLeod	Environment Agency	£2,056,000	Defra	£700,000	£1,356,000
Health 1	West Sussex Primary Care Trust Estate - New healthcare facilities to support development	Healthcare	Mike Pritchard	NHS Sussex	£1,408,905	CIL	£0	£1,408,905
New 1	Behaviour change: Area-wide programme to deliver a 5+% demand reduction	Transport	Lucy Seymour-Bowdery	WSCC & WBC	£121,000	CIL	£0	£1,573,000
SIP02	Cycle route - Durrington to East Worthing	Transport	Lucy Seymour-Bowdery	WSCC & WBC	£240,625	CIL	£0	£240,625
SIP03	Cycle route - Durrington to Broadwater	Transport	Lucy Seymour-Bowdery	WSCC & WBC	£183,750	CIL	£0	£183,750
SIP04	Cycle route - Goring to Durrington	Transport	Lucy Seymour-Bowdery	WSCC & WBC	£276,563	CIL	£0	£276,563
SIP05	Cycle route - Town Centre to East Worthing	Transport	Lucy Seymour-Bowdery	WSCC & WBC	£268,125	CIL	£0	£268,125
SIP06	Cycle route - Goring Seafront	Transport	Lucy Seymour-Bowdery	WSCC	£437,500	CIL	£0	£437,500
SIP07	Bus priority - A259 Goring Road between Shaftesbury Avenue and George V Avenue	Transport	Lucy Seymour-Bowdery	WSCC	£985,320	CIL	£0	£985,320
SIP11	Junction improvement - Grove Lodge Roundabout	Highways	Peter Phillips & Elizabeth Cleaver	Highways Agency	£372,000	HA/Pinch Point Funding/CIL (assumed at 50%)	£186,000	£186,000
SIP12	Junction improvement - Offington Corner Roundabout	Highways	Peter Phillips & Elizabeth Cleaver	Highways Agency	£309,000	HA/Pinch Point Funding/CIL (assumed at 50%)	£154,500	£154,500
SIP13	Junction improvements - Sompting Road / A27 Upper Brighton Road & Lyons Way	Highways	Peter Phillips & Elizabeth Cleaver	Highways Agency	£389,000	HA/Pinch Point Funding/CIL (assumed at 50%)	£194,500	£194,500
SIP14	Junction improvement - Broadwater Road / Newland Road roundabout	Highways	Lucy Seymour-Bowdery	WSCC	£200,000	CIL	£0	£200,000
SIP15	Junction improvement - Broadwater Road / Chapel Road / Teville Road roundabout	Highways	Lucy Seymour-Bowdery	WSCC	£200,000	CIL	£0	£200,000
SIP16	Junction improvement - Chapel Road / North Street roundabout	Highways	Lucy Seymour-Bowdery	WSCC	£200,000	CIL	£0	£200,000
SIP17	Junction improvement - High Street / North Street / Lyndhurst Road roundabout	Highways	Lucy Seymour-Bowdery	WSCC	£200,000	CIL	£0	£200,000
SIP18	Junction improvement - High Street / Union Place roundabout	Highways	Lucy Seymour-Bowdery	WSCC	£200,000	CIL	£0	£200,000
SIP19	Junction improvement - Chapel Road / Richmond Road	Highways	Lucy Seymour-Bowdery	WSCC	£75,000	CIL	£0	£75,000
SIP20	Junction improvement - Littlehampton Road / Titnore Lane / Goring Street roundabout	Highways	Lucy Seymour-Bowdery	WSCC	£375,000	CIL	£0	£375,000
SIP21	Junction improvement - Littlehampton Road / Yeoman Road / Palatine Road roundabout	Highways	Lucy Seymour-Bowdery	WSCC	£375,000	CIL	£0	£375,000
SIP22	Junction improvement - Rectory Road / Offington Lane / Poulterers Lane / Littlehampton Road	Highways	Lucy Seymour-Bowdery	WSCC	£175,000	CIL	£0	£175,000
SIP23	Junction improvement - The Boulevard / Shaftesbury Avenue / The Strand / Bolsover Road	Highways	Lucy Seymour-Bowdery	WSCC	£375,000	CIL	£0	£375,000
SIP24	Junction improvement - Teville Road / Railway Approach	Highways	Lucy Seymour-Bowdery	WSCC	£75,000	CIL	£0	£75,000
SIP25	Junction improvement - Dominion Rd / Dominion Way / Meredith Rd	Highways	Lucy Seymour-Bowdery	WSCC	£175,000	CIL	£0	£175,000
SIP26	Junction improvement - Ham Road / Brougham Road / Lyndhurst Road	Highways	Lucy Seymour-Bowdery	WSCC	£75,000	CIL	£0	£75,000
SIP27	Junction improvement - Brighton Road / Ham Road	Highways	Lucy Seymour-Bowdery	WSCC	£375,000	CIL	£0	£375,000
SIP28	Junction improvement - Broadwater Rd / Sompting Ave / Carnegie Rd	Highways	Lucy Seymour-Bowdery	WSCC	£75,000	CIL	£0	£75,000
SIP29	Junction improvement - A2032 / Broadwater Street West	Highways	Lucy Seymour-Bowdery	WSCC	£375,000	CIL	£0	£375,000
SIP33	Junction improvement - A259 Mill Rd / Grand Avenue	Highways	Lucy Seymour-Bowdery	WSCC	£60,000	CIL	£0	£60,000
SIP34	Junction improvement - A259 Goring Rd / Shaftesbury Avenue	Highways	Lucy Seymour-Bowdery	WSCC	£20,000	CIL	£0	£20,000
SIP35	Junction improvement - Ardsheal Road / Broadwater Street	Highways	Lucy Seymour-Bowdery	WSCC	£200,000	CIL	£0	£200,000
SIP38	Expansion of secondary school places from 38-44 i.e. an extra 6FE	Education	Tracy Dunn	WSCC	£28,000,000	Basic Needs Grant/CIL (assumed at 50%)	£14,000,000	£14,000,000
SIP39	Primary Schools - either a new 1FE primary or a 1FE 'first and middle school'	Education	Tracy Dunn	WSCC	£5,500,000	Basic Needs Grant/CIL (assumed at 50%)	£2,750,000	£2,750,000
SIP42	Expansion of primary schools in Worthing and Durrington by 6FE i.e. 48 classbases across all schools	Education	Tracy Dunn	WSCC	£24,000,000	Basic Needs Grant/CIL (assumed at 50%)	£12,000,000	£12,000,000
New 6	Worthing Surface Water Management Plan	Flood Defences	Bryan Curtis	WBC	£0	None confirmed	£0	£0
Police 1	Staff & facilities to enable effective policing of future community	Community	Warren Franklin	Sussex Police	£1,400,000	CIL	£0	£1,400,000
					£67,696,788		£29,285,000	£39,863,788

Notes:

1. Estimated scheme costs provided by infrastructure providers
2. Reference BB = Blue Book
3. Reference SIP = Strategic Infrastructure Package
4. Reference WSIS = West Sussex Investment Strategy (from preliminary discussion with consultants in August 2012 - document not yet published)

Key:

Details updated following consultation
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Seeking further details

