

PROPOSED SUBMISSION ADUR LOCAL PLAN 2014

INFRASTRUCTURE DELIVERY PLAN OCTOBER 2014



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Glossary

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

1 SECTION A – INTRODUCTION AND CONTEXT

1.1 Introduction

- 1.1.1 This Infrastructure Delivery Plan (IDP) has been prepared to evaluate current conditions and challenges affecting Adur’s infrastructure, to identify key infrastructure shortfalls in the context of future growth in Adur, and to identify how shortfalls can and should be met. Linked to development proposals, the infrastructure planning process will help to ensure that the population of Adur has access to the facilities and services required to enable them to be successful, sustainable communities.
- 1.1.2 An Infrastructure Delivery Plan is required to ensure that infrastructure is properly planned for and delivered in line with the identified requirements of Adur’s population and to meet the needs resulting from future growth.
- 1.1.3 This Infrastructure Delivery Plan forms part of the process of identifying the various types of infrastructure needed to support and deliver the Adur Local Plan which identifies a strategy for development in Adur¹ up to 2031. It seeks to achieve a balance in meeting needs for development and will identify key sites for housing, employment, infrastructure and other development to support the growth and economy of Adur. Growth and regeneration set out in the Local Plan must be underpinned by investment to ensure that sustainable development is achieved; it is the role of the IDP to ensure that this happens in a co-ordinated fashion.
- 1.1.4 This IDP should be read in conjunction with the Proposed Submission Adur Local Plan 2014 (referred to as the ‘Local Plan’) and forms part of the evidence base which supports it. As a ‘live’ document, the IDP will continue to be monitored, developed and updated, to support the Local Plan to, and beyond, its adoption. This IDP has been updated following consultation carried out in 2013 and 2014 with infrastructure providers (see 1.4 below for further information).
- 1.1.5 The IDP will give an overview as to how certain infrastructure is planned and delivered; the agencies responsible for the delivery, the funding required and the timescales involved. It will also indicate whether the infrastructure is critical or essential, and the relationship to proposals within the emerging Local Plan. It will ensure Adur grows sustainably demonstrating what is needed to achieve growth, and helping to guide investment priorities.

1.2 Aims

- 1.2.1 The aims of the IDP are to:
- Assess the baseline infrastructure capacity and needs in Adur and to identify the lead organisations responsible for delivery and management of infrastructure.

¹ Excluding the area covered by the South Downs National Park

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- Identify the needs and costs of infrastructure arising as a result of development as detailed in the Local Plan.
- Identify the funding sources, phasing, and responsibility for delivery of infrastructure and identify how the planning process can facilitate this.
- Improve communication between infrastructure providers, other local / regional organisations and Adur District Council to align and co-ordinate delivery of infrastructure.
- Align the implementation of the IDP with the aims and objectives of local / regional strategies.
- Provide evidence for the development of a Community Infrastructure Levy (CIL) for Adur.

1.3 What is Infrastructure?

1.3.1 There is no single definition of the term 'infrastructure' but for the purposes of this IDP it is the physical, social and green services and facilities to support the District and its population. Table 1.1 identifies the various forms of infrastructure.

1.4 IDP Preparation

1.4.1 The IDP preparation began in 2010 when Adur District Council was part of a pilot project undertaken by the Planning Advisory Service (PAS), to support the delivery of IDPs.

1.4.2 A draft of the IDP was produced to accompany the Revised Draft Adur Local Plan 2013 for consultation between September and November 2013. The draft version was created using a desk-based analysis of published plans, programmes and strategies; information gathered directly from partners and infrastructure providers and discussions with potential developers of proposed strategic sites.

1.4.3 Further consultation has been carried out with infrastructure providers in 2014 to identify infrastructure schemes that may be eligible for Community Infrastructure Levy (CIL) funding. This consultation has helped in informing a Whole Plan Viability study to ensure that policies in the Adur Local Plan are viable.

1.4.4 This IDP document has been updated following these rounds of consultation to reflect more up-to-date information.

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Table 1.1: Types of Infrastructure

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

Section A – Introduction and Context

1.5 Structure of this Document

- 1.5.1 This section (Section A) provides a brief introduction and outlines the future changes facing Adur as a result of development.
- 1.5.2 The main body of this document (Section B) sets out the current situation in Adur regarding infrastructure by type and includes information on responsibilities for delivery; delivery partners; costs; sources of funding; and any identified issues or dependencies with delivery. It summarises the role of both the LDF and the IDP in achieving the delivery of infrastructure. Section B collates relevant information and the responses received from service providers about their existing and future capacity to meet current and future needs.
- 1.5.3 The Implementation Plan (Section C) sets out, as far as possible, the infrastructure schedule for Adur.
- 1.5.4 This section identifies how ‘critical’ or ‘essential’ each element of infrastructure is towards the delivery of development as identified in the Adur Local Plan. These are defined below:
- **Critical:** this form of infrastructure is required to enable growth. Without this form of infrastructure, development couldn’t physically proceed.
 - **Essential:** this form of infrastructure is necessary to make the development acceptable in planning policy terms to deliver sustainable communities.
- 1.5.5 A single development may require several elements of essential infrastructure and delivery of these elements will be important for the quality and sustainability of any new development. The scale, scope, phasing and overall balance of essential infrastructure elements may determine whether development is considered acceptable.
- 1.5.6 Section C also identifies the total cost estimate for items of infrastructure expected to be required from each site identified in the Local Plan.

1.6 Growth in Adur

- 1.6.1 A fundamental task of the Adur Local Plan is to establish the appropriate level of housing and employment growth in Adur over the plan period. This task has fallen to local authorities due to the revocation of the Regional Spatial Strategies following the Localism Act 2011.
- 1.6.2 Adur District Council has undertaken a range of detailed studies to assess Adur’s objectively assessed housing needs and need for employment growth over the plan period. As a result, studies have investigated both supply-side issues (such as the availability and capacity of land, areas at risk of flooding, etc.) and demand-based issues (such as demographics, household formation, the link between housing and the economy, etc.).

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1.6.3 The Local Plan has identified a capacity-based housing delivery target taking account of these supply constraints. . A minimum of 3488-3638 new homes has been identified to be delivered in Adur over the Plan period from 2011 - 2031. Figure 1 shows which locations have been identified for large scale development options. A summary of the amount of residential development located at each site is provided below²:

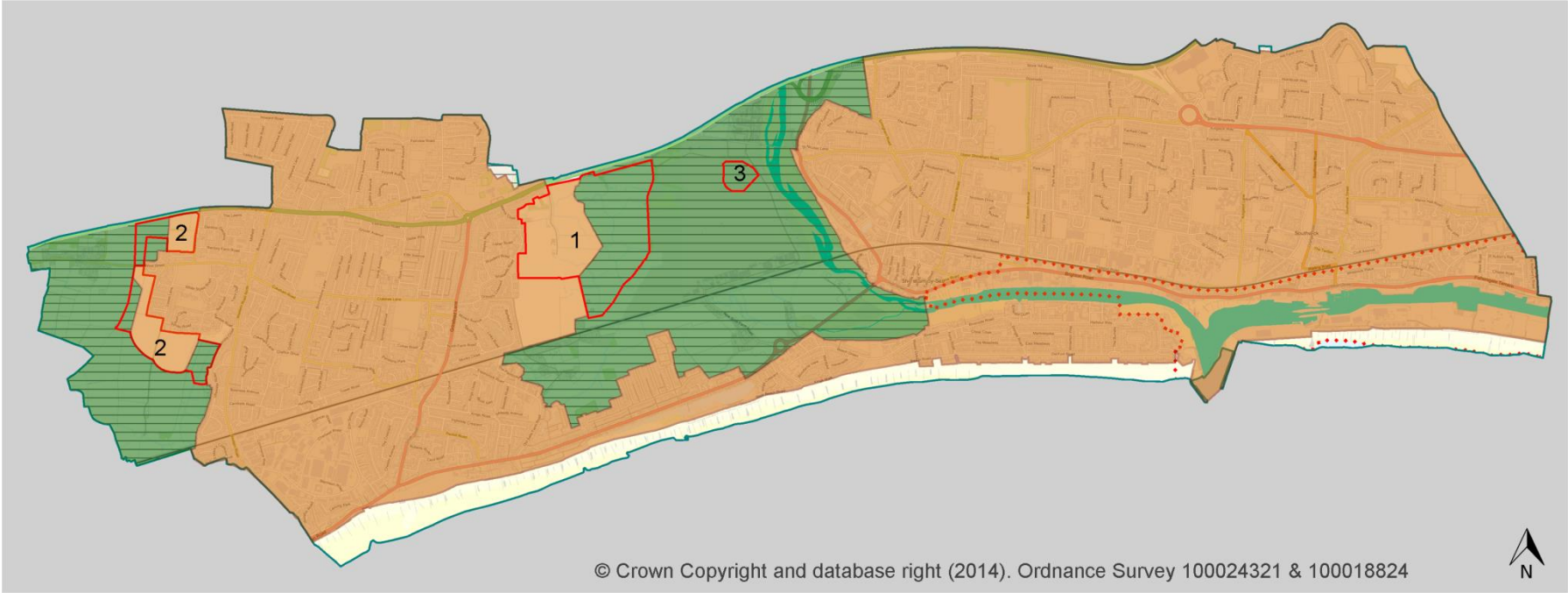
- **New Monks Farm:** 450-600 new dwellings (delivery of the upper end of this range is subject to demonstrating there is no adverse impact on landscape or biodiversity). Also approximately 10,000sqm of employment-generating uses
- **West Sompting Site:** 480 new dwellings
- **Shoreham Airport:** No residential development – approximately 15,000 sqm of floorspace for employment generating uses only
- **Shoreham Harbour:** 1100 new dwellings plus 16,000 sqm of employment generating uses.
- **Other Sites within the Built up Area:** In addition to these strategic scale developments, smaller scale development on brownfield land within settlements has also been taken into account. These sources equate to a total of 1456 dwellings over the plan period with the majority of these sites likely to come forward in the Shoreham area³.

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








² For further detail on development in Adur, please see the Proposed Submission Adur Local Plan 2014 <http://www.adur-worthing.gov.uk/>

³ Please note these figures include completions since 2011, existing commitments and a windfall allowance. More explanation as to how Adur's housing target has been delivered may be found in Part Two of the Proposed Submission Adur Local Plan 2014.

Figure 1: Strategic Development Sites in Adur



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Key	
	Adur Local Plan Boundary
	Proposed Local Green Gap
	Countryside
	Proposed Built Up Area (BUA)
	River Adur
	Strategic Site Allocations
	Shoreham Harbour Regeneration Area (Broad Location)
1.	New Monks Farm
2.	West Sompting
3.	Shoreham Airport

1.7 Population

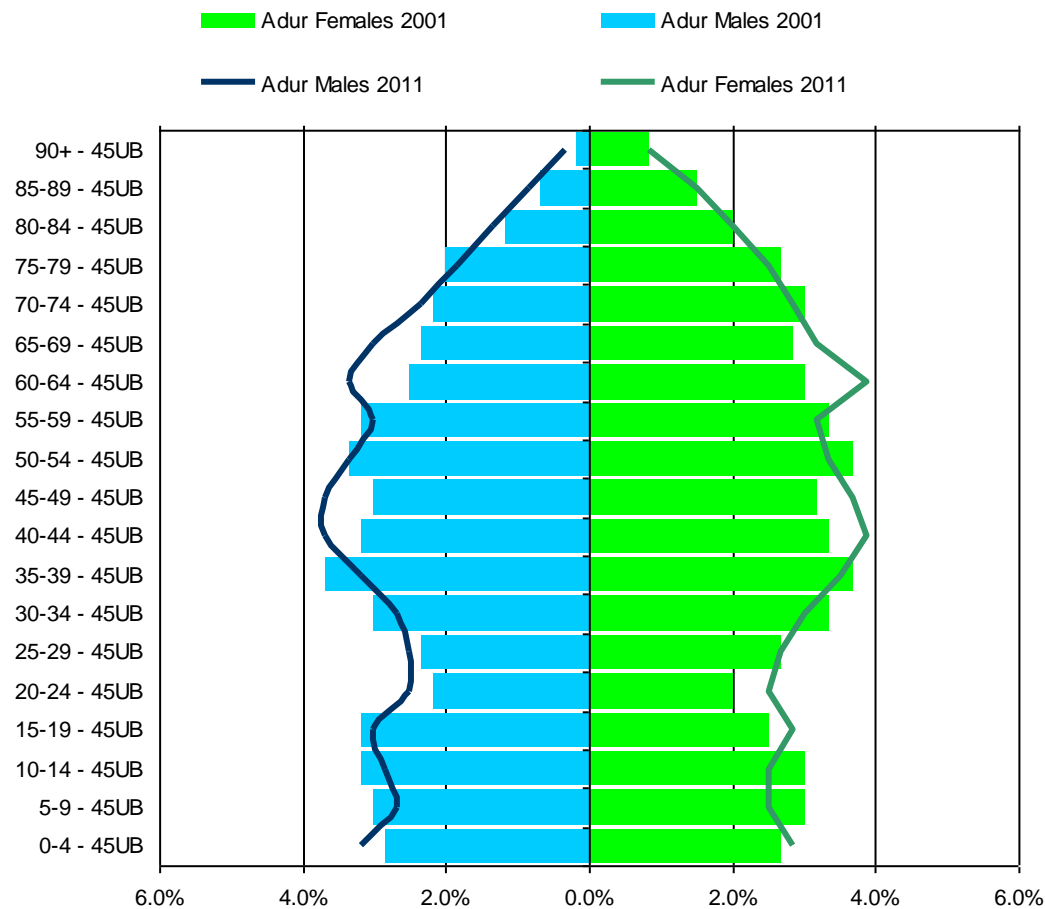
1.7.1 The most recent Census of 2011 recorded the population of Adur at 61,300. There was an increase in population since 2001 of 2.9%. As Table 1 shows, this represents acceleration in the growth of population in Adur since the 1980s. This increase in population is lower than both the regional and national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

Table 1.2: Population Change in Adur⁴.