Worthing CIL - Draft Infrastructure List

Ref	Infrastructure Description	Existing Evidence Base	Timescales/Priorities for Delivery Identified?	Review Process	
				Comments	Essential to Unlock Growth?
Env1	Teville Stream Restoration Project	Email and attachments dated 30/11/2012 from Catherine McLeod	2013 - 2015	Costs identified for potential CIL funding are for environmental enhancements to Brooklands Lake	No
Health 1	West Sussex Primary Care Trust Estate - New healthcare facilities to support development	NHS Letters to WBC of 31/07/12 & 28/11/12	Concurrent with Growth	Future contribution of £501.00 per new house/ £245 per new flat calculated by NHS Sussex	Yes
New 1	Behaviour change: Area-wide programme to deliver a 5+% demand reduction	LDF modelling report (pgs 57 & 58)	Concurrent with Growth	Based on a quoted annual cost of £121,000 x 13 years to the end of the 2026 plan period	Yes
SIP02	Cycle route - Durrington to East Worthing	Worthing Cycle Network map	Concurrent with Growth	Improvement required to help mitigate effects of planned growth	Yes
SIP03	Cycle route - Durrington to Broadwater	Worthing Cycle Network map	Concurrent with Growth	Improvement required to help mitigate effects of planned growth	Yes
SIP04	Cycle route - Goring to Durrington	Worthing Cycle Network map	Concurrent with Growth	Improvement required to help mitigate effects of planned growth	Yes
SIP05	Cycle route - Town Centre to East Worthing	Worthing Cycle Network map	Concurrent with Growth	Improvement required to help mitigate effects of planned growth	Yes
SIP06	Cycle route - Goring Seafont	LSTF bid background information	Concurrent with Growth	Improvement required to help mitigate effects of planned growth	Yes
SIP07	Bus priority - A259 Goring Road between Shaftesbury Avenue and George V Avenue	Coastal Transport System MBC, LDF modelling report	Concurrent with Growth	Improvement required to help mitigate effects of planned growth	Yes
SIP11	Junction improvement - Grove Lodge Roundabout	DASTS Study and Worthing Congestion Study	Concurrent with Growth	Pinch Point Schemes to relieve existing congestion. More comprehensive works required to facilitate growth - no costs available	Yes
SIP12	Junction improvement - Offington Corner Roundabout	DASTS Study and Worthing Congestion Study	Concurrent with Growth	Pinch Point Schemes to relieve existing congestion. More comprehensive works required to facilitate growth - no costs available	Yes
SIP13	Junction improvements - Sompting Road / A27 Upper Brighton Road & Lyons Way	DASTS Study and Worthing Congestion Study	Concurrent with Growth	Pinch Point Schemes to relieve existing congestion. More comprehensive works required to facilitate growth - no costs available	Yes
SIP14	Junction improvement - Broadwater Road / Newland Road roundabout	LDF modelling report (p55) & Blue Book	Concurrent with Growth	Improvement required to mitigate effects of planned growth	Yes
SIP15	Junction improvement - Broadwater Road / Chapel Road / Teville Road roundabout	LDF modelling report (p55) & Blue Book	Concurrent with Growth	Improvement required to mitigate effects of planned growth	Yes
SIP16	Junction improvement - Chapel Road / North Street roundabout	LDF modelling report (p55) & Blue Book	Concurrent with Growth	Improvement required to mitigate effects of planned growth	Yes
SIP17	Junction improvement - High Street / North Street / Lyndhurst Road roundabout	LDF modelling report (p55) & Blue Book	Concurrent with Growth	Improvement required to mitigate effects of planned growth	Yes
SIP18	Junction improvement - High Street / Union Place roundabout	LDF modelling report (p55)	Concurrent with Growth	Improvement required to mitigate effects of planned growth	Yes
SIP19	Junction improvement - Chapel Road / Richmond Road	LDF modelling report (p55)	Concurrent with Growth	Improvement required to mitigate effects of planned growth	Yes
SIP20	Junction improvement - Littlehampton Road / Titnore Lane / Goring Street roundabout	LDF modelling report (p55)	Concurrent with Growth	Improvement required to mitigate effects of planned growth	Yes
SIP21	Junction improvement - Littlehampton Road / Yeoman Road / Palatine Road roundabout	LDF modelling report (p55)	Concurrent with Growth	Improvement required to mitigate effects of planned growth	Yes
SIP22	Junction improvement - Rectory Road / Offington Lane / Poulterers Lane / Littlehampton Road	LDF modelling report (p55)	Concurrent with Growth	Improvement required to mitigate effects of planned growth	Yes
SIP23	Junction improvement - The Boulevard / Shaftesbury Avenue / The Strand / Bolsover Road	LDF modelling report (p55)	Concurrent with Growth	Improvement required to mitigate effects of planned growth - replacement of roundabout with traffic signals assumed - cost as per SIP 20	Yes
SIP24	Junction improvement - Teville Road / Railway Approach	LDF modelling report (p55) & Blue Book	Concurrent with Growth	Improvement required to mitigate effects of planned growth	Yes
SIP25	Junction improvement - Dominion Rd / Dominion Way / Meredith Rd	LDF modelling report (p55)	Concurrent with Growth	Improvement required to mitigate effects of planned growth	Yes
SIP26	Junction improvement - Ham Road / Brougham Road / Lyndhurst Road	LDF modelling report (p55)	Concurrent with Growth	Improvement required to mitigate effects of planned growth	Yes
SIP27	Junction improvement - Brighton Road / Ham Road	LDF modelling report (p55)	Concurrent with Growth	Improvement required to mitigate effects of planned growth	Yes
SIP28	Junction improvement - Broadwater Rd / Sompting Ave / Carnegie Rd	LDF modelling report (p55)	Concurrent with Growth	Improvement required to mitigate effects of planned growth	Yes
SIP29	Junction improvement - A2032 / Broadwater Street West	LDF modelling report (p55)	Concurrent with Growth	Improvement required to mitigate effects of planned growth	Yes
SIP33	Junction improvement - A259 Mill Rd / Grand Avenue	LSTF bid background information	Concurrent with Growth	Improvement required to mitigate effects of planned growth	Yes
SIP34	Junction improvement - A259 Goring Rd / Shaftesbury Avenue	LSTF bid background information	Concurrent with Growth	Improvement required to mitigate effects of planned growth	Yes
SIP35	Junction improvement - Ardsheal Road / Broadwater Street	LDF modelling report	Concurrent with Growth	Improvement required to mitigate effects of planned growth	Yes
SIP38	Expansion of secondary school places from 38-44 i.e. an extra 6FE	WSCC Service Planning Prioritisation Proforma - 12/12	By 2017/18	Additional school spaces required to meet demands of growth	Yes
SIP39	Primary Schools - either a new 1FE primary or a 1FE 'first and middle school'	WSCC Service Planning Prioritisation Proforma - 12/12	Not Identified	Additional school spaces required to meet demands of growth	Yes
SIP42	Expansion of primary schools in Worthing and Durrington by 6FE i.e. 48 classbases across all schools	WSCC Service Planning Prioritisation Proforma - 12/12	By 2015	Additional school spaces required to meet demands of growth	Yes
New 6	Worthing Surface Water Management Plan	TBC	TBC	Inclusion suggested by EA	Possibly
Police 1	Staff & facilities to enable effective policing of future community	Email correspondence from Sussex Police	Concurrent with Growth	Based on an approx' contribution of £350 per dwelling, assuming 4,000 dwellings as per the adopted Core Strategy	Yes



Appendix F – Second Consultation Feedback

Feedback Received from:
The Environment Agency

alistair.gregory

From: PlanningSSD [PlanningSSD@environment-agency.gov.uk]
Sent: 10 April 2013 12:22
To: alistair.gregory
Cc: Ian Moody
Subject: RE: Worthing BC - CIL - Draft Infrastructure List

Dear Alistair

Thank you for your email below we appreciate the opportunity to comment on the Draft Infrastructure List.