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

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

Figure 2: Population Structure of Adur 2001 - 2011⁵



⁴ Source: Nomis 2013

⁵ Source: ONS 2011 (Adur District Council Analysis)

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- 1.7.3 Current Office for National Statistics (ONS) population projections, using 2011 Census data, provides an idea of the potential future population growth expected in Adur. The data in Table 2 is calculated by ageing on the population for the previous years, applying assumed local fertility and mortality rates to calculate the number of projected births and deaths, and then adjusting for migration into and out of Adur6.
- 1.7.4 It should be highlighted that this ONS projection only carries forward to 2021 and does not reflect the plan period (up to 2031). Despite this, it provides a useful insight of the future population increases expected.
- 1.7.5 As Table 2 below shows, Adur is projected to have an increase in population over the ten year period of roughly 10% from around 61,300 residents in 2011 to around 67,500 residents in 2021.

Table 2: Population Growth by Area⁷

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

- 1.7.6 The projections suggest an increasingly ageing population, with the smallest population rise projected of just 5% for 16 – 64 working age group. The 65+ age group is predicted to rise by around 18% with the under 16 age group predicted to rise by 16%.
- 1.7.7 The consequence of this ageing population is likely to put a strain on the social and community infrastructure provision in Adur. Infrastructure providers will need to react to these changes in delivery of their services.

1.8 New Development and Infrastructure Provision

- 1.8.1 In view of the likely growth and population changes anticipated in Adur, new development provides the opportunity to deliver facilities and services that may be needed to meet future needs in localities that require them. Where sufficient capacity does not already exist to meet the need created by new residents or users of a development, the development should contribute towards infrastructure delivery,

⁶ The ONS use local authority assumed levels of fertility, mortality and migration derived from observed values for the years 2005 to 2010.

⁷ (Source: ONS 2012 <http://www.ons.gov.uk/ons/rel/snpp/sub-national-population-projections/Interim-2011-based/stb-2011-based-snpp.html#tab-Methodology>)

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either on site or by making a financial contribution towards provision or enhancement elsewhere.

1.8.2 The National Planning Policy Framework (NPPF) states that Local Planning Authorities should work with other authorities and infrastructure 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*’. This IDP seeks to address this policy requirement.

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

1.9 Delivery

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

1.10 Funding

1.10.1 There are two main sources of funding that support infrastructure delivery through the planning system: Contributions from developers and public funding.

1.11 Contributions from Developers

1.11.1 Such contributions have traditionally been through S106 agreements to secure site specific provision.

1.11.2 Planning obligations under Section 106 of the Town and Country Planning Act 1990 (as amended), commonly known as s106 agreements, are a mechanism which make a development proposal acceptable in planning terms, that would not otherwise be acceptable. They are focused on site specific mitigation of the impact of development. S106 agreements are often referred to as ‘developer contributions’ along with highway contributions and the Community Infrastructure Levy. They are often used to secure affordable housing or infrastructure provision.

1.11.3 The legal tests for when a s106 agreement is appropriate are set out in regulation 122 and 123 of the Community Infrastructure Levy Regulations 2010 as amended. The tests are:

- a. Is it necessary to make the development acceptable in planning terms
- b. Is it directly related to the development; and

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- c. Is it fairly and reasonably related in scale and kind to the development.
- 1.11.4 As well as the legal tests, the policy tests are contained in the NPPF which states: 'Local planning authorities should consider whether otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations. Planning obligations should only be used where it is not possible to address unacceptable impacts through a planning condition.' The NPPF sets out the tests as follows: "necessary to make the development acceptable in planning terms; directly related to the development; and fairly and reasonably related in scale and kind to the development."
- 1.11.5 However, whilst S106 agreements will continue to be used for certain site specific infrastructure needs, the Council is exploring the use of the Community Infrastructure Levy (CIL) to fund future infrastructure provision. The CIL will only be applied once a charging schedule has been produced and formally adopted⁸. The rates of CIL charged will be dependent on viability. Should CIL be implemented in Adur, there is likely to be an overall reduction in the use of S106 agreements although they will still be required to secure the development of certain types of site-specific infrastructure. (If a CIL Schedule is adopted, a Planning Obligations SPD will also be produced to explain how these will be used / applied). It is not yet clear which schemes / proposals will be funded by CIL.

1.12 Public Sector Funding

- 1.12.1 This form of funding includes funding from national, regional, strategic and local grants as well as the normal capital and revenue funding streams for public service and statutory infrastructure providers. Where relevant this is indicated in the IDP. The Coast to Capital Local Enterprise Partnership's (LEP) Strategic Economic Plan (SEP) identifies costs of infrastructure improvements to help deliver sites identified in the Adur Local Plan. The Coast to Capital LEP has secured £202.4m from the Government's Local Growth Fund to support economic growth across the LEP area – £38m of new funding confirmed for 2015/16 and £124.2m for 2016/17 to 2021. Some of this funding has been allocated to schemes in Adur. See Section C for further information.

⁸ At the time of writing, it is anticipated that this will be in 2015

2 SECTION B – POSITION STATEMENTS

2.1.1 Section B below collates relevant material on individual services and the responses received from service providers about their existing and future capacity to meet current and future needs. To organise this information, position statement tables for each element of infrastructure (see Table 1.1 in Section A) have been provided setting out the following information:

- Lead organisations
- Main sources of information
- Existing provision
- Planned provision
- Sources of funding / costs
- Key issues and dependencies
- Summary / role of IDP / LDF

2.2 Physical Infrastructure

2.3 Transport

A27 Strategic Road Network	
Lead organisations	Highways Agency (HA) West Sussex County Council (WSCC)
Main sources of information	West Sussex Transport Plan 2011 – 2026 Adur Local Plan and Shoreham Harbour Transport Study (2013) Emerging Shoreham Harbour Transport Strategy Action for Roads: a network for 21 st century, DfT (2013)
Existing provision	<p>The District Council is not the designated highways authority. WSCC has responsibility for the provision and maintenance of most of Adur's local transport infrastructure (except for the A27).</p> <p>The Highways Agency, an executive agency of the Department for Transport, manages the trunk road network which within Adur is the A27 and its slip roads at Shoreham. The A27 is the main road transport route running east – west on the Sussex Coast.</p> <p>The A27 passes through Sompting and Lancing in the north of the District. The capacity of the road on this section is not sufficient to cope with current traffic flows resulting in queuing at the junctions during peak hours. This represents a constraint on the amount of new development which can be accommodated in Adur. The alignment of the road also severs the communities of Lancing and Sompting and has a poor accident record. There are some junctions on the A27 which are near, or exceed capacity, and new development will place extra pressure on the highway network.</p>

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	<p>There are a number of parts of the highway network in Adur which are already experiencing periods where demand for private car travel exceeds capacity, leading to congestion and poor reliability. Any development which generates additional trips (by car) affecting these locations will need detailed review and associated mitigation measures, which may include either infrastructure schemes and / or demand management measures (e.g. travel planning; improvements to sustainable transport infrastructure).</p>
Planned provision	<p>The HA have no strategic planned improvement works for the A27.</p>
Sources of funding and costs	<p>Delivery of infrastructure (or mitigation measures) on the A27 resulting from development proposed in the emerging Local Plan is anticipated to be led by the developers of strategic sites or through developer contributions. See section C for details including costs.</p> <p>The Government has recently announced the funding of a feasibility study to investigate congestion on the A27 in the Worthing to Lancing corridor.</p>
Key issues and dependencies	<p>It is unlikely that new road building is the first option to be considered by the Highways Agency in relation to the strategic road network when assessing new infrastructure provision. It is now considered important to assess 'softer' deliverable options to reduce car use, such as increasing public transport use and promoting more cycling and walking. Only when it is clear that these options are not sufficient to reduce congestion will options be considered that could lead to major transport capital schemes.</p> <p>A new access from the A27 is considered necessary to help unlock the economic potential of Shoreham Airport as well as to serve the New Monks Farm development. It is likely that this will need to be a new roundabout or junction improvements at the existing Sussex Pad junction.</p> <p>Provision of a new junction will need to be shared with the New Monks Farm site as the Highways Agency will not allow additional junctions onto the A27. Improvements to the junction will be required before a significant amount of new development is realised at the New Monks Farm and Airport sites. Two access options have been proposed in the Adur Local Plan which expresses a preference for the roundabout option, although the alternative option remains as a contingency (see the Adur Local Plan for further details). This access is required as WSCC and ADC consider the impacts of new development on the existing residential road network to be unacceptable. The phasing, location and delivery of this new access has not been confirmed.</p> <p>Depending on the location of the new access, delivery may be dependent on the construction of the Shoreham Adur Tidal Walls Scheme (see flooding section for details).</p> <p>The Adur Local Plan and Shoreham Harbour Transport Study 2013</p>

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	<p>(and Addendum 2014) considered the impact of growth in Adur (including the impact of strategic sites) on the transport network. There is likely to be an increase in travel demand from both background growth and the specific allocations resulting in many junctions within Adur operating over capacity. Five junctions were identified which were considered to experience the worst congestion, three of these were on the A27:</p> <ul style="list-style-type: none">• A27 / Grinstead Lane (North Lancing Roundabout);• A27 Sussex Pad;• A27 / A283 Steyning Rd; <p>A further 8 junctions were identified that would to be operating over capacity. Three of these were on the A27:</p> <ul style="list-style-type: none">• A27 / Busticle Lane• A27 Sompting Bypass / Upper Brighton Road• A27 Shoreham Bypass / Hangleton Link dumbbell (2 junctions) <p>(Please note – the final junction is located in Brighton & Hove. It is anticipated that improvements to this junction may be delivered through contributions from Shoreham Harbour).</p> <p>In addition to the above, in order to mitigate the impacts of future development in Adur, the study considered a package of demand management measures in the form of sustainable transport initiatives. These included:</p> <ul style="list-style-type: none">• sustainable measures focused on site allocations and their immediate vicinity;• Area wide travel awareness campaigns, cycling and walking facility improvements; and• Public transport improvements <p>The combined impact of these sustainable measures is equivalent to approximately 2% reduction in the overall highway travel demand based upon empirical evidence from other studies in the UK.</p> <p>In addition, highway mitigation measures were explored at key junctions to increase the capacity of the junctions with minimum land take and physical changes, as detailed below:</p> <p>A27 / Grinstead Lane - Replace existing roundabout with a signalised junction including a left turn slip from the A27 and widen all approaches.</p> <p>A27 Sussex Pad - Allow ahead and left turning vehicles to use nearside lane of A27 in both directions rather than left turning only.</p> <p>A27 / A283 Roundabout - Fully signalise roundabout with a three lane circulatory and widen A283 north entry and exit, and A283 south entry.</p>
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	<p>A27 / Busticle Lane - provide a two lane to one lane funnel on the Busticle Lane exit and allow the right-turning lane from Halewick Lane to be available for right-turning and straight-on traffic.</p> <p>A27 Sompting Bypass / Upper Brighton Road - move or remove the central island to the right of traffic entering the junction from Upper Brighton Road to allow a two-lane exit for this arm with the left lane for straight-on and right-turning traffic and the right lane for right-turning traffic only.</p> <p>A27 Shoreham Bypass / Hangleton Link dumbbell – convert both north and south roundabouts into signalised junctions with appropriate amendment to flares at entries; upgrade the eastbound merge to the A27 from Type A to Type C.</p> <p>An addendum to this study was completed in 2014 to update the study findings based on more up-to-date strategic housing sites as identified in the Adur Local Plan. The findings of the studies indicate that overall the levels of development for the Adur Local Plan can be accommodated in terms of their traffic impacts assuming these mitigation measures are implemented. However, there are some localised junctions on the network that may require further investigation.</p>
<p>Summary and role of LDF and IDP</p>	<p>Policies in part 2 of the Adur Local Plan seek to ensure that strategic allocations provide highway mitigation and demand management mitigation (including sustainable transport improvements) so that development doesn't negatively impact on transport on the A27 over the plan period (to 2031).</p> <p>This IDP (Section C) details the improvements required to the network.</p> <p>The Local Plan acknowledges and promotes sustainable transport infrastructure improvements. As noted in the NPPF, it will be the function of the Local Plan to assess the quality and capacity of infrastructure for transport and its ability to meet forecast demands.</p>

Local Road Network	
Lead organisations	WSCC
Main sources of information	<p>West Sussex Transport Plan 2011 – 2026</p> <p>Coastal West Sussex Partnership: Developing an Employment and Infrastructure Strategy (2012)</p> <p>Adur Local Plan and Shoreham Harbour Transport Study (2013)</p> <p>Shoreham Harbour Transport Strategy (in progress)</p> <p>Adur Local Highways Infrastructure Plan</p> <p>Shoreham Town Centre Study (2014)</p> <p>Shoreham Harbour Transport Strategy (2014)</p>
Existing provision	<p>The A259 is the main road running through Adur. It runs directly through Shoreham town centre and at certain times can be heavily congested. There are some junctions on the A259 which are near, or exceed capacity (i.e. Norfolk Bridge Roundabout), and new development will place extra pressure on the highway network.</p>

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	<p>The A270 (Old Shoreham Road) runs east to west through the residential areas of Shoreham into Brighton and Hove. This road suffers from congestion problems during peak hours.</p> <p>The A283 (Old Shoreham Road) runs north off the A259 (at the Norfolk Bridge Roundabout) following the line of the River Adur into Bramber. The junction of the A283 with the A259 suffers from high levels of congestion during peak hours. The A2025 runs from the coastal A259 road northwards through Lancing to connect with the A27.</p> <p>The Shoreham Town Centre Study (2014) has been commissioned by WSCC to address congestion issues in Shoreham along the A259 and including junctions with A283.</p> <p>The Shoreham Harbour Transport Strategy (2014) identifies improvements to the highway network including improvements for the pedestrian and cycle network.</p> <p>Adur has several level crossings that contribute to levels of traffic congestion, especially during peak periods, disrupting journey times and causing poor local air quality.</p>
Planned provision	<p>A number of schemes have been identified by the County Local Committee (CLC) as priorities for Adur. These include safety improvement schemes at key junctions, pedestrian improvement schemes, school safety zones, pedestrian improvement links and pedestrianisation options for town centre locations⁹.</p> <p>In addition, there are a number of improvement schemes that are set out in WSCC Integrated Works Programme including general road and pedestrian surface maintenance and crossing facilities planned for 2013 – 2016. Community led projects will also be identified by the CLCs as part of the County's Infrastructure Planning Process.</p> <p>It is anticipated that schemes identified in the Shoreham Town Centre Study and Shoreham Harbour Transport Strategy will become priorities for the CLC for Adur.</p>
Sources of funding and costs	<p>Some improvements to the local network will be funded through WSCC Capital Programmes and its Major Schemes Programme.</p> <p>Other improvements are anticipated to be implemented by the developers or through developer contributions. See section C for details.</p>
Key issues and dependencies	<p>The District Council is not the designated highways authority. WSCC has responsibility for the provision and maintenance of most</p>

⁹ See Adur's Community Update for further details:

<http://www.westsussex.gov.uk/default.aspx?page=15345>

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	<p>of Adur's local transport infrastructure. Adur District Council therefore cannot solve the issues of traffic congestion or improving the sustainable transport offer in isolation.</p> <p>The coastal nature of Adur means transport access to certain locations is problematic. Improvement in access would, however, promote economic development.</p> <p>The Adur Local Plan and Shoreham Harbour Transport Strategy (2013) and addendum (2014) considered the following as being the most likely (local network) junctions to experience the worst congestion in the district based on future development options. Highway mitigation measures were explored to increase the capacity at these junctions as detailed below:</p> <ul style="list-style-type: none">• A259 Brighton Road / A283 Old Shoreham Road – Expand the roundabout and increase capacity westbound from the A259 High Street entry.• A259 Brighton Road / A2025 South Street - Widen the A259 west approach and enlarge circulatory as appropriate.• A259 Wellington Road / B2194 Station Road – Amend the signal control so the Basin Road signal stage is only activated in one cycle when there is demand from that entry. <p>(Please note – the final junction is located in Brighton & Hove. It is anticipated that improvements may be delivered through contributions from development at Shoreham Harbour).</p> <p>In order to mitigate the impacts of future development in Adur, the study considered a package of demand management measures in the form of sustainable transport initiatives. These included:</p> <ul style="list-style-type: none">• sustainable measures focused on site allocations and their immediate vicinity;• Area wide travel awareness campaigns, cycling and walking facility improvements; and• Public transport improvements <p>The combined impact of these sustainable measures is equivalent to approximately 2% reduction in the overall highway travel demand based upon empirical evidence from other studies in the UK.</p> <p>The findings of the study indicate that overall the levels of development for the Adur Local Plan can be accommodated in terms of their traffic impacts. However, there are some localised junctions on the network that may require further investigation.</p> <p>WSCC has produced the Shoreham Harbour Transport Strategy</p>
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	<p>(2014) to inform planning policies that support regeneration and development at Shoreham Harbour. The strategy contains a set of integrated measures that will guide the provision of transport infrastructure in the area for the next 15 years. This will include:</p> <ul style="list-style-type: none"> • improvements to the existing road network • measures to encourage the use of sustainable modes of transport. <p>These measures will be comprised of infrastructure and behaviour change initiatives where these would be considered effective and appropriate.</p>
<p>Summary and role of LDF and IDP</p>	<p>Policies within the Local Plan seek to focus development in sustainable locations, within or near to existing communities and existing infrastructure. Policies also seek to improve the road network through traffic calming and, where appropriate, the provision of new roads. The Local Plan also seeks to provide sustainable forms of transport and travel plans.</p> <p>The Shoreham Town Centre Study (2014) and Shoreham Harbour Transport Strategy identify improvements at key junctions throughout the area, options to improve traffic flow around the town centre as well as options for promoting sustainable transport throughout the area. Some of these options will be taken through the WSCC CLC Priority List and / or the WSCC Integrated Works Programme for delivery. It is likely improvements will be partly funded through developer contributions.</p> <p>The Shoreham Harbour Transport Strategy similarly identifies mitigation options for transport improvements in the Shoreham area.</p>

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

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

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

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

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	<p>Compass also run the ‘Holmbush Express’ service, which links the Holmbush centre with many locations on the coast and the rural South Downs.</p> <p>The frequency of Compass buses is often low due to the rural nature of the routes and the small communities it serves.</p> <p>Brighton and Hove Buses</p> <p>The 2 connects Brighton with Fishersgate, Southwick and Shoreham (20 minutes).</p> <p>The 2a connects Brighton with Fishersgate, Southwick, and Shoreham with Beeding Bramber and Steyning (hourly).</p> <p>The 46 links Southwick with communities to the east including Brighton and Hove (20 minutes).</p> <p>59/59A – connects Shoreham, Southwick with Portslade, Hove and Brighton (3/day).</p>
Planned provision	None known of
Sources of funding and costs	<p>Bus operators WSCC Developer Contributions</p> <p>Bus routes 16, 19 and 108 are 100% funded by WSCC Bus Service Budget. All other routes are commercially operated and do not receive funding from the Local Authorities.</p>
Key issues and dependencies	<p>Private bus operators provide the majority of bus services on a commercial basis running routes that are commercially viable. As a result, routes can be withdrawn due to lack of financial viability and this raises the question of accessibility and equality.</p> <p>The County Council can subsidise the provision of ‘socially necessary’ bus services where these are not likely to be provided commercially. This is subject to budgetary pressures.</p> <p>The West Sussex Transport Plan notes that ‘despite a good public transport network throughout the District, public perception continues to be negative as it is viewed as unreliable, infrequent and expensive.’</p> <p>There have been previous proposals to develop a bus rapid transit scheme referred to as the Coastal Transport System (CTS) to provide high quality ‘turn up and go’ bus services along the A259 between Brighton and Worthing by providing improvements to the highway to maximise bus priority and provide a high quality alternative to the private car. This scheme was included in the former Regional Transport Board’s investment programme and a major scheme business case was being prepared. However, the</p>

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	<p>Regional Funding Allocations were withdrawn during the Comprehensive Spending Review in October 2010. There is no current allocated central Government funding for CTS within this spending review period (until 2015) and, at the present time, a major scheme is not actively being pursued by the local transport authorities. However, aspects of the scheme that would enhance existing services along the A259 are being considered as part of the Shoreham Harbour Transport Strategy.</p>
<p>Summary and role of LDF and IDP</p>	<p>The Local Plan encourages a more sustainable pattern of transport use and encourages new development that is located and designed to minimise the need for travel.</p> <p>The Local Plan identifies the need for developers to encourage the uptake of sustainable forms of transport including the provision of bus shelters, bus priority measures, real-time information and road improvements.</p> <p>Bus services / access arrangements for buses will need to be considered in relation to strategic sites being allocated in the Local Plan. The Local Plan currently identifies this need generally but specifically identifies Shoreham Airport as a site for bus access / service improvements. New Monks Farm and Sompting sites will require improved public transport provision.</p> <p>The Shoreham Harbour Transport Strategy identifies a number of integrated measures to guide the provision of transport infrastructure in the area for the next 15-20 years. This includes enhanced bus infrastructure such as improved bus shelters, Real Time Information at bus stops and bus priority measures.</p> <p>Lastly, the Local Plan identifies the need to work with WSCC and BHCC to promote a sustainable transport system along the coast to help in the regeneration of the area including Shoreham Harbour and to ensure that the A259 is improved.</p>

Community Transport	
<p>Lead organisations</p>	<p>WRVS Adur Dial-a-Ride Adur Community Transport WSCC ADC</p>
<p>Main sources of information</p>	<p>Adur and Worthing Councils' website</p>
<p>Existing provision</p>	<p>Community transport organisations provide access to employment and services for rural communities and people who, through a mobility impairment, may find travelling on public transport difficult. In Adur, these include:</p> <p>Adur Dial-A-Ride part of Adur Community Transport, the Dial-A-Ride service offers door-to-door transport for Adur residents unable to use public transport.</p>

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

Walking and Cycling	
Lead organisations	WSCC
Main sources of information	WSCC works programme West Sussex Transport Plan 2011 – 2026
Existing provision	The cycle infrastructure in the District consists of National Cycle Network (NCN) Route 2, which runs from Worthing through to Lancing and Shoreham Beach along the seafront (predominantly an off-road treated cycle lane / shared space). From Shoreham

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	<p>Beach it runs through to Southwick along various roads. This section of the route is relatively disjointed and is not the most direct passage for cyclists. From Southwick the route crosses the Port at Southwick Lock Gates and follows Basin Road South which experiences many HGV movements. At Hove Lagoon the route joins a treated cycle path and continues on to Brighton.</p> <p>The Adur Ferry Bridge, a new shared pedestrian and cycle crossing, is being constructed that will link Shoreham with Shoreham Beach and which forms part of NCN 2.</p> <p>National Route 223, which is also known as the ‘Downs Link’ and is a bridleway, runs along the River Adur from Shoreham (entirely off-road) and connects to the South Downs around Steyning/Beeding and Bramber with the North Downs around Guildford in Surrey. This is an untreated cycle / walking route. This route also links with the South Downs Way National Trail, a well-used long distance bridleway that connects Winchester in the West to Eastbourne in the East.</p> <p>There are other unconnected sections of cycle facilities in Adur on Upper Shoreham Road between Buckingham Road and Eastern Avenue.</p> <p>The Monarch’s Way long distance path, which runs from Worcester and passes through the Midlands, the Cotswolds, the Mendips, the Jurassic Coast and the South Downs, passes through Adur District connecting Hove with Shoreham Harbour, following NCN route 2 along Basin Road South. Signage along the final stretch of the route is non-existent, and much could be done to improve the public realm in this area.</p> <p>There are many footpaths/public rights of way leading from the urban / developed parts of Adur into the countryside to the north and into the South Downs National Park. Many of these routes could benefit from better signage.</p> <p>The main transport route running east – west (the A259) is a poor environment for pedestrians and cyclists. The road is busy, noisy and dusty with HGV and minerals / waste uses along the frontage and being characterised by poor public amenity. The A270 (Old Shoreham Road) is an alternative route but this also blighted by high volumes of traffic, poor air quality and an unwelcoming environment.</p> <p>The West Sussex Transport Plan notes that the current provision of pedestrian and cycling facilities throughout the District is unable to support and foster sustainable travel. Much of the network, including National Cycle Network route 2, is disjointed, indirect and suffers from inadequate signing, safe crossing points, and poor surfacing.</p>
Planned provision	A number of schemes have been identified by the County Local Committee as priority for Adur. These include safety improvement schemes at key junctions, pedestrian improvement schemes and