We are pleased to see the Teville Stream restoration included in the list. As well as delivering ecological enhancements to meet the requirements of the Water Framework Directive (WFD) we consider it provides a number of opportunities to link the community with green infrastructure (GI).

In relation to the information in the table relating to Teville Stream specifically, the figures used can be further refined/clarified. Phase 1 (the river restoration) is planned for completion next financial year. The construction cost next year is estimated at £600k, this is being funded through WFD. Brooklands Lake restoration is estimated at 500k. The restoration will deliver WFD objectives and enhance the green space for the community. The figure used is the estimated cost of dredging the lake which is £1,356,000 due to the hazardous silt. Dredging is one of the options within the options appraisal report however this will not deliver WFD. We do not expect CIL to fully fund Brooklands Lake and other funding sources will be explored. We therefore recommend the table is updated to read:

Total Cost Estimate	Available Funding Sources	Available Funding (£)	Funding Gap for CIL (£)
£1,100,000	Defra	£600,000	£500,000
Comments			
Costs identified for potential CIL funding are to contribute towards environmental enhancements to Brooklands Lake			

The Worthing Core Strategy recognises the importance of GI in supporting growth through Strategic Objective 1 and Policy 14. Policy 14 states that *'Planning obligations from new development will be used to both enhance the current green infrastructure stock and contribute towards any new provision.'* We consider that GI schemes such as Teville Stream Restoration are necessary to support growth and will help deliver the Core Strategy. We therefore consider it is essential that GI is included in the list to enable CIL to be used for this infrastructure type in the future.

I don't fully understand the distinction within the spreadsheet between Column N: required to support growth and Column R: essential to unlock growth. However I appreciate that the definition of priorities is not essential at this stage. We look forward to continuing to work with the Council on their Charging Schedule and as they identify priority infrastructure for CIL through their Regulation 123 List.

I hope the above is helpful, if you need any further information please contact me.

Kind regards
Catherine

Catherine McLeod
Environment Agency – Solent and South Downs
Sustainable Places – Planning Advisor
Tel: 01903 703858

From: alistair.gregory [mailto:alistair.gregory@wyg.com]
Sent: 15 March 2013 12:38
To: McLeod, Catherine
Cc: Ian Moody
Subject: Worthing BC - CIL - Draft Infrastructure List

Click [here](#) to report this email as spam.

Dear Catherine,

RE: WORTHING BOROUGH COUNCIL - COMMUNITY INFRASTRUCTURE LEVY (CIL) – DRAFT INFRASTRUCTURE LIST

You may recall that we consulted with you in November 2012 regarding infrastructure schemes that could be eligible for future CIL funding. Following the feedback received the draft infrastructure list has been updated and I've attached a copy of the latest version for your information.

You should note that it has not been possible to include every suggested scheme on the list because of the need to try and balance the total infrastructure funding deficit against the total projected CIL revenue. The attached infrastructure list therefore represents those schemes considered essential to unlock and facilitate future growth within the Borough. As you'll see from the attached the estimated total funding gap is circa £40m which is still approximately double the anticipated total CIL revenue, so alternative funding sources will need to be investigated to help meet the shortfall, together with careful scheme prioritisation.

Public consultation on the Council's Preliminary Draft Charging Schedule (PDCS) has just ended and responses are now being considered. The next stage in the process will be to publish the Draft Charging Schedule (DCS) which will be followed by another round of public consultation before the Draft Charging Schedule is finalised and submitted for examination. The attached draft infrastructure list will form part of the evidence base for the examination and is required to help justify the need for CIL.

We would be grateful if you could review the attached list and **provide any further comments before Friday 12th April 2013** to enable us to finalise the list ready in support of the CIL process. Should you have any queries in the meantime, please do not hesitate to contact me.

Regards

Alistair Gregory
Technical Director

WYG TRANSPORT PLANNING

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Winner 2011 CIWM GEOTECH Award 2011

Winner British Expertise International Awards - Consultancy Project of the Year 2011

Winner RoSPA Occupational Health and Safety Gold Medal Award 2011

Winner National Recycling Awards - Local Authority Target Success 2011

Winner RICS Northern Ireland Awards - Project of the Year & Community Benefit 2011

Winner Construction Excellence in the North East Awards (CENE) - Integration & Collaborative Working Award 2011

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Feedback Received from:

The Highways Agency

alistair.gregory

From: Phillips, Peter [Peter.Phillips@highways.gsi.gov.uk]
Sent: 09 April 2013 12:27
To: alistair.gregory; Cleaver, Elizabeth
Cc: Ian Moody
Subject: RE: Worthing BC - CIL - Draft Infrastructure List

Alistair

I think the only pertinent comment I can make at this stage is that we bid for pinch point funding in the first round and none of these schemes were funded, I am not sure of the suitability of the schemes in future pinch point funding bids and hence it may be best to not show that funding stream as an option on our packages

regards

Peter

From: alistair.gregory [mailto:alistair.gregory@wyg.com]
Sent: 08 April 2013 15:07
To: Cleaver, Elizabeth; Phillips, Peter
Cc: Ian Moody
Subject: FW: Worthing BC - CIL - Draft Infrastructure List

Dear Elizabeth/Peter,

RE: WORTHING BOROUGH COUNCIL - COMMUNITY INFRASTRUCTURE LEVY (CIL) – DRAFT INFRASTRUCTURE LIST

Just a gentle reminder that we would be grateful if you could provide any further comments on the attached before the close of business on Friday 12th April 2013 to enable us to finalise the list ready in support of the Council's CIL process.

Thank you

Regards

Alistair Gregory
Technical Director

Tel: +44 (0)116 2348000
.....

WYG Environment Planning Transport Ltd. Registered in England number: 3050297. Registered Office: Arndale Court, Otley Road, Headingley, Leeds, West Yorkshire LS6 2UJ VAT No: 431-0326-08

From: alistair.gregory
Sent: 15 March 2013 12:36
To: Elizabeth.Cleaver@highways.gsi.gov.uk; Peter.Phillips@highways.gsi.gov.uk

Cc: Ian Moody
Subject: Worthing BC - CIL - Draft Infrastructure List [Filed 15 Mar 2013 12:36]

Dear Elizabeth/Peter,

RE: WORTHING BOROUGH COUNCIL - COMMUNITY INFRASTRUCTURE LEVY (CIL) – DRAFT INFRASTRUCTURE LIST

You may recall that we consulted with you in November 2012 regarding infrastructure schemes that could be eligible for future CIL funding. Following the feedback received the draft infrastructure list has been updated and I've attached a copy of the latest version for your information.

You should note that it has not been possible to include every suggested scheme on the list because of the need to try and balance the total infrastructure funding deficit against the total projected CIL revenue. The attached infrastructure list therefore represents those schemes considered essential to unlock and facilitate future growth within the Borough. As you'll see from the attached the estimated total funding gap is circa £40m which is still approximately double the anticipated total CIL revenue, so alternative funding sources will need to be investigated to help meet the shortfall, together with careful scheme prioritisation.

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We would be grateful if you could review the attached list and **provide any further comments before Friday 12th April 2013** to enable us to finalise the list ready in support of the CIL process. Should you have any queries in the meantime, please do not hesitate to contact me.

Regards

Alistair Gregory
Technical Director

WYG TRANSPORT PLANNING

Executive Park, Avalon Way, Anstey, Leicester, LE7 7GR

Tel: +44 (0)116 2348000

Fax: +44 (0)116 234 8001

Mob: +44(0)7775 561 531

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Department for Transport

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Feedback Received from:

The NHS

alistair.gregory

From: Pritchard Mike (WEST SUSSEX PCT) [mike.pritchard@nhs.net]
Sent: 09 April 2013 09:36
To: alistair.gregory
Subject: RE: Worthing BC - CIL - Draft Infrastructure List

Alistair

We are content with our two submissions regarding CIL and the improvements considered necessary to cope with the planned new building.

The situation has also been moulded into the new CCG's (Coastal West Sussex) Strategic planning process.

Thanks for asking

Mike

Mike Pritchard
Business Support Manager,ASMS,ACIB
NHS Property Services-Strategic Estates
Mike.Pritchard@nhs.net

N.B.Strategic Estates has transferred to NHS Property Services on 1st April 2013--all contact details will remain the same but the e-mail address is likely to change in due course.

Telephone 01243 815378 (DDI)
Mobile 07990 848906

44-45 West Street, Chichester, West Sussex PO19 1RP

From: alistair.gregory [mailto:alistair.gregory@wyg.com]
Sent: 08 April 2013 15:06
To: Pritchard Mike (WEST SUSSEX PCT)
Cc: Ian Moody
Subject: FW: Worthing BC - CIL - Draft Infrastructure List

Dear Mike,

RE: WORTHING BOROUGH COUNCIL - COMMUNITY INFRASTRUCTURE LEVY (CIL) – DRAFT INFRASTRUCTURE LIST

Just a gentle reminder that we would be grateful if you could provide any further comments on the attached before the close of business on Friday 12th April 2013 to enable us to finalise the list ready in support of the Council's CIL process.

Thank you

Regards

Alistair Gregory
Technical Director

Tel: +44 (0)116 2348000

.....

From: alistair.gregory
Sent: 15 March 2013 12:33
To: Mike.Pritchard@nhs.net
Cc: Ian Moody
Subject: Worthing BC - CIL - Draft Infrastructure List [Filed 15 Mar 2013 12:33]

Dear Mike,

RE: WORTHING BOROUGH COUNCIL - COMMUNITY INFRASTRUCTURE LEVY (CIL) – DRAFT INFRASTRUCTURE LIST

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Regards

Alistair Gregory
Technical Director

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alistair.gregory

From: Pritchard Mike (WEST SUSSEX PCT) [mike.pritchard@nhs.net]
Sent: 19 March 2013 17:01
To: alistair.gregory
Subject: RE: Worthing BC - CIL - Draft Infrastructure List

Thank you Alistair I will inform the new Coastal West Sussex CCG who I know are formulating plans to cope with the increase in Housing within the Borough.

Mike

Mike Pritchard
Business Support Manager,ASMS,ACIB
NHS Sussex--Strategic Estates

Mike.Pritchard@nhs.net

Telephone 01243 815378 (DDI)

Mobile 07990 848906

44-45 West Street, Chichester, West Sussex PO19 1RP

NHS Sussex represents the following Primary Care Trusts:-

NHS West Sussex

NHS East Sussex Downs and Weald

NHS Brighton & Hove City

NHS Hastings and Rother

From: alistair.gregory [mailto:alistair.gregory@wyg.com]

Sent: 15 March 2013 12:33

To: Pritchard Mike (WEST SUSSEX PCT)

Cc: Ian Moody

Subject: Worthing BC - CIL - Draft Infrastructure List

Dear Mike,

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Regards

Alistair Gregory
Technical Director

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Feedback Received from:

Worthing Borough Council

Community Infrastructure Levy (Worthing) - Flooding														
Schemes	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	Totals	Comments
Surface Water and Land Drainage														
Completion of the last 2 stages (Option and Implementation and Review) of the Worthing SWMP		30,000	30,000	30,000	30,000								120,000	A number of different schemes have been highlighted as being required from both WBC and other Partners and this is the estimate financial requirement.
Decommissioning of old culverted river at Decoy Farm (Following the completion of the Teville River Realignment Est. Completion Sept 13) Investigation			15,000										15,000	Implementation year variable
Decommissioning of old culverted river at Decoy Farm (Following the completion of the Teville River Realignment Est. Completion Sept 13) Implementation				250,000 to 500,000									0	Implementation year variable
Teville Stream Bank Stabilisation				45,000									45,000	Implementation year variable
Brooklands Lake Dredging (To maintain/re-establish surface water storage capacity)					1.3m to 1.5m								0	Implementation year variable
Coastal														
River Arun to Adur Beach Management Plan Investigation	80,000												80,000	£80,000 EA Levy Funding in place and scheme submission submitted. Awaiting acceptance before seeking adverts, tenders and appointment.
Operating Management Unit 5 Goring														
Beach Management - Groyne Replacement and Shingle Renourishment/Recycling)	500,000	500,000	500,000	500,000	750,000								2,750,000	Figures abstracted from EA Medium Term Plan. Current indication is that full FDGIA funding may be possible but Levy funded study noted above will confirm.
Beach Management - Groyne Replacement and Shingle Renourishment/Recycling)						104,000	104,000	1,360,000			136,000	136,000	1,840,000	Figures abstracted from Rivers Arun to Adur Flood and Coastal Erosion Risk Management Strategy.
Operating Management Unit 6 (Worthing)														
Beach Management Groyne - Replacement and Shingle Renourishment/Recycling)		80,000	400,000	400,000	400,000								1,280,000	Figures abstracted from EA Medium Term Plan. Current indication is that full FDGIA funding may be possible but Levy funded study noted above will confirm.
Beach Management - Groyne Replacement and Shingle Renourishment/Recycling)						80	2,200,000	520,000					2,720,080	Figures abstracted from Rivers Arun to Adur Flood and Coastal Erosion Risk Management Strategy.
Operating Management Unit 5 + Unit 6														
Beach Management - Groyne Replacement and Shingle Renourishment/Recycling)	500,000	580,000	900,000	900,000	1,150,000	0	0	0	0	0	0	0	4,030,000	
Beach Management - Groyne Replacement and Shingle Renourishment/Recycling)	0	0	0	0	0	104,080	2,304,000	1,880,000	0	0	136,000	136,000	4,560,080	

Feedback Received from:

West Sussex County Council

alister.gregory

From: Lucy.Seymour-Bowdery@westsussex.gov.uk
Sent: 26 April 2013 16:40
To: alister.gregory
Cc: Ian.Moody@adur-worthing.gov.uk; Darryl.Hemmings@westsussex.gov.uk; Peter.Proudley@westsussex.gov.uk; Tracey.Dunn@westsussex.gov.uk; Pete.Martin@westsussex.gov.uk; Lesley.Sim@westsussex.gov.uk
Subject: Worthing BC - CIL - Draft Infrastructure List
Attachments: Worthing CIL - Draft Infrastructure List - Rev 13.xls

Dear Alistair,

Thank you for providing us with the opportunity to comment on the draft infrastructure list. In our discussion last Friday, you confirmed that any omissions of infrastructure for a particular service does not preclude them from receiving money from CIL in the future. On this basis, we have the following comments:

Education

The 'review and consultation on changes from the current three tier system...' entry has been removed - this project is not being undertaken due to growth in the area, but this will bring forward additional infrastructure requirements if progressed. It is a large scheme in terms of funding required (current estimate £81.5m). We are comfortable for this scheme to be omitted at this time on the understanding that it can be re introduced.