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	<p>crossing facilities, school safety zones, pedestrian improvement links and pedestrianisation options for town centre locations¹⁰</p> <p>In addition to the above a number of improvement schemes are set out in the WSCC Integrated Works Programme planned for 2013 – 2016, including general road and pedestrian surface maintenance and improved crossing facilities. Community led projects will also be identified by the CLCs as part of the County's Infrastructure Planning Process.</p> <p>The new Shoreham Adur Tidal Walls Flood Defence Scheme proposes a new pedestrian path as part of defences along the western bank of the River Adur running from the A259 north to the Old Toll Bridge. It is possible that this could be upgraded to a shared space cycle way and footpath should funds become available for the upgrade.</p> <p>As part of the Local Sustainable Transport Fund (LSTF) 2Parks project, new signage from Shoreham-by-Sea Station to the Downs Link is expected to be delivered in 2014. Further improvement works to the Downs Link between Upper Shoreham Road and Ropetackle will be carried out later in 2014-15.</p> <p>Environmental improvements are planned for Ferry Road, Shoreham, to link with the improvements already made at East Street, and linking with the new bridge and improvements to the Riverside Car Park (identified in the car parking section, below). This scheme will include paving improvements, new street furniture, cycle racks and landscaping works. It is anticipated that this work will be completed by 2014.</p> <p>Environmental improvement works are being carried out at Southwick Beach Promenade. This includes resurfacing / refurbishment of the public realm. Phase 1 of works is now complete with phases 2 and 3 scheduled to begin 2014.</p>
Sources of funding / costs	<p>WSCC Sustrans Local Sustainable Transport Fund (LSTF) and Linking Communities Grants (both from DfT).</p> <p>Ferry Road improvements are funded by £90,000 Planning Delivery Grant, £42,500 Shoreham Harbour Growth Point Grant and £10,000 Council Reserves (£142,500 in total).</p> <p>Shoreham Adur Tidal Walls pedestrian path - no details regarding the cost of this element have been provided The cost of delivery of the Lancing improvements at Queensway</p>

¹⁰ See Adur's Community Update for further details:

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

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	and Queens Parade is £150,000. This has been funded through Adur's Capital Budget.
Key issues and dependencies	There is a lack of safe pedestrian and cycle crossing points on the A27 particularly in Lancing - any improvement scheme here would need to be led by the Highways Agency.
Summary and role of LDF and IDP	<p>Cycle facilities and adopted footpaths are managed and maintained by WSCC. Walking and cycling are both active travel modes that promote healthy lifestyles as well as contribute to sustainable transport objectives such as reducing carbon emissions. As with encouraging the uptake of public transport initiatives, encouraging people to walk and cycle is a key challenge in the district to help reduce traffic congestion and the pressure on the local road network. Ensuring new routes are safe and attractive to cyclists and pedestrians, and preferably traffic free, will be key in encouraging people to walk and cycle.</p> <p>The Local Plan supports improvements to existing cycle and pedestrian network through better signage, connecting routes where appropriate, and repairing and maintaining surfaces. Strategic sites within the Local Plan will also be expected to provide walking / cycling routes to connect to the network.</p> <p>The Local Plan notes that Lancing and Shoreham will have improved pedestrian and cycle facilities and environmental improvements will be implemented to make Shoreham town centre more pedestrian friendly. The Local Plan also encourages new and improved cycle ways and footpaths lining the town centre, to the railway station, and to the new pedestrian footbridge in Shoreham.</p>

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

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	<ul style="list-style-type: none"> • North Farm Road, Lancing • South Street, Lancing • Southwick Square (East and West) • Riverside, Shoreham-by-Sea • Old Fort, Shoreham-by-Sea • Beach Green, Shoreham-by-Sea • Southwick Beach car park <p>Long Stay:</p> <ul style="list-style-type: none"> • Pond Road (Community Centre) Shoreham-by-Sea • Tarmount Lane, Shoreham-by-Sea • Ropetackle, Shoreham-by-Sea <p>There are two car parks with dedicated residents' parking available in Shoreham-by-Sea:</p> <ul style="list-style-type: none"> • Beach Green car park (Houseboat owners only) • 60 Brighton Road (A259) <p>(Car parking is free to all Blue Badge permit holders in all of the above car parks.)</p> <p>There are a number of car parks owned by other organisations within the district (such as Parish Councils and private organisations).</p> <p>In addition to car parking in Adur, the Albion Street Lorry/Coach Park in Southwick is available for HGVs, coaches and other commercial vehicles. Pay and display parking (for all vehicles) is also available at this site on a daily basis. The lorry park is owned by West Sussex County Council, but managed by Adur District Council.</p>
Planned provision	Improvements to the public realm and layout of the Riverside Car park have been designed. It is anticipated that improvements will be delivered in 2014 / 15.
Sources of funding and costs	The budget for the Riverside car park improvements are £450,000. WSCC are contributing £200,000 with £250,000 allocated from the ADC Shoreham Renaissance fund.
Key issues and dependencies	None identified.
Summary and role of LDF and IDP	<p>The Local Plan notes that a car parking strategy (developed by ADC with support from WSCC) will be delivered to address on-street parking issues in Shoreham Town Centre. In addition, the Local Plan requires new development to apply the most up-to-date car parking and cycle parking standards and to address on and off-street parking issues.</p> <p>A Parking Review (WSCC, 2013) has been carried out for</p>

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

Electricity Distribution and Transmission	
Lead organisations	UK Power Networks National Grid
Main sources of information	
Existing provision	<p>National Grid owns and maintains the high-voltage electricity transmission system in England and Wales, together with operating the system across Great Britain, balancing supply with demand. The company provides electricity supplies from generating stations to local distribution companies.</p> <p>The local distribution company in Adur is UK Power Networks who deliver electricity to properties throughout Adur and are responsible for the maintenance of underground cables, overhead lines and substations.</p>
Planned provision	None identified.
Sources of funding and costs	Developer contributions / UK Power Networks / National Grid.
Key issues and dependencies	<p>Connection to electricity connections would be the responsibility of the developer.</p> <p>UK Power Networks were unable to supply any information for this version of the IDP. Further details will be required for the next version.</p> <p>Past correspondence with energy distribution companies have identified no issues or dependencies related to delivery of development.</p>
Summary and role of LDF and IDP	<p>Policies 18, 19 and 20 of the Local Plan all aim to improve energy efficiency, reduce energy consumption and as such reduce pressure on the grid.</p> <p>Policy 30 of the Local Plan states that new development will be required to provide or contribute to the provision of facilities, infrastructure and services made necessary by development, and that infrastructure should be provided at the appropriate time, prior</p>

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

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Summary and role of LDF and IDP	<p>Policies 18, 19 and 20 of the Local Plan all aim to improve energy efficiency, reduce energy consumption and as such reduce pressure on the network.</p> <p>Local Plan Policy 30 states that new development will be required to provide or contribute to the provision of facilities, infrastructure and services made necessary by development, and that infrastructure should be provided at the appropriate time, prior to the development becoming operational or being occupied. Larger developments may need to be phased to ensure this requirement can be met.</p>
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2.5 Waste

Waste Management	
Lead organisations	WSCC
Main sources of information	WSCC
Existing provision	<p>WSCC (as Waste Disposal Authority) has statutory duties to make arrangements for the disposal of waste collected by Adur (the Waste Collection Authority) and to provide places where the public can take their own household waste for disposal (Household Waste Recycling Sites). The County Council must also comply with legislation and meet various targets that are set by Government and the EU. This includes diverting waste away from landfill towards increased recycling achieved through a range of initiatives and the provision of the appropriate infrastructure.</p> <p>Shoreham is served by the Shoreham Household Waste Recycling Site (HWRS) which is located on Brighton Road, Shoreham-By-Sea. Its catchment area extends from the coast northwards to Small Dole and westwards to North Lancing with the Brighton and Hove City Council boundary 2 miles to the east resulting in cross border use of the site. The current site capacity is c22,000 tonnes per annum in terms of waste handling. It currently operates at just over half that annual throughput. The Western Harbour Arm Development Brief for Shoreham Harbour identifies this site for potential future redevelopment (phase 3)¹¹. It is unlikely that this phase will progress before phases 1 and 2 on the southern side of the A259 are significantly developed. A new HWRS will need to be provided should the site be developed. It is anticipated that this will be beyond the Local Plan period.</p> <p>A Waste Transfer Station (WTS) exists in Lancing and is located on Chartwell Road. This is used by Adur & Worthing Council Services to receive waste and recyclables collected by those councils. The facility is relatively new and is handling just over half its capacity of c100,000 tonnes per annum of waste and recyclables.</p>

¹¹ For further information, please see the following link: <http://www.adur-worthing.gov.uk/media/media.115933.en.pdf>

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	<p>A number of 'Bring Sites', provided by ADC, are also located throughout the district providing the opportunity to recycle cans, paper, glass, textiles, plastic and shoes. The capacity of these facilities is likely to reduce in the future as usage of these sites decline and Council residential collections increase.</p> <p>In addition there are 3 private waste disposal companies operating in Adur including Rabbit Group waste recycling and waste processing site in Lancing, European Metal Recycling site in Shoreham and Davis Metal Recycling site in Lancing.</p>
Planned provision	None
Sources of funding and costs	If a new HWRS is required in Shoreham as a result of redevelopment of the site, the cost (assuming the land, planning, design and construction and a fully serviced, level and vacant site), is in the order of £2.5 million. The actual cost will be site specific and may also be offset by the capital receipt secured through the disposal of the existing site.
Key issues and dependencies	<p>Both the Lancing WTS and Shoreham HWRS are on constrained sites with no scope for expansion. However housing numbers currently proposed are within the capacities of those sites. A replacement HWRS will be required if Phase 3 of the Shoreham Harbour Regeneration Area goes ahead (this is likely to be beyond the plan period and therefore beyond the scope of this IDP).</p> <p>Policy W2 of the adopted WSCC Waste Local Plan (draft, submitted for Examination in March 2013) safeguards all existing capacity from non-waste development/redevelopment. The policy allows for the loss of existing sites subject to certain criteria being met including the provision of a suitable site.</p>
Summary and role of LDF and IDP	<p>The policies in the Local Plan seek to reduce waste within the District wherever possible. The Waste Disposal Authority (WSCC) is required to make arrangements for the disposal of waste collected by the Waste Collection Authority (ADC) and provide places where the public can take their own household waste for disposal.</p> <p>The Waste Local Plan (adopted by West Sussex County Council and the South Downs National Park Authority April 2014) does not identify any additional requirements for the handling of household waste in Adur to meet current and future projected needs.</p>

2.6 Telecommunications and Digital Connectivity

Lead organisations	WSCC Internet and telecommunications providers
Main sources	WSCC Local Broadband Plan (2011)

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of information	
Existing provision	<p>Adur is served by three main internet exchanges at Shoreham, Lancing and Portslade. The district is well served by both BT and Virgin Media internet providers.</p> <p>Connections to the internet are generally defined by download speeds in Megabits per second (Mbps). Broadband connections have between 2 and 8 Mbps speeds, fast broadband between 8 and 24 Mbps and superfast over 24Mbps.</p> <p>Most of Adur currently has access to basic broadband. A large proportion of the district either already has access to superfast broadband, or is likely to have access in the near future.</p>
Planned provision	<p>Not all parts of the urban area of Adur have access to super-fast broadband connections. For these areas, provision is likely to come forward in the coming years, in many places, more than one service provider is likely to be offering superfast broadband connections. Compared to the rest of West Sussex, Adur is likely to have a better level of provision over the coming years.</p>
Sources of funding and costs	<p>Service providers will fund the majority of improvements in Adur. Where this is unlikely to occur in the next three years, WSCC may allocate funds to help providers improve provision. There are no further details regarding costs at this time.</p>
Key issues and dependencies	<p>Areas currently without superfast broadband, or unlikely to be provided with superfast broadband by one or more telecommunications provider, are eligible for public funding to deliver provision. For the strategic sites in Adur, the following information is based on nearby postcodes. Whilst the broadband infrastructure would be near these postcode areas, it doesn't guarantee that the sites would be able to receive a service. However, at this point in time, there are no identified obstacles to provision in these locations.</p> <p>New Monks Farm (BN15 9ES) – This postcode is within the area eligible for funding for superfast broadband by the West Sussex Better Connected project. The area is currently served in part by the commercial rollout but as the coverage is currently below 90% of the postcode, the parts of the postcode that are not currently served by commercial operators are eligible for funding by the project.</p> <p>West Sompting Site (BN15 OBE) – This postcode is wholly served by commercial operators.</p> <p>Shoreham Airport (BN43 5FF) – This postcode is wholly served by commercial operators.</p> <p>Shoreham Harbour (BN43 6RN) – This postcode is in the area eligible for funding for superfast broadband by the West Sussex Better Connected project. The area is currently served in part by the commercial rollout but as the coverage is currently below 90%</p>

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	of the postcode, the parts of the postcode that are not currently served by commercial operators are eligible for funding by the project.
Summary and role of LDF and IDP	This is not considered to be a significant issue for the LDF. However, it should be noted that for new areas of modern employment space, access to superfast broadband will be a significant benefit. In addition, availability of superfast broadband would benefit home working reducing the need to travel.