The following amendments should be made to the existing entries:

- SIP 39: WSCC has an option to exercise the purchase of additional land to extend the school from 1fe to 2fe. The 1fe school will cost £5.5m and the extension to 2fe and purchase of the additional land will cost a further £4.m plus the land value.
- SIP 39: available funding is £960,000 (S106 money from West Durrington development)
- SIP 42: This should refer to expansion of first and middle schools and or deemed primary.
- SIP 38 & SIP42: available funding is currently 0

The available funding for these items is dependent to a large extent on Basic Need Grant which is a total of £25.5m for 2013/14/15. If you require infrastructure requirements for beyond 2020, I would suggest meeting with my Education colleagues (and myself) to agree an approach.

Highways & Transport

The following amendments should be made to the existing entries:

- SIP11-13: Please remove reference to Pinch Point funding. There is no current commitment to fund these schemes - please discuss this with the Highways Agency.
- SIP 20: The cost estimate should now be £510,224 and the 'A259 Route Improvement Study' should be added to the evidence base.

Fire & Rescue

It is understood that the two entries for Fire & Rescue infrastructure have been removed from the list. Whilst we are not suggesting that they are put back in, please note the following:

Only in relation to largest scale new developments or a combination of smaller developments in the area might contributions be required to cover the full cost of providing an entirely new fire station. In the case were the development does not require the provision of a new fire station, contributions will be used to finance new fire fighting equipment and services, extensions to fire stations, or the provision of facilities or other fire and rescue infrastructure as necessary to service the Worthing area.

Libraries

I have not heard from my colleague in the Library Service, but I understand there are no entries in the list at present.

Please do not hesitate to contact me if you have any queries or need any further information.

Kind Regards,
Lucy

[Lucy Seymour-Bowdery](#) | Planner, Planning and Transport Policy Team, Strategic Planning, Communities and Infrastructure, [West Sussex County Council](#) | Location: 1st Floor, Northleigh
Internal: 77947 | External: 01243 777947 | E-mail: lucy.seymour-bowdery@westsussex.gov.uk

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"alister.gregory" <alister.gregory@wyg.com>

15/03/2013 12:31

To <Lucy.Seymour-Bowdery@westsussex.gov.uk>
cc Ian Moody <Ian.Moody@adur-worthing.gov.uk>
Subject TRIM: Worthing BC - CIL - Draft Infrastructure List

Dear Lucy,

RE: WORTHING BOROUGH COUNCIL - COMMUNITY INFRASTRUCTURE LEVY (CIL) – DRAFT INFRASTRUCTURE LIST

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Regards

Alistair Gregory
Technical Director

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- [\[IMAGE\]](#)
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Appendix G – Current Infrastructure Schedule


Worthing CIL - Draft Infrastructure List

Ref	Infrastructure Description	Infrastructure Type	Contact	Organisation	Total Cost Estimate	Available Funding Sources	Available Funding (£)	Funding Gap for CIL (£)
Env1	Teville Stream Restoration Project	Environmental	Catherine McLeod	Environment Agency	£1,100,000	Defra	£600,000	£500,000
Health 1	West Sussex Primary Care Trust Estate - New healthcare facilities to support development	Healthcare	Mike Pritchard	NHS Sussex	£1,408,905	None currently identified	£0	£1,408,905
SIP01	Behaviour change: Area-wide programme to deliver a 5+% demand reduction	Transport	Lucy Seymour-Bowdery	WSCC & WBC	£1,573,000	None currently identified	£0	£1,573,000
SIP02	Cycle route - Durrington to East Worthing	Transport	Lucy Seymour-Bowdery	WSCC & WBC	£240,625	None currently identified	£0	£240,625
SIP03	Cycle route - Durrington to Broadwater	Transport	Lucy Seymour-Bowdery	WSCC & WBC	£183,750	None currently identified	£0	£183,750
SIP04	Cycle route - Goring to Durrington	Transport	Lucy Seymour-Bowdery	WSCC & WBC	£276,563	None currently identified	£0	£276,563
SIP05	Cycle route - Town Centre to East Worthing	Transport	Lucy Seymour-Bowdery	WSCC & WBC	£268,125	None currently identified	£0	£268,125
SIP06	Cycle route - Goring Seafont	Transport	Lucy Seymour-Bowdery	WSCC	£437,500	None currently identified	£0	£437,500
SIP07	Bus priority - A259 Goring Road between Shaftesbury Avenue and George V Avenue	Transport	Lucy Seymour-Bowdery	WSCC	£985,320	None currently identified	£0	£985,320
SIP08	Junction improvement - Grove Lodge Roundabout	Highways	Peter Phillips & Elizabeth Cleaver	Highways Agency	£372,000	None currently identified	£0	£372,000
SIP09	Junction improvement - Offington Corner Roundabout	Highways	Peter Phillips & Elizabeth Cleaver	Highways Agency	£309,000	None currently identified	£0	£309,000