2.7 Flood Risk Management

Lead organisations	EA WSCC ADC
Main sources of information	Beachy Head to Selsey Bill Shoreline Management Plan (2006) Arun to Adur Flood Management Strategy (2010) Adur and Worthing Councils Strategic Flood Risk Assessment (2012) West Sussex Local Flood Risk Management Strategy (draft)
Existing provision	<p>Flood mitigation measures in the district protect against a range of types of flooding. The sections below discuss the existing provision:</p> <p>Tidal The tidally dominated River Adur, including Shoreham Harbour, is lined with formal defences on both banks. The defences along the River Adur vary in type, condition and standard of protection.</p> <p>Upstream of Shoreham Harbour these predominantly consist of earth embankments. The Rivers Arun to Adur Flood and Erosion Management Strategy states: "<i>the defences on the west bank are mostly maintained by the Environment Agency and provide a very low standard of protection with the possibility of regular overtopping and defence failure</i>".</p> <p>The defences of the River Adur at Shoreham Harbour include steel sheet piling, concrete walls, rock revetments and a shingle beach at Kingston Beach.</p> <p>The Shoreham Airport - Lancing area on the west bank of the River Adur is the largest area benefiting from tidal defences. The Rivers Arun to Adur Strategy identifies improvement works to the defences in the river Adur. These are explored further below.</p> <p>Coastal The Adur seafront is protected from coastal flooding by formal sea defences. The beaches along the coastal frontage consist of managed shingle ridges controlled by groynes. The Environment Agency continues to maintain the shingle beach as part of the defence network.</p>

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	<p>Fluvial The main fluvial risk is from the network of watercourses draining the area of land east of Lancing.</p> <p>Surface Water / Ground Water Surface water that falls on the highway or flows to the highway is disposed of by WSCC or the Highways Agency depending upon the road upon which it falls.</p> <p>Surface water from roof drainage drains to public sewers, operated by Southern Water, or to soakaways / SuDS onsite.</p> <p>Ground water affects much of the area and occurs generally as a line of springs running along the A27 or as saturated ground to the south of this.</p> <p>Flooding from Sewers / Water Mains Flooding from either of these sources is the responsibility of the relevant water company, in Adur this is Southern Water. Again, flooding along and to the south of the A27 in north Lancing has, in the past, been problematic and was a result of high ground water, poor drainage ditch maintenance and broken / leaking public foul sewers in this area over part of the winter period in 2012.</p> <p>Southern Water work to ensure that flood risk is not exacerbated as a result of new connections to the system. This can be achieved by ensuring that new development connects to the local sewerage system at the nearest point of adequate capacity. Development in areas at risk of flooding from rivers and/or the sea will need to incorporate mitigation measures such as sealed sewers to prevent flood water from inundating the system. It is also important that surface water run-off from new development is not allowed to enter the sewerage system. Peak surface water flows during wet weather could compromise the functioning of the system and lead to foul water flooding.</p> <p>Flooding from Watercourses Watercourses are the responsibility of riparian owners. Riparian owners have a duty to keep the watercourse clear of any obstruction to flow. West Sussex County Council (as the Lead Local Flood Authority) can serve legal notices on owners to deal with obstructions. Recent works have been undertaken to clear the ditches of sediment and improve the flow of water in the East Lancing area.</p> <p>Ordinary Watercourse Consenting. As a Lead Local Flood Authority, West Sussex County Council is responsible for managing local flood risk which includes flooding caused by alterations to ordinary watercourses. Any development that may affect the flow or storage of water will need to apply to West Sussex County Council for consent. Future development should be encouraged to avoid the culverting, diverting or infilling of existing watercourses.</p> <p>Certain "strategic" watercourses, that are known to pose a high risk</p>
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	<p>of property flooding if they become blocked, are checked and maintained by West Sussex County Council. This work is carried out by Adur & Worthing Councils on behalf of WSCC.</p>
Planned provision	<p>Shoreham Adur Tidal Walls</p> <p>The Environment Agency is currently working on plans for improvements to the Shoreham Adur Tidal Walls on both the east and west sides of the River. A 5.4km stretch of flood defence improvements are proposed on the west bank between the river mouth and the A27. On the east bank, the flood defences proposed include a 1.8km stretch between Coronation Green and the A27 road bridge.</p> <p>This planned flood defence will provide protection of 0.33% (protection against a 1 in 300 year event). As a consequence, land currently designated as functional floodplain (Flood Zone 3b) to the west of the Adur will be changed to Flood Zone 3a.</p> <p>The Rivers Arun to Adur Flood Management Strategy identifies improvements to the defences for the River Adur towards the latter end of the Local Plan period. This includes raising sections of flood wall on the western and eastern side of the river.</p> <p>Developments in areas of flood risk will need to provide suitable flood defence and flood mitigation infrastructure in line with national and local policy.</p> <p>For Shoreham Harbour, a Flood Risk Management Guide Supplementary Planning Document has been produced. Along with the supporting Technical Report, these documents outline potential defence options, recommended approaches and outline costs for flood defences.</p>
Sources of funding and costs	<p>£26 million is required for the Shoreham Adur Tidal Walls scheme. Funding is now secured for this project and development is anticipated to begin 2015 / 16.</p> <p>The EA have carried out a beach management plan. In this they estimate around £50,000 per year for shingle re-cycling.</p> <p>External funding / developer contributions will be required for the Shoreham Harbour Regeneration area flood walls. The Shoreham Harbour Flood Risk Management Guide SPD and Technical Report identify that costs for delivering flood defences for the entire stretch of the Western Harbour Arm will be between £10 million and £26.7 million, depending on the defence options taken. It is likely that a small proportion of this cost will be covered by DEFRA's Flood Defence Grant in Aid (FDGiA). In addition, the Shoreham Harbour Regeneration Partnership is proactively bidding for flood infrastructure funding from other funds. £3.5 million has been secured through the Local Enterprise Growth Deal with central government.</p>
Key issues and	<p>Strategic development in the District is subject to delivery of</p>

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<p>dependencies</p>	<p>significant flood infrastructure. The viability of delivery of much of this infrastructure is yet to be determined. For sites such as Shoreham Airport and Shoreham Harbour, new defences / mitigation measures need to be in place before new development can commence. This poses a threat to delivery of some sites should delivery of flood defences be delayed. For the Shoreham Airport site – delivery is dependent the Shoreham Adur Tidal Walls.</p> <p>Development within the Shoreham Harbour Regeneration area will need to ensure that any new development in the area is safe from the risks posed by flooding. In order to provide comprehensive protection for the Western Harbour Arm, it is likely that new defences will be required from the Shoreham Footbridge in the west to Kingston Beach in the east. The defences proposed are identified in the Flood Risk Management Guide SPD. The Brighton Marina to River Adur Strategy (2014) identifies increased protection for sites within the canal / locked section of the port. The proposed improvements would provide protection for the Southwick Waterfront site.</p> <p>Development at Shoreham Airport is dependent on flood defences being delivered as part of the Shoreham Adur Tidal Walls scheme. Any future development at the Airport, including the employment floorspace allocated in the Adur Local Plan will need to be delivered after flood defences are completed to ensure the new development is safe. There is no current estimated completion date for the delivery of the EA Tidal Walls scheme, although it is anticipated that this will be 2017 / 2018.</p> <p>Development at New Monks Farm will require SuDS and drainage improvements to overcome issues associated with surface water and groundwater flooding. The development will need to fund the future maintenance and management of the flood alleviation measures proposed.</p> <p>WSCC is currently working with Adur and Worthing Councils on the delivery of a study to investigate flooding in the Lancing area. It is unclear how any improvements identified in this study will be funded.</p>
<p>Summary and role of LDF and IDP</p>	<p>Local Plan Policy 30 states that new development will be required to provide or contribute to the provision of facilities, infrastructure and services made necessary by development, and that infrastructure should be provided at the appropriate time, prior to the development becoming operational or being occupied. Larger developments may need to be phased to ensure this requirement can be met.</p> <p>Local Plan Policy 37 (Flood Risk and Sustainable Drainage) requires new development to provide some form of SuDS. It states: 'substantial storage through SuDS will be required to achieve a reduction in runoff to levels below that experienced prior to development'.</p>

2.8 Water Supply and Treatment

Lead organisations	Southern Water
Main sources of information	Southern Water
Existing provision	<p>Southern Water is the statutory water and sewerage undertaker in Adur District. The company has a duty to serve new development. Local Plans inform the company's investment planning.</p> <p>Water resources - Southern Water supplies drinking water in Adur. There are no known constraints in existing provision that would prevent new development from coming forward.</p> <p>Water distribution system – This conveys water supplies to existing homes and businesses. There are no known constraints in existing provision that would prevent development from coming forward.</p> <p>Wastewater Treatment – Southern Water operates East Worthing Wastewater Treatment Works (in Worthing Borough) and Shoreham Wastewater Treatment Works (in Adur). These facilities serve parts of Adur, Arun, Worthing and Brighton & Hove. There are no known constraints in existing provision that would prevent development from coming forward.</p> <p>Wastewater sewerage system – This conveys wastewater to the treatment works for treatment. There are no known constraints in existing provision that would prevent development from coming forward.</p>
Planned provision	<p>Southern Water plans investment required to meet demand from new development through the water industry's five yearly price review process. Business Plans are prepared by the company for five year periods, which are scrutinised by Ofwat, the water industry's economic regulator. Customer prices are determined following this process. Ofwat's price determination funds Southern Water's investment over the planning period.</p> <p>Water resources – Southern Water prepares a Water Resources Management Plan (WRMP), which sets out how the company plans to secure drinking water supplies for customers, including for new development. The WRMP is updated every five years, and feeds into the company's Business Plan.</p> <p>Water distribution system – Southern Water plans investment through the price review process. However, Ofwat expects the company to recover new development and growth costs. Local water distribution infrastructure required to service individual development sites must be provided by the development. This ensures that the infrastructure is paid for by those who directly</p>

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	<p>benefit from it, and protects existing customers who would otherwise have to pay through increased general charges.</p> <p>Wastewater Treatment – Southern Water plans investment required to wastewater treatment works in order to meet demand from new development through the price review process. The company may also be required to meet stricter environmental standards. Investment schemes will be delivered where required within each investment period, informed by Local Plans and environmental objectives. An assessment of the capacity of the Waste Water Treatment works at Shoreham Harbour has been undertaken concluding that the existing plant has sufficient capacity to accommodate the levels of development being proposed through the Local Plan, Brighton & Hove City Plan and the JAAP. However, proposed changes to environmental regulation requirements may have implications for future land take and an alternative site may need to be identified.</p> <p>Wastewater sewerage system – Southern Water plans investment through the price review process. However, Ofwat expects Southern Water to recover new development and growth costs. Local sewerage infrastructure required to service individual development sites must be provided by the development. This ensures that the infrastructure is paid for by those who directly benefit from it, and protects existing customers who would otherwise have to pay through increased general charges.</p>
Sources of funding and costs	Southern Water/Developer contributions
Key issues and dependencies	<p>The necessary infrastructure can be delivered in parallel with delivery of strategic sites. However Ofwat, the water industry's economic regulator, takes the view that local infrastructure required specifically to serve new development should be funded by the development. This protects existing customers, who would otherwise have to pay through increased general charges.</p> <p>It is therefore important that connections are made to the nearest point of <i>adequate capacity</i>, and that any off-site infrastructure required to achieve this is provided by the development. This approach would prevent the demand on the sewerage and water distributions systems from exceeding the capacity available.</p> <p>Co-ordination of new development and provision of infrastructure is essential to ensure that new development is not constructed and occupied before the necessary infrastructure is provided.</p> <p>A key issue relates to possible changes to European Union environment regulations. This could result in the need for infrastructure to meet more stringent water quality requirements. It is not currently known whether these regulations will come into force and therefore whether a new site for infrastructure will be required. This will be addressed through the JAAP for Shoreham Harbour.</p>

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<p>Summary and role of LDF and IDP</p>	<p>The need for a possible site expansion of the Shoreham Waste Water Treatment Works in the vicinity of Shoreham Harbour will be explored through the emerging Joint Area Action Plan in close liaison with Southern Water and Shoreham Port Authority. This approach is outlined in the Local Plan.</p> <p>Local Plan Policy 30 states that new development will be required to provide or contribute to the provision of facilities, infrastructure and services made necessary by development, and that infrastructure should be provided at the appropriate time, prior to the development becoming operational or being occupied. Larger developments may need to be phased to ensure this requirement can be met.</p>
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2.9 Social Infrastructure

2.10 Accommodation

Supported Housing	
Lead organisations	WSCC
Main sources of information	WSCC
Existing provision	<p>The term 'Supported Housing' covers a broad range of accommodation arrangements whereby vulnerable residents receive regular support in order to sustain successful independent living. It offers the means for vulnerable people, who might otherwise require care in a more institutional setting, to retain a greater degree of independence and choice of lifestyle. In this respect supported housing is clearly distinct from residential care.</p> <p>Supported housing can be provided in two different ways through:</p> <ul style="list-style-type: none"> • <i>Accommodation Based Schemes</i> which are generally purpose designed or adapted properties in which support is linked to residents' tenancy or licence. Examples of accommodation based schemes include hostels, refuges, foyers or shared housing arrangements which incorporate an active role for support staff during all or part of the day. • <i>Floating Support</i> which is not linked to specific accommodation and involves the provision of a support service to residents in their own home. <p>WSCC has increasingly favoured commissioning of floating support services as opposed to accommodation based schemes.</p> <p>One government sponsored study¹² has suggested that the level of extra care housing provision required for an ageing population should be 25 units per 1,000 population over 75 years. Whilst this a very blunt measure it provides a starting point for some comparative analysis of how much provision might be needed and where. The provision in Adur is the lowest in West Sussex (Adur does not have any Extra Care Housing Schemes).</p>
Planned provision	None known of
Sources of funding and costs	Delivered by the developer / developer contributions.
Key issues and dependencies	Floating support can only be an effective solution for vulnerable people if appropriate rented accommodation is available within the local housing market. Adur's housing market is increasingly pressured with strong demand for the limited number of vacancies in both the social and private sectors. The biggest priority in terms

¹² More Choice Greater Voice: CLG/Care Services Improvement Partnership 2008

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	<p>of 'supported housing' is therefore to maintain supply of new affordable homes within Adur.</p> <p>In terms of accommodation specifically designated for people with care or support needs the most significant challenge is associated with the growing numbers of older people within the population. Appropriate housing is arguably even more important in old age when issues such as thermal comfort, disrepair, and isolation present critical risks. Most older people wish to remain living, independently in their home for as long as possible; at the same time it is important that the housing market offers a range of options to older people whose independence can best be maintained in a purpose designed environment with easy access to support. Extra Care Housing in which residents live independently with ready access to care has been shown to provide an effective means of delivering this.</p> <p>According to data collated by the Elderly Accommodation Counsel, Adur appears to have a higher rate of older people living in care homes than would be expected. There may well be an association with this and the relatively low level of extra care provision. In most cases one would expect households to move in to residential care as a result of a limiting long term illness. When compared to the County and regional averages, a high proportion of Adur's care home residents age 75+ may be entering residential care 'unnecessarily'; in so far as they do not have a life limiting illness (12.6% in Adur compared to 7% in West Sussex¹³). This may reflect a lack of alternative options.</p>
Summary and role of LDF and IDP	The Local Plan encourages the development of homes which enable older people to remain independent. Local Plan Policy 21: Housing Mix and Quality States 'new residential development for older people, including extra care and supported housing, in both affordable and market tenures in accessible locations within the Built Up Area will be supported'.

2.11 Learning and Childcare

Primary Schools	
Lead organisations	WSCC: Capital and Asset Management Unit – School Organisation Team
Main sources of information	Planning School Places 2014.

¹³ Source: West Sussex JSNA Review of Housing Data

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Existing provision	<p>WSCC is the Local Education Authority (LEA) for West Sussex. The County Council has a statutory duty to ensure that there is sufficient appropriate primary education provision available across West Sussex. The list below identifies all existing primary schools. Please note form entry (fe) refers to the number of classes in each year. In planning terms, a form of entry (fe) is 30 pupils.</p> <p>Schools in Lancing Seaside Primary 3fe with 630 places North Lancing Primary: 2fe with 420 places The Globe Primary: 3fe with 630 places Sompting Village Primary: 2fe with 420 places</p> <p>Schools in Shoreham Buckingham Park Primary: 2fe with 420 places Herons Dale Primary (Special Educational Needs) Holmbush Primary: 1fe 210 place school Shoreham Beach Primary: 1fe 210 place school St Nicholas and St Mary’s C of E Primary: 1fe 210 place school St Peters Catholic Primary: 1fe 210 place school Swiss Gardens Primary: 2fe 420 place school</p> <p>Schools in Fishersgate Eastbrook Primary: 2.5fe with 525 places</p> <p>Schools in Southwick Glebe Primary: 2 fe</p> <p>As of 2014, there is a net capacity surplus of 656 primary places in Adur (or 13.24% as a percentage of total capacity) (Planning School Places 2014). However, numbers of children of pre-school age are high and there is a need to expand primaries to meet existing demand due to demographic changes. All primary schools in the above localities are projected to be full over the period to 2027.</p> <p>Private Schools The following private schools are also located in Adur: The Fold School Lancing College Shoreham College Sompting Abbots</p>
Planned provision	<p>Planning School Places (WSCC, 2014) outlines the planned provision for Adur. The document identifies the need for extensions to existing schools and new schools throughout the district (with locations to be determined) and an extension to Herons Dale Primary School. The document identifies the need for a new school to serve the new population as a result of development at Shoreham Harbour.</p>
Sources of funding and costs	<p>Planning for Schools 2014 states: “Whilst central government will separately fund free schools and academies it also provides some funding to local authorities to cater for population growth. This funding is un-ringfenced capital grant and is available to contribute</p>

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	<p>to meet the demand for additional school places. There is also an expectation that funding will be obtained in the form of Developer Contributions and this will form a major element of the financing of the County Council’s basic need programme for the provision of new school places. In some circumstances this will include the provision of new school sites.” See section C for the provision required for each site.</p>
<p>Key issues and dependencies</p>	<p>WSSC have indicated that developments in excess of 1000 homes, as one large strategic development or collective developments across the area are assessed as producing an additional one form of entry (30 pupils) per year of age. On that basis, with insufficient current capacity in Adur, developers of such a site would be required to provide land to accommodate this increase as part of the development or within 2 miles distance of the development.</p> <p>Pupil numbers in West Sussex have been rising due to demographic changes. Pre-school numbers in Adur are high and there will be a need to expand primaries due to demographic changes. In addition, many primary schools in Adur are not capable of expanding highlighting a need to provide new facilities.</p> <p>For Shoreham Harbour, new development of 1,100 dwellings will need to provide a site capable of providing a 1 form entry, 210 place primary school as well as financial contributions. Alternatively, a primary school could be delivered off site in the vicinity. Work is ongoing to identify a suitable site.</p> <p>The developer at New Monks Farm has offered land for a 1 form entry school site (of 1 hectare) within the development. West Sussex County Council has identified this as an essential element of infrastructure provision due to a lack of primary schools in the New Monks Farm area with current spare capacity. New development in this location will also need to provide contributions to the provision of a primary school.</p> <p>Development at West Sompting will need to provide financial contributions towards the expansion of existing schools in the local area.</p> <p>Any other development in Adur will need to provide contributions towards primary school provision.</p>
<p>Summary and role of LDF and IDP</p>	<p>Infrastructure needs arising as a consequence of development will be expected to be met by the developer.</p> <p>Local Plan Policy 30 states that ‘Development will be required to provide or contribute to the provision (and where appropriate, maintenance) of facilities, infrastructure and services made necessary by development, or where it gives rise to a need for additional or improved infrastructure.’ It also states that ‘Infrastructure should be provided at the appropriate time, prior to the development becoming operational or being occupied. Larger developments may need to be phased to ensure this requirement</p>

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	can be met.’
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Secondary Schools	
Lead organisations	WSSC: Capital and Asset Management Unit – School Organisation Team
Main sources of information	Planning School Places (WSSC, 2014)
Existing provision	<p>WSSC acts as the Local Education Authority (LEA) for West Sussex. The County Council has a statutory duty to ensure that there is sufficient appropriate Secondary Education provision available across West Sussex. For 6th form capacity and other post 16 education, please see the further education section below.</p> <p>The list below identifies all existing secondary schools – please note form entry (fe) refers to the number of classes in each year. In planning terms, a form of entry (fe) is 30 pupils.</p> <p>State Schools Shoreham Academy 9fe 1644 place school Sir Robert Woodard Academy: 8fe 1400 place school</p> <p>As of 2014, there is a net capacity surplus of 483 secondary places in Adur (or 15.87% as a percentage of total capacity) (Planning School Places 2014).</p> <p>The following private secondary schools are located in Adur:</p> <p>Private Schools Lancing College Shoreham College</p>
Planned provision	None
Sources of funding and costs	Planning for Schools 2014 states: “Whilst central government will separately fund free schools and academies it also provides some funding to local authorities to cater for population growth. This funding is un-ringfenced capital grant and is available to contribute to meet the demand for additional school places. There is also an expectation that funding will be obtained in the form of Developer Contributions and this will form a major element of the financing of the County Council’s basic need programme for the provision of new school places. In some circumstances this will include the provision of new school sites.” See section C for provision required for each site.
Key issues and dependencies	Shoreham Academy is projected to be at capacity. Any proposed developments within the schools catchment including the proposed development of Shoreham Harbour would be required to contribute towards secondary school provision.

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	<p>Sir Robert Woodard is projected to have in excess of 20% surplus capacity and could accommodate in the region of an additional 350 pupils. This would be generated from a development of in excess of 1500 homes across the locality. Contributions will be required to accommodate the needs arising from the proposed strategic allocations in Lancing and Sompting.</p> <p>Based on WSCC evidence the surplus spaces available and the levels of housing development proposed in the Local Plan, no new secondary schools will be required over the plan period.</p>
<p>Summary and role of LDF and IDP</p>	<p>Infrastructure needs arising as a consequence of development will be expected to be met by the developer.</p> <p>Policy 30 of the Local Plan states that ‘Development will be required to provide or contribute to the provision (and where appropriate, maintenance) of facilities, infrastructure and services made necessary by development, or where it gives rise to a need for additional or improved infrastructure.’ It also states that ‘Infrastructure should be provided at the appropriate time, prior to the development becoming operational or being occupied. Larger developments may need to be phased to ensure this requirement can be met.’</p>

Further Education & Adult and Community Learning	
<p>Lead organisations</p>	<p>WSCC</p>
<p>Main sources of information</p>	<p>Planning School Places (WSCC, 2014)</p>
<p>Existing provision</p>	<p>Planning School Places (WSCC, 2014) notes that sixth form provision by both colleges and school sixth forms, offer substantial opportunities for those aged 16 – 19 to continue training and education. The document refers to this as ‘Further Education’. However, (FE) also refers to other forms of education offering other levels of training including Higher National Diplomas, Foundation Degrees and training for apprenticeships for all ages.</p> <p>In Adur the FE provision consists of:</p> <p>Sixth Form Colleges Shoreham Academy Sixth Form Sir Robert Woodard Sixth Form</p> <p>FE Colleges <u>Northbrook College (Kingston Buci Vocational Centre)</u> Hairdressing, Health and Social Care, IT, Numeracy, ESOL.</p> <p><u>Northbrook College (Shoreham Airport)</u></p> <ul style="list-style-type: none"> • <i>Full-time:</i> Aerospace Engineering (HND), Automotive /