SIP10	Junction improvements - Sompting Road / A27 Upper Brighton Road & Lyons Way	Highways	Peter Phillips & Elizabeth Cleaver	Highways Agency	£389,000	None currently identified	£0	£389,000
SIP11	Junction improvement - Broadwater Road / Newland Road roundabout	Highways	Lucy Seymour-Bowdery	WSCC	£200,000	None currently identified	£0	£200,000
SIP12	Junction improvement - Broadwater Road / Chapel Road / Teville Road roundabout	Highways	Lucy Seymour-Bowdery	WSCC	£200,000	None currently identified	£0	£200,000
SIP13	Junction improvement - Chapel Road / North Street roundabout	Highways	Lucy Seymour-Bowdery	WSCC	£200,000	None currently identified	£0	£200,000
SIP14	Junction improvement - High Street / North Street / Lyndhurst Road roundabout	Highways	Lucy Seymour-Bowdery	WSCC	£200,000	None currently identified	£0	£200,000
SIP15	Junction improvement - High Street / Union Place roundabout	Highways	Lucy Seymour-Bowdery	WSCC	£200,000	None currently identified	£0	£200,000
SIP16	Junction improvement - Chapel Road / Richmond Road	Highways	Lucy Seymour-Bowdery	WSCC	£75,000	None currently identified	£0	£75,000
SIP17	Junction improvement - Littlehampton Road / Titmore Lane / Goring Street roundabout	Highways	Lucy Seymour-Bowdery	WSCC	£510,224	None currently identified	£0	£510,224
SIP18	Junction improvement - Littlehampton Road / Yeoman Road / Palatine Road roundabout	Highways	Lucy Seymour-Bowdery	WSCC	£375,000	None currently identified	£0	£375,000
SIP19	Junction improvement - Rectory Road / Offington Lane / Poulterers Lane / Littlehampton Road	Highways	Lucy Seymour-Bowdery	WSCC	£175,000	None currently identified	£0	£175,000
SIP20	Junction improvement - The Boulevard / Shaftesbury Avenue / The Strand / Bolsover Road	Highways	Lucy Seymour-Bowdery	WSCC	£375,000	None currently identified	£0	£375,000
SIP21	Junction improvement - Teville Road / Railway Approach	Highways	Lucy Seymour-Bowdery	WSCC	£75,000	None currently identified	£0	£75,000
SIP22	Junction improvement - Dominion Rd / Dominion Way / Meredith Rd	Highways	Lucy Seymour-Bowdery	WSCC	£175,000	None currently identified	£0	£175,000
SIP23	Junction improvement - Ham Road / Brougham Road / Lyndhurst Road	Highways	Lucy Seymour-Bowdery	WSCC	£75,000	None currently identified	£0	£75,000
SIP24	Junction improvement - Brighton Road / Ham Road	Highways	Lucy Seymour-Bowdery	WSCC	£375,000	None currently identified	£0	£375,000
SIP25	Junction improvement - Broadwater Rd / Sompting Ave / Carnegie Rd	Highways	Lucy Seymour-Bowdery	WSCC	£75,000	None currently identified	£0	£75,000
SIP26	Junction improvement - A2032 / Broadwater Street West	Highways	Lucy Seymour-Bowdery	WSCC	£375,000	None currently identified	£0	£375,000
SIP27	Junction improvement - A259 Mill Rd / Grand Avenue	Highways	Lucy Seymour-Bowdery	WSCC	£60,000	None currently identified	£0	£60,000
SIP28	Junction improvement - A259 Goring Rd / Shaftesbury Avenue	Highways	Lucy Seymour-Bowdery	WSCC	£20,000	None currently identified	£0	£20,000
SIP29	Junction improvement - Ardsheal Road / Broadwater Street	Highways	Lucy Seymour-Bowdery	WSCC	£200,000	None currently identified	£0	£200,000
SIP30	Expansion of secondary school places from 38-44 i.e. an extra 6FE	Education	Tracy Dunn	WSCC	£28,000,000	None currently identified	£0	£28,000,000
SIP31	Primary Schools - either a new 1FE primary or a 1FE extended to 2FE primary	Education	Tracy Dunn	WSCC	£9,500,000	S106 from West Durrington Development	£960,000	£8,540,000
SIP32	Expansion of first and middle schools and/or deemed primary	Education	Tracy Dunn	WSCC	£24,000,000	None currently identified	£0	£24,000,000
Flood 1	Completion of the last 2 stages (Option and Implementation and Review) of the Worthing SWMP	Flood Defences	Bryan Curtis	WBC	£120,000	None currently identified	£0	£120,000
Flood 2	Decommissioning of old culverted river at Decoy Farm - Investigation	Flood Defences	Bryan Curtis	WBC	£15,000	None currently identified	£0	£15,000
Flood 3	Decommissioning of old culverted river at Decoy Farm - Implementation	Flood Defences	Bryan Curtis	WBC	£500,000	None currently identified	£0	£500,000
Flood 4	Teville Stream Bank Stabilisation	Flood Defences	Bryan Curtis	WBC	£45,000	None currently identified	£0	£45,000
Flood 5	Brooklands Lake Dredging (To maintain/re-establish surface water storage capacity)	Flood Defences	Bryan Curtis	WBC	£1,500,000	None currently identified	£0	£1,500,000
Flood 6	River Arun to Adur Beach Management Plan Investigation	Flood Defences	Bryan Curtis	WBC	£80,000	EA Levy Funding in place	£80,000	£0
Flood 7	Beach Management - Groyne Replacement and Shingle Renourishment/Recycling)	Flood Defences	Bryan Curtis	WBC	£4,030,000	FDGIA Funding may be available	£0	£4,030,000
Flood 8	Beach Management - Groyne Replacement and Shingle Renourishment/Recycling)	Flood Defences	Bryan Curtis	WBC	£4,560,080	None currently identified	£0	£4,560,080
Police 1	Staff & facilities to enable effective policing of future community	Community	Warren Franklin	Sussex Police	£1,400,000	None currently identified	£0	£1,400,000
					£85,234,092		£1,640,000	£83,594,092