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	<p>Motorsport Engineering (Foundation Degree).</p> <ul style="list-style-type: none"> • <i>Part-time:</i> Electronic Engineering (HNC), Mechanical / Manufacture Engineering (HNC). IMI level 4 Diploma for Automotive Master Technicians (1year). <p>In addition, FE colleges, such as Northbrook College in Worthing and City College in Brighton and Hove. As FE institutions generally serve a large geographic area, and due to Adur’s relatively small geographic area with many students from Adur attending FE institutions in neighbouring districts, it is appropriate to include these institutions in this section of Adur’s IDP.</p> <p>Community Providers</p> <ul style="list-style-type: none"> • Glebelands Centre: years 14-19 provision (including Creative Writing and IT) • Shoreham Academy: Adult education evening courses • Sir Robert Woodard - Lancing Adult and Community Learning Centre • Shoreham & Southwick Adult Education Centre - Adult day courses and other education courses (Southwick Community Centre) • Shoreham Library - Adult education evening courses
Planned provision	None known of
Sources of funding and costs	<p>Most FE colleges and adult and community learning services currently receive most of their funding from the Learning and Skills Council. Colleges may also deliver regular programmes to employers for which the full costs are charged. Some adult and community learning services may receive resources for work they carry out for local and health authorities.</p> <p>For 16 – 19 years sixth form provision, Planning for Schools 2014 states: “Whilst central government will separately fund free schools and academies it also provides some funding to local authorities to cater for population growth. This funding is un-ringfenced capital grant and is available to contribute to meet the demand for additional school places. There is also an expectation that funding will be obtained in the form of Developer Contributions and this will form a major element of the financing of the County Council’s basic need programme for the provision of new school places. In some circumstances this will include the provision of new school sites.” See section C for provision required for each site.”</p> <p>See section C for provision required for each site.</p>

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Key issues and dependencies	A key issue for Adur is that skill levels are comparatively low with a lower proportion of residents with higher level degrees than the regional average as well as high levels of young people not in education, employment or training.
Summary and role of LDF and IDP	<p>Given the level of development anticipated in the Local Plan, no new sixth form facility will be required. Contributions towards new places will be required from residential developments.</p> <p>Ensuring residents have access to appropriate training / educational facilities is important for tackling low skills levels and educational deprivation. Providing and protecting employment floorspace increases the opportunities for business to locate in Adur and offer apprenticeships which may require upskilling through FE courses.</p> <p>Local Plan Policy 30 states that ‘Development will be required to provide or contribute to the provision (and where appropriate, maintenance) of facilities, infrastructure and services made necessary by development, or where it gives rise to a need for additional or improved infrastructure.’ It also states that ‘Infrastructure should be provided at the appropriate time, prior to the development becoming operational or being occupied. Larger developments may need to be phased to ensure this requirement can be met.’</p>

Childcare / Early Years Provision	
Lead organisations	WSCC Private Providers
Main sources of information	WSCC Childcare Sufficiency Report WSCC Sufficiency Action Plan (South) 2011-14
Existing provision	<p>The Childcare Act 2006 identifies the vital role local authorities play as strategic leaders in facilitating the childcare market: Section 6 of the Act sets out that the Local Authority (in this instance WSCC), so far as is reasonably practicable, should ensure that the provision of childcare is sufficient to meet the requirements of parents in their area. This is to enable them to work or undertake education or training which could reasonably be expected to assist them to obtain work.</p> <p>There is a wide range of day nurseries, nursery schools/classes, crèches, child-minders, pre-school playgroups, toddler groups and out of school care/holiday schemes within the district. There are 1700 childcare places in Adur spread across:</p> <p>28 Day Nurseries and Pre-school Playgroups 74 Child-minders 14 Out of School Clubs</p> <p>Listed below are the children and family centres that lie within the Adur district:</p>

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	<ul style="list-style-type: none"> • Boundstone children and family centre • Kingston Buci children and family centre • Lancing children and family centre • Stepping Stones children and family centre (Fishersgate) <p>The children and family centres are all run by WSCC and have childcare provision on site. Their main function is to provide support, activities and the facilities for children and families.</p> <p>Most childcare provision in Adur is delivered through private businesses or through on-site nursery care provided by primary schools.</p> <p>The WSCC Childcare Sufficiency Report identifies that there are currently vacancies for all forms of childcare provision within Adur. The Report identifies the need to improve quality across the area and to sustain the current childcare supply.</p>
Planned provision	There are currently no known planned facilities in Adur.
Sources of funding and costs	Developer contributions and private childcare providers.
Key issues and dependencies	<p>From September 2010, a free childcare entitlement of 15 hours a week early years provision for 3-4 year-olds, for 38 weeks of the year can be taken flexibly by parents to meet their family and employment circumstances.</p> <p>From September 2013, the free entitlement is extended to a new entitlement for the 20% most disadvantaged 2 year olds. The initial phase of this in 2013/14 is likely to be met from vacancies in existing provision; the extension of the scheme to 40% of the most disadvantaged children in September 2014 will exert additional pressures on childcare provision.</p> <p>With this background in mind, the proposed housing and employer developments are likely to generate a need for an additional 100 childcare places which would be delivered by private, voluntary and independent childcare providers.</p> <p>If a new primary school is to be delivered at the New Monks Farm site, an additional classroom (30 places) for use by pre-school and out of school use should be provided to cater for the increase in demand in the area.</p> <p>The other developments are likely to generate a need for a further 70 childcare places with approximately one-third in the Sompting area and two-thirds in the Shoreham Harbour area. These would be ideally met through the use of multi-purpose community buildings or provision at new and / or existing primary schools.</p>
Summary and role of LDF and IDP	Early years childcare provision is provided through a combination of means: County Council; voluntary services; and private groups. The Local Plan should identify the need for these facilities through

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	<p>the policies for strategic sites.</p> <p>Local Plan Policy 30 states that new development will be required to provide or contribute to the provision of facilities, infrastructure and services made necessary by development, and that infrastructure should be provided at the appropriate time, prior to the development becoming operational or being occupied. Larger developments may need to be phased to ensure this requirement can be met.</p>
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2.12 Health Care

Health Care	
Lead organisations	NHS Sussex Coastal West Sussex Clinical Commissioning Group
Main sources of information	Council GIS system
Existing provision	<p>Primary care is the first point of contact for most people and is delivered by a wide range of independent contractors, including GPs, dentists, pharmacists and optometrists.</p> <p>Previously these were managed by a local primary care trust (PCT). On April 1 2013, PCTs ceased to exist. Their functions have been taken over by clinical commissioning groups (CCGs) and local area teams (LATs).</p> <p>All GP practices now belong to a CCG which will commission most services on behalf of patients, including emergency care, community care, planned hospital care, and mental health and learning disability services in their local areas. NHS Coastal West Sussex CCG operates in Adur.</p> <p>GP Surgeries Ball Tree Surgery Old Shoreham Road Practice Northbourne Medical Centre Kingfisher Family Practice New Pond Road Practice The Orchard Surgery The Manor Practice</p> <p>Dental Surgeries Church House Dental Practice Windmill Dental Practice St Marys House Dental Practice Southdowns Dental Practice Shoreham Dental Centre Southwick Green Dental Surgery Lancing Dental Care Buckingham Road Dental Practice South Street Dental Practice Craigwell Dental Practice</p>

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	<p>In addition Adur has 1 Hospital (Southlands Hospital in Southwick – part of Western Sussex Hospitals Trust). Under the current system, there are a wide range of NHS health trusts managing NHS hospital care in England, including community care and mental health services.</p> <p>Some of the existing accommodation for health services is in need of modernisation and repair, or alternatively are outgrowing their premises. Lancing and Shoreham Health Centres and Ball Tree Surgery and Kingfisher GP practices fall into this category.</p>
Planned provision	<p>Southlands Hospital is to be developed as a centre for hospital services that do not require an overnight stay, as part of the Service Redesign for Quality programme being implemented by Western Sussex Hospitals. It is unclear when this is planned for.</p> <p>The hospital will specialise in outpatients, diagnostics, day surgery and other types of what is called 'ambulatory care', while the Trust's eye department is also relocating to a new, purpose-built facility there. As part of this programme, inpatient care was transferred to Worthing Hospital in March 2012.</p> <p>Plans have been considered for a new Pond Road Health Centre. The present 1960s building is of a poor quality and expensive to maintain being unsuitable for modern healthcare delivery. The Pond Road Development Brief (ADC, 2010) outlines criteria for a mixed use development on the site which included a new health centre.</p> <p>It is unclear if there is any new provision planned for dental care in the district.</p>
Sources of funding and costs	NHS Sussex
Key issues and dependencies	Delivery of the Pond Road Health Centre is linked with other uses on the site including Shoreham Library and Burrscofte elderly care home both owned by WSCC. No plans for the redevelopment of this site have been agreed by the WSCC or the NHS.
Summary and role of LDF and IDP	<p>Local Plan Policy 34 (Planning for Sustainable Communities) states that the Council will work with health care providers to deliver up-to-date healthcare facilities, and with the providers of other social and community infrastructure to deliver appropriate facilities in accessible locations, to meet local needs.</p> <p>The Local Plan will help to facilitate the delivery of the above uses where appropriate. Local Plan Policy 11 (Shoreham-by-Sea) identifies Pond Road as a site with redevelopment potential for community uses including health uses. In addition, a development brief has been produced and consulted on to reflect the potential of</p>

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	<p>the site.</p> <p>Financial contributions have been identified by NHS Property Services towards improved facilities to accommodate growth identified in the Local Plan. Refer to Section C for details.</p>
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2.13 Community Services

Library Service	
Lead organisations	WSCC
Main sources of information	WSCC
Existing provision	<p>Libraries in Adur host a wide range of events including author talks, drop-in events (to meet, for example, health professionals), reading groups and adult meetings and group activities. Children can meet authors and attend craft activities, rhyme time or story time. Libraries offer free or subsidised rental of books, audio books, CDs, and DVDs and many have internet access and study space. As such libraries offer a range of services to local residents.</p> <p>Existing libraries in Adur are located at:</p> <p>Lancing Shoreham Southwick</p> <p>A mobile library service is also in operation in Adur.</p> <p>WSCC Library Service has confirmed that current provision meets the needs of existing residents.</p>
Planned provision	<p>Improvements to the public areas at the Lancing library (to cope with increasing/changing demand by the local community) are planned. It is unclear when these will be delivered.</p> <p>A potential new library to be provided as part of the mixed use redevelopment of existing community facilities at Pond Road is being discussed with other partners and landowners. No firm plans for redevelopment of the site are in place.</p>
Sources of funding and costs	<p>Funding sources include WSCC capital funds and developer contributions.</p> <p>Funding for the new library at Pond Road will be through the sale of land for new residential development.</p> <p>Developer contributions will be sought from new development for planned library improvements.</p>
Key issues and dependencies	WSCC is continuing to explore opportunities for shared provision and use of buildings, expanding the virtual offer (e books and on-line services), the provision of unstaffed collections with self-

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	<p>service terminals in community buildings and a reassessment of the effectiveness of current library locations. In general this will mean a much more flexible approach to providing access to the Library Service than merely expanding or building more libraries.</p> <p>The requirement for infrastructure to support additional developments will need to be equally flexible and creative. Solutions could include funding to support an expansion to the virtual offer, or to enable the creation of partnership opportunities that require conversions and alterations to provide access to the service rather than the physical building of additional space.</p>
<p>Summary and role of LDF and IDP</p>	<p>Local Plan Policy 30 states that new development will be required to provide or contribute to the provision of facilities, infrastructure and services made necessary by development, and that infrastructure should be provided at the appropriate time, prior to the development becoming operational or being occupied. Larger developments may need to be phased to ensure this requirement can be met.</p> <p>Local Plan Policy 11 identifies Pond Road as a site with redevelopment potential for community uses including provision of a library. The Pond Road Development Brief (ADC, 2010) outlines criteria for a mixed use development on the site..</p> <p>The proposed strategic housing allocations are likely to create additional demand for library provision. Development at Shoreham Harbour may impact on the scale of library provision proposed at Pond Road.</p> <p>It is unclear as to where the new residents of the proposed development in Sompting would access library provision. This could be from a number of different existing libraries, so may not require physical improvements to one specific library. It is anticipated that contributions would be required.</p>

Youth Services	
Lead organisations	WSCC
Main sources of information	WSCC
Existing provision	<p>West Sussex Youth Services offer a range of activities in a number of venues for young people aged 13-19 years old outside of school hours.</p> <p>Through youth workers, young people plan and organise different activities. These include arts, sports, trips out, music and space to meet friends. Youth workers provide opportunities for young people to try new activities and organise residential trips, youth forums, and offer advice and information on most teenage topics.</p> <p>The existing provision in Adur includes:</p>