Notes:

1. Estimated scheme costs provided by infrastructure providers
2. Reference BB = Blue Book
3. Reference SIP = Strategic Infrastructure Package
4. Reference WSIS = West Sussex Investment Strategy (from preliminary discussion with consultants in August 2012 - document not yet published)



Worthing CIL - Draft Infrastructure List

Ref	Infrastructure Description	Existing Evidence Base	Is Infrastructure Required to Support Growth?	Review Process	
				Timescales/Priorities for Delivery Identified?	Comments
Env1	Teville Stream Restoration Project	Emails and attachments of 30/11/2012 & 10/04/2013 from EA	In part	2013 - 2015	Costs identified for potential CIL funding are to contribute towards environmental enhancements to Brooklands Lake
Health 1	West Sussex Primary Care Trust Estate - New healthcare facilities to support development	NHS Letters to WBC of 31/07/12 & 28/11/12	Yes	Concurrent with Growth	Future contribution of £501.00 per new house/ £245 per new flat calculated by NHS Sussex
SIP01	Behaviour change: Area-wide programme to deliver a 5+% demand reduction	LDf modelling report (pgs 57 & 58)	Yes	Concurrent with Growth	Based on a quoted annual cost of £121,000 x 13 years to the end of the 2026 plan period
SIP02	Cycle route - Durrington to East Worthing	Worthing Cycle Network map	Yes	Concurrent with Growth	Improvement required to help mitigate effects of planned growth
SIP03	Cycle route - Durrington to Broadwater	Worthing Cycle Network map	Yes	Concurrent with Growth	Improvement required to help mitigate effects of planned growth
SIP04	Cycle route - Goring to Durrington	Worthing Cycle Network map	Yes	Concurrent with Growth	Improvement required to help mitigate effects of planned growth
SIP05	Cycle route - Town Centre to East Worthing	Worthing Cycle Network map	Yes	Concurrent with Growth	Improvement required to help mitigate effects of planned growth
SIP06	Cycle route - Goring Seaford	LDf bid background information	Yes	Concurrent with Growth	Improvement required to help mitigate effects of planned growth
SIP07	Bus priority - A259 Goring Road between Shaftesbury Avenue and George V Avenue	Coastal Transport System MBC, LDf modelling report	Yes	Concurrent with Growth	Improvement required to help mitigate effects of planned growth
SIP08	Junction improvement - Grove Lodge Roundabout	DASTS Study and Worthing Congestion Study	Yes	Concurrent with Growth	Costs for an interim Scheme. More comprehensive works likely to be required - no costs yet available
SIP09	Junction improvement - Offington Corner Roundabout	DASTS Study and Worthing Congestion Study	Yes	Concurrent with Growth	Costs for an interim Scheme. More comprehensive works likely to be required - no costs yet available
SIP10	Junction improvements - Sompting Road / A27 Upper Brighton Road & Lyons Way	DASTS Study and Worthing Congestion Study	Yes	Concurrent with Growth	Costs for an interim Scheme. More comprehensive works likely to be required - no costs yet available
SIP11	Junction improvement - Broadwater Road / Newland Road roundabout	LDf modelling report (p55) & Blue Book	Yes	Concurrent with Growth	Improvement required to mitigate effects of planned growth
SIP12	Junction improvement - Broadwater Road / Chapel Road / Teville Road roundabout	LDf modelling report (p55) & Blue Book	Yes	Concurrent with Growth	Improvement required to mitigate effects of planned growth
SIP13	Junction improvement - Chapel Road / North Street roundabout	LDf modelling report (p55) & Blue Book	Yes	Concurrent with Growth	Improvement required to mitigate effects of planned growth
SIP14	Junction improvement - High Street / Lyndhurst Road roundabout	LDf modelling report (p55) & Blue Book	Yes	Concurrent with Growth	Improvement required to mitigate effects of planned growth
SIP15	Junction improvement - High Street / Union Place roundabout	LDf modelling report (p55)	Yes	Concurrent with Growth	Improvement required to mitigate effects of planned growth
SIP16	Junction improvement - Chapel Road / Richmond Road	LDf modelling report (p55)	Yes	Concurrent with Growth	Improvement required to mitigate effects of planned growth
SIP17	Junction improvement - Littlehampton Road / Titmore Lane / Goring Street roundabout	LDf modelling report (p55), A259 Route Improvement Study	Yes	Concurrent with Growth	Improvement required to mitigate effects of planned growth
SIP18	Junction improvement - Littlehampton Road / Yeoman Road / Palatine Road roundabout	LDf modelling report (p55)	Yes	Concurrent with Growth	Improvement required to mitigate effects of planned growth
SIP19	Junction improvement - Rectory Road / Offington Lane / Routers Lane / Littlehampton Road	LDf modelling report (p55)	Yes	Concurrent with Growth	Improvement required to mitigate effects of planned growth
SIP20	Junction improvement - The Boulevard / Shaftesbury Avenue / The Strand / Bolsover Road	LDf modelling report (p55)	Yes	Concurrent with Growth	Improvement required to mitigate effects of planned growth - replace roundabout with signals assumed - cost as per SIP 18
SIP21	Junction improvement - Teville Road / Railway Approach	LDf modelling report (p55) & Blue Book	Yes	Concurrent with Growth	Improvement required to mitigate effects of planned growth
SIP22	Junction improvement - Dominion Rd / Dominion Way / Meredith Rd	LDf modelling report (p55)	Yes	Concurrent with Growth	Improvement required to mitigate effects of planned growth
SIP23	Junction improvement - Ham Road / Brougham Road / Lyndhurst Road	LDf modelling report (p55)	Yes	Concurrent with Growth	Improvement required to mitigate effects of planned growth
SIP24	Junction improvement - Brighton Road / Ham Road	LDf modelling report (p55)	Yes	Concurrent with Growth	Improvement required to mitigate effects of planned growth
SIP25	Junction improvement - Broadwater Rd / Sompting Ave / Carnegie Rd	LDf modelling report (p55)	Yes	Concurrent with Growth	Improvement required to mitigate effects of planned growth
SIP26	Junction improvement - A2032 / Broadwater Street West	LDf modelling report (p55)	Yes	Concurrent with Growth	Improvement required to mitigate effects of planned growth
SIP27	Junction improvement - A259 Mill Rd / Grand Avenue	LDf bid background information	Yes	Concurrent with Growth	Improvement required to mitigate effects of planned growth
SIP28	Junction improvement - A259 Goring Rd / Shaftesbury Avenue	LDf bid background information	Yes	Concurrent with Growth	Improvement required to mitigate effects of planned growth
SIP29	Junction improvement - Ardsheal Road / Broadwater Street	LDf modelling report	Yes	Concurrent with Growth	Improvement required to mitigate effects of planned growth
SIP30	Expansion of secondary school places from 38-44 i.e. an extra 6FE	WSCC Service Planning Prioritisation Proforma - 12/12	Yes	By 2017/18	Additional school spaces required to meet demands of growth
SIP31	Primary Schools - either a new 1FE primary or a 1FE extended to 2FE primary	WSCC Service Planning Prioritisation Proforma - 12/12	Yes	Not Identified	Additional school spaces required to meet demands of growth
SIP32	Expansion of first and middle schools and/or deemed primary	WSCC Service Planning Prioritisation Proforma - 12/12	Yes	By 2015	Additional school spaces required to meet demands of growth
Flood 1	Completion of the last 2 stages (Option and Implementation and Review) of the Worthing SWMP	Emails and attachments dated 16/04/2013 from Worthing BC	Yes	2014-2018	Improvement required to mitigate flood risk to allow planned growth to proceed
Flood 2	Decommissioning of old culverted river at Decoy Farm - Investigation	Emails and attachments dated 16/04/2013 from Worthing BC	Yes	2015/16	Improvement required to mitigate flood risk to allow planned growth to proceed - implementation year variable
Flood 3	Decommissioning of old culverted river at Decoy Farm - Implementation	Emails and attachments dated 16/04/2013 from Worthing BC	Yes	2016/17	Improvement required to mitigate flood risk to allow planned growth to proceed - implementation year variable
Flood 4	Teville Stream Bank Stabilisation	Emails and attachments dated 16/04/2013 from Worthing BC	Yes	2016/17	Improvement required to mitigate flood risk to allow planned growth to proceed - implementation year variable
Flood 5	Brooklands Lake Dredging (To maintain/re-establish surface water storage capacity)	Emails and attachments dated 16/04/2013 from Worthing BC	Yes	2017/18	Improvement required to mitigate flood risk to allow planned growth to proceed - implementation year variable
Flood 6	River Arun to Adur Beach Management Plan Investigation	Emails and attachments dated 16/04/2013 from Worthing BC	Yes	2013/14	Improvement required to mitigate flood risk to allow planned growth to proceed
Flood 7	Beach Management - Groynes Replacement and Shingle Renourishment/Recycling	Emails and attachments dated 16/04/2013 from Worthing BC	Yes	2013-2018	Improvement required to mitigate flood risk to allow planned growth to proceed
Flood 8	Beach Management - Groynes Replacement and Shingle Renourishment/Recycling	Emails and attachments dated 16/04/2013 from Worthing BC	Yes	2018-2021	Improvement required to mitigate flood risk to allow planned growth to proceed
Police 1	Staff & facilities to enable effective policing of future community	Email correspondence from Sussex Police	Yes	Concurrent with Growth	Based on an approx contribution of £350 per dwelling, assuming 4,000 dwellings as per the adopted Core Strategy

Worthing CIL - Draft Infrastructure List - Evidence Base Additional Information

Ref	Proposal	Existing Evidence Base 1	Existing Evidence Base 2	Existing Evidence Base 3
Env1	Teville Stream Restoration Project	The South East River Basin Management Plan	East Worthing FAS, Teville Stream Restoration, Options Appraisal Report – Part Two	Delivers ecological enhancements to meet the requirements of the Water Framework Directive and provides a number of opportunities to link the community with green infrastructure
Health 1	West Sussex Primary Care Trust Estate - New healthcare facilities to support development	NHS Letters to WBC of 31/07/12 & 28/11/12		
SIP01	Behaviour change: Area-wide programme to deliver a 5+% demand reduction	LDf modelling report	WSCC Service Planning Prioritisation Proforma - 20/12/12	Draft Worthing SIP - 29/11/2012
SIP02	Cycle route - Durrington to East Worthing	LDf modelling report	WSCC Service Planning Prioritisation Proforma - 20/12/12	Draft Worthing SIP - 29/11/2012
SIP03	Cycle route - Durrington to Broadwater	LDf modelling report	WSCC Service Planning Prioritisation Proforma - 20/12/12	Draft Worthing SIP - 29/11/2012
SIP04	Cycle route - Goring to Durrington	LDf modelling report	WSCC Service Planning Prioritisation Proforma - 20/12/12	Draft Worthing SIP - 29/11/2012
SIP05	Cycle route - Town Centre to East Worthing	LDf modelling report	WSCC Service Planning Prioritisation Proforma - 20/12/12	Draft Worthing SIP - 29/11/2012
SIP06	Cycle route - Goring Seafront	LDf modelling report	WSCC Service Planning Prioritisation Proforma - 20/12/12	Draft Worthing SIP - 29/11/2012
SIP07	Bus priority - A259 Goring Road between Shaftesbury Avenue and George V Avenue	LDf modelling report	WSCC Service Planning Prioritisation Proforma - 20/12/12	Draft Worthing SIP - 29/11/2012
SIP08	Junction improvement - Grove Lodge Roundabout	DASTS Study and Worthing Congestion Study	HA Letter 03/08/12	HA Email of 05/12/2012
SIP09	Junction improvement - Offington Corner Roundabout	DASTS Study and Worthing Congestion Study	HA Letter 03/08/12	HA Email of 05/12/2012
SIP10	Junction improvements - Sompting Road / A27 Upper Brighton Road & Lyons Way	DASTS Study and Worthing Congestion Study	HA Letter 03/08/12	HA Email of 05/12/2012
SIP11	Junction improvement - Broadwater Road / Newland Road roundabout	LDf modelling report (p55)	WSCC Service Planning Prioritisation Proforma - 20/12/12	Draft Worthing SIP - 29/11/2012
SIP12	Junction improvement - Broadwater Road / Chapel Road / Teville Road roundabout	LDf modelling report (p55)	WSCC Service Planning Prioritisation Proforma - 20/12/12	Draft Worthing SIP - 29/11/2012
SIP13	Junction improvement - Chapel Road / North Street roundabout	LDf modelling report (p55)	WSCC Service Planning Prioritisation Proforma - 20/12/12	Draft Worthing SIP - 29/11/2012
SIP14	Junction improvement - High Street / North Street / Lyndhurst Road roundabout	LDf modelling report (p55)	WSCC Service Planning Prioritisation Proforma - 20/12/12	Draft Worthing SIP - 29/11/2012
SIP15	Junction improvement - High Street / Union Place roundabout	LDf modelling report	WSCC Service Planning Prioritisation Proforma - 20/12/12	Draft Worthing SIP - 29/11/2012
SIP16	Junction improvement - Chapel Road / Richmond Road	LDf modelling report	WSCC Service Planning Prioritisation Proforma - 20/12/12	Draft Worthing SIP - 29/11/2012
SIP17	Junction improvement - Littlehampton Road / Titmore Lane / Goring Street roundabout	LDf modelling report	WSCC Service Planning Prioritisation Proforma - 20/12/12	Draft Worthing SIP - 29/11/2012
SIP18	Junction improvement - Littlehampton Road / Yeoman Road / Palatine Road roundabout	LDf modelling report	WSCC Service Planning Prioritisation Proforma - 20/12/12	Draft Worthing SIP - 29/11/2012
SIP19	Junction improvement - Rectory Road / Offington Lane / Poulsters Lane / Littlehampton Road	LDf modelling report	WSCC Service Planning Prioritisation Proforma - 20/12/12	Draft Worthing SIP - 29/11/2012
SIP20	Junction improvement - The Boulevard / Shaftesbury Avenue / The Strand / Bolsover Road	LDf modelling report	WSCC Service Planning Prioritisation Proforma - 20/12/12	Draft Worthing SIP - 29/11/2012
SIP21	Junction improvement - Teville Road / Railway Approach	LDf modelling report	WSCC Service Planning Prioritisation Proforma - 20/12/12	Draft Worthing SIP - 29/11/2012
SIP22	Junction improvement - Dominion Rd / Dominion Way / Meredith Rd	LDf modelling report	WSCC Service Planning Prioritisation Proforma - 20/12/12	Draft Worthing SIP - 29/11/2012
SIP23	Junction improvement - Ham Road / Brougham Road / Lyndhurst Road	LDf modelling report	WSCC Service Planning Prioritisation Proforma - 20/12/12	Draft Worthing SIP - 29/11/2012
SIP24	Junction improvement - Brighton Road / Ham Road	LDf modelling report	WSCC Service Planning Prioritisation Proforma - 20/12/12	Draft Worthing SIP - 29/11/2012
SIP25	Junction improvement - Broadwater Rd / Sompting Ave / Carnegie Rd	LDf modelling report	WSCC Service Planning Prioritisation Proforma - 20/12/12	Draft Worthing SIP - 29/11/2012
SIP26	Junction improvement - A2032 / Broadwater Street West	LDf modelling report	WSCC Service Planning Prioritisation Proforma - 20/12/12	Draft Worthing SIP - 29/11/2012
SIP27	Junction improvement - A259 Mill Rd / Grand Avenue	LDf modelling report	WSCC Service Planning Prioritisation Proforma - 20/12/12	Draft Worthing SIP - 29/11/2012
SIP28	Junction improvement - A259 Goring Rd / Shaftesbury Avenue	LDf modelling report	WSCC Service Planning Prioritisation Proforma - 20/12/12	Draft Worthing SIP - 29/11/2012
SIP29	Junction improvement - Ardsheel Road / Broadwater Street	LDf modelling report	WSCC Service Planning Prioritisation Proforma - 20/12/12	Draft Worthing SIP - 29/11/2012
SIP30	Expansion of secondary school places from 38-44 i.e. an extra 6FE	Planning School Places	WSCC Service Planning Prioritisation Proforma - 12/12	Draft Worthing SIP - 29/11/2012
SIP31	Primary Schools - either a new 1FE primary or a 1FE extended to 2FE primary	Planning School Places	WSCC Service Planning Prioritisation Proforma - 12/12	Draft Worthing SIP - 29/11/2012
SIP32	Expansion of first and middle schools and/or deemed primary	Planning School Places	WSCC Service Planning Prioritisation Proforma - 12/12	Draft Worthing SIP - 29/11/2012
Flood 1	Completion of the last 2 stages (Option and Implementation and Review) of the Worthing SWMP	Emails and attachments dated 16/04/2013 from Worthing BC	Worthing SWMP	Draft Worthing SIP - 29/11/2012
Flood 2	Decommissioning of old culverted river at Decoy Farm - Investigation	Emails and attachments dated 16/04/2013 from Worthing BC		
Flood 3	Decommissioning of old culverted river at Decoy Farm - Implementation	Emails and attachments dated 16/04/2013 from Worthing BC		
Flood 4	Teville Stream Bank Stabilisation	Emails and attachments dated 16/04/2013 from Worthing BC	The South East River Basin Management Plan	East Worthing FAS, Teville Stream Restoration, Options Appraisal Report – Part Two
Flood 5	Brooklands Lake Dredging (To maintain/re-establish surface water storage capacity)	Emails and attachments dated 16/04/2013 from Worthing BC	The South East River Basin Management Plan	East Worthing FAS, Teville Stream Restoration, Options Appraisal Report – Part Two
Flood 6	River Arun to Adur Beach Management Plan Investigation	Emails and attachments dated 16/04/2013 from Worthing BC		
Flood 7	Beach Management - Groyne Replacement and Shingle Renourishment/Recycling	Emails and attachments dated 16/04/2013 from Worthing BC		
Flood 8	Beach Management - Groyne Replacement and Shingle Renourishment/Recycling	Emails and attachments dated 16/04/2013 from Worthing BC	EA Medium Term Plan. Full FDGIA funding may be possible. Flood 6 above will confirm	
Police 1	Staff & facilities to enable effective policing of future community	Email and attachments dated 17/12/2012 from Warren Franklin	Email dated 16/02/2013 from Warren Franklin	

Notes:

1. Estimated scheme costs provided by infrastructure providers
2. Reference BB = Blue Book
3. Reference SIP = Strategic Infrastructure Package
4. Reference WSIS = West Sussex Investment Strategy (from preliminary discussion with consultants in August 2012 - document not yet published)