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	<p>Lancing Centre The Lancing Youth Centre facility is open in the evenings and runs courses for young people during the day. The facility is for young people aged 8 -19 and also houses an Information Shop for young people. The centre is also shared with Penhill Arts Centre.</p> <p>Quayside Youth Club The Quayside Youth Club is a purpose built youth centre with hall, dance studios and kitchen area. The centre runs a number of afterschool clubs as well as courses and clubs that operate during the day.</p>
Planned provision	<p>Youth Wing, Sir Robert Woodard Academy Previously the Boundstone Youth Centre, a new facility at the Sir Robert Woodard Academy will be opened soon. As part of the school campus, the facility will have a hall space, music / dance studios, and kitchen facilities and will run courses for young people. The site is leased to WSCC on a long lease.</p> <p>Freshbrook School Site – Electric Storm This site in Lancing has planning permission for a two-storey multi-purpose community centre incorporating an external climbing wall. The Electric Storm Youth group hopes to provide, as part of this development, meeting rooms, sound studio, club space, a multi gym and a base for Police Community Support Officers. The group are currently raising funds for delivery.</p>
Sources of funding and costs	WSCC
Key issues and dependencies	<p>Large scale strategic development and small scale development which has a larger cumulative impact may result in the need for more Youth Centres.</p> <p>Fishersgate has been identified as an area requiring better facilities for Youth Services. Currently there is no dedicated Youth Centre in this locality, although there are a number of community facilities which could offer or do offer a youth service provision.</p>
Summary / role of LDF and IDP	<p>It is not anticipated that any significant issues will be identified as a result of potential development.</p> <p>Local Plan Policy 30 states that new development will be required to provide or contribute to the provision of facilities, infrastructure and services made necessary by development, and that infrastructure should be provided at the appropriate time, prior to the development becoming operational or being occupied. Larger developments may need to be phased to ensure this requirement can be met.</p>

Community Spaces	
Lead	Adur District Council

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organisations	Adur Voluntary Action
Main sources of information	ADC Community Wellbeing Team Council GIS
Existing provision	<p>Adur has numerous community spaces available for use by community groups and for private and group hire. A number of these spaces are flexible and multi-use spaces which are predominantly used for a specific purpose (for example schools and youth centres within the district).</p> <p>Many are owned by ADC and leased to community groups whilst some are owned and run by WSCC (e.g. youth centres). A large number of spaces are owned and run by faith based organisations which are open to community use (for example, the district has numerous church halls). Parish halls and other community halls and buildings are also present within the district providing various opportunities for community use.</p>
Planned provision	Big Local funds of £1million for the Sompting community have recently been awarded for community projects. It is possible that new community facilities will be provided over the next 10 years as a result of this funding. There are no firm plans yet in place for delivery of community infrastructure.
Sources of funding and costs	External funding bids Adur Pot of Gold Councils' Capital Spend Budget
Key issues and dependencies	<p>It is considered that the provision of facilities for use by the community in the district is sufficient to meet current needs. Whilst the number and location of facilities are considered sufficient, there is considered to be an issue regarding inadequate staffing resources for the management and staffing of facilities to ensure they are open.</p> <p>There is potential that the New Monks Farm area could be isolated from community facilities as well as community services and shops. A need has been identified for some form of multipurpose flexible space that could be used by the community as a focal point. This could be linked to a small business such as café or retail unit.</p>
Summary and role of LDF and IDP	Local Plan Policy 5 (New Monks Farm, Lancing) requires the new development to provide a new neighbourhood centre / community hub. This could be linked with a new primary school.

Cemeteries and Crematoriums	
Lead organisations	ADC
Main sources of information	Adur District Council Parks Section
Existing provision	The existing provision of cemetery spaces, broken down by religious section is provided below.

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	<p>Shoreham-by-Sea <u>Mill Lane Cemetery</u> Church of England section: 589 spaces Catholic section: 186 spaces Non-Conformist section: 216 spaces Lawn Cremation Plots: section: 500 spaces The current use of the Church of England Section means it will be full in approximately 30 years and the cemetery completely full in 50 years. There is no room for expansion at this cemetery unless the allotments to the north are reallocated as cemetery land.</p> <p><u>St. Nicolas Churchyard</u> St Nicolas Church Yard has provision for only 4 graves with no lawn cremation plots remaining. There is no further room for expanding the area.</p> <p><u>Southwick</u> Church of England section: 52 spaces Catholic section: 72 spaces Non-Conformist section: 120 spaces Lawn Cremation Plots section: 120 Spaces The current use of the Church of England section means it will be full in 5 years. However, a new extension to Southwick Cemetery nearing completion will allow for at least another 50 year provision for all spaces in the cemetery.</p> <p>Lancing <u>Lancing and Sompting Cemetery</u> Church of England section: 143 spaces Non-Conformist / Roman Catholic section: 116 spaces Lawn Cremation Plots: more than 400 spaces The current use of the Church of England section means it will be full in approximately 9 years and the cemetery completely full in 30 years.</p> <p>There are increasing rates of cremation burials in Adur’s cemetery which requires significantly less land than non-cremation burials.</p>
Planned provision	None
Sources of funding and costs	ADC Capital Budget
Key issues and dependencies	<p>Land owned by the Council surrounding Southwick Cemetery has been identified as a potential housing site in the SHLAA for around 74 residential dwellings. This would limit any expansion of the cemetery in future years. A rough estimation of potential plots for this site would provide another 150 years provision depending on trends (on top of the 50 years of provision provided by the planned new extension).</p> <p>At the Lancing and Sompting Cemetery, a large area of Council owned land to the north; east and south of the site could be utilised in the future allowing significant future provision. There have been concerns in the past from neighbouring residents with regards to</p>

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	the introduction of further cemetery land / provision here.
Summary and role of LDF and IDP	Any sites identified for development on cemetery land through the Strategic Housing Land Availability Assessment will need to be aware of the capacity of remaining cemetery plots in the district. Whether these sites are included as appropriate sites for development will need careful consideration.

2.14 Emergency Services

Police	
Lead organisations	Sussex Police
Main sources of information	Sussex Police Sussex Police Estates and Facilities Department Estates Strategy (2013- 2018)
Existing provision	The existing provision in Adur consists of the following facilities: <ul style="list-style-type: none"> • Shoreham Police Station (this is a public facing police station and houses the Neighbourhood Police Team as well as numerous other police force staff and vehicles). • Lancing Police Station (this is a non-public facing police station, although the front office is open for appointments only. A Neighbourhood Police Team is based here) • Fishersgate (non-public facing interview room)
Planned provision	Sussex Police have identified the closure of the two existing police stations in Lancing and Shoreham over the next 5 years with the view to relocating all staff other than Neighbourhood Policing teams to Centenary House in Durrington. Sussex Police intend to keep a geographical base in Adur in both Lancing and Shoreham for their Neighbourhood Policing Teams, as well as housing Council employed staff currently located in Shoreham Police Station (Community Safety Partnership staff) in a new location in Shoreham. Sussex Police are currently considering options for relocation and are in discussions with other public sector bodies regarding sharing public facing facilities. This work is on-going. The provision will be a like-for-like with a non-public facing facility to be re-provided in Lancing and a public facing facility to be located in Shoreham.
Sources of funding / costs	Sussex Police Capital Budget. Developer Contributions
Key issues and dependencies	Locations for new facilities will be dependent on discussions with other public sector bodies and landowners. This work is ongoing. Sussex Police have identified that the increase in population resulting from the development in Adur would result in the need to increase their staffing, accommodation and equipment requirements. Costs are detailed in Section C.

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Summary and role of LDF and IDP	<p>Local Plan Policy 15 (Quality of the Built Environment and Public Realm) states that development should incorporate the principles of securing safety and reducing crime through design in order to create a safe and secure environment. This policy should help to reduce crime levels as well as the fear of crime in new schemes therefore reducing pressure on neighbourhood policing teams.</p> <p>Policy 11 identifies the future opportunity for development at the Police Station site.</p> <p>Policy 30 states that new development will be required to provide or contribute to the provision of facilities, infrastructure and services made necessary by development, and that infrastructure should be provided at the appropriate time, prior to the development becoming operational or being occupied. Larger developments may need to be phased to ensure this requirement can be met.</p>
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Fire and Rescue	
Lead organisations	West Sussex Fire and Rescue
Main sources of information	West Sussex FRS Service Plan 2010-15
Existing provision	<p>WSCC has statutory responsibility under the Fire & Rescue Services Act 2004 to provide a Fire and Rescue Service. West Sussex Fire & Rescue Service (WSF&RS) carries out this statutory role.</p> <p>Much of the work of the Fire Service requires the provision, training and equipping of a fire service to undertake core functions of fire fighting, fire safety, rescuing people from road traffic accidents and other emergency activities.</p> <p>Adur has two fire stations in Lancing and Shoreham. Lancing station is situated on the Churchill Industrial Estate. It has a single fire appliance crewed by on call fire-fighters. Shoreham fire station is located in Stoney Lane, Shoreham by Sea. It is crewed by variable crewing and on call fire-fighters.</p>
Planned provision	No planned provision.
Sources of funding and costs	<p>Funding for the fire service comes from two principal sources:</p> <ul style="list-style-type: none"> • Precept – this is simply an amount of money collected by a local authority, from households, via council tax which goes towards the costs of funding the fire and rescue service. • Grant settlement – the remainder of the fire and rescue service funding comes from a central government <i>grant settlement</i> paid to each fire authority. Each fire and rescue service has to negotiate its own grant according to size and demands on its services.

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	<p>Developers may be required to contribute towards works needed to fulfil the fire authority's duty to ensure the provision of an adequate access and supply of water for fire fighting.</p> <p>Financial contributions towards fire and rescue infrastructure, such as fire stations and appliances, may be required to meet the population growth from a proposed development. The West Sussex Fire & Rescue Service (WSF&RS) works on an integrated, Countywide structure. Where a need for supporting infrastructure in relation to a proposed development is identified, a proportional contribution towards the cost of infrastructure may be required. The WSF&RS is currently undertaking a service review and is therefore unable to identify specific improvement schemes at this stage. Additionally, the WSF&RS is required to produce an Integrated Risk Management Plan (IRMP) every five years with an annual action plan. The IRMP allows the WSF&RS to match its resources to the risk within the county; the next full review will be completed in 2015.</p>
<p>Key issues and dependencies</p>	<p>Population increases brings greater risks, more emergency calls and therefore more infrastructure may be required. WSCC have been unable to identify at this stage what infrastructure may be needed.</p> <p>West Sussex Fire and Rescue Service now deal with fewer fires but an increasing number of vehicle collisions and floods. Greater emphasis is also now placed on undertaking work on fire prevention and community safety.</p> <p>The developer should provide the infrastructure required to serve a new development at no cost to the emergency service.</p> <p>The West Sussex FRS Service Plan (2010-15) identifies some parts of Adur as very high risk (around Shoreham Town Centre), others high and medium (the coastal urban strip running from Lancing through Shoreham and Southwick to Fishersgate) and low (the rural north of the district).</p>
<p>Summary and role of LDF and IDP</p>	<p>New developments may be required to provide fire hydrants and other water supply measures; new fire fighting services/facilities; extensions to fire stations and / or the provision of new facilities/infrastructure as necessary to serve the Adur area.</p> <p>Local Plan Policy 30 states that new development will be required to provide or contribute to the provision of facilities, infrastructure and services made necessary by development, and that infrastructure should be provided at the appropriate time, prior to the development becoming operational or being occupied. Larger developments may need to be phased to ensure this requirement can be met.</p>

Ambulance Service

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

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2.15 Culture and Leisure

Museums, Theatres, Cinemas, Galleries	
Lead organisations	ADC
Main sources of information	Adur Community Infrastructure Study (2009)
Existing provision	<p>The following is a list of the main facilities in Adur. The nature of provision in the district is such that many churches, parish halls, some schools and community facilities are also used as exhibition and performance spaces.</p> <p>Performance Space</p> <ul style="list-style-type: none"> • Barn Theatre – This is a well-equipped studio theatre which hosts the Wick Theatre Company who presents six shows a year. This is a Council owned asset run by a community association. • Church Farm Barn, Coombes – outside arts and open air facility. • Lancing Parish Hall – hall with a stage and theatre equipment • Lancing College – private owned facilities • Shoreham Academy – new theatre and exhibition space available for hire • Sir Robert Woodard Academy – New theatre and exhibition space • Shoreham Centre – Council owned and run by trustees. This is the biggest performance hall / space in Adur • West Street Loft (Shoreham) – A new space hosting cinema, concerts and other events. Privately run. • Ropetackle Centre Venue and arts exhibition space and centre. Children, Comedy, Dance, Music, Exhibitions, Quiz nights, Films, Theatre, Workshops. • St Mary de Haura Church- this is considered to be one of the best venues for music and orchestral performances in Adur. • St Michael & All Angels, Lancing • Church of the Good Shepherd, Shoreham <p>Museums</p>

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	<ul style="list-style-type: none"> • Marlipins Museum - Museum of local maritime history • D-Day Museum, Shoreham Airport
Planned provision	None planned
Sources of funding / costs	The existing infrastructure is run by external organisations predominantly funded without support from the local authority. WSCC fund the school provision, whilst some facilities, such as the Barn Theatre, are owned by the Council.
Key issues and dependencies	None identified
Summary and role of LDF and IDP	Local Plan Policy 34 (Planning for Sustainable Communities) states that the Council will work the providers of social and community infrastructure to deliver appropriate facilities in accessible locations, to meet local needs.

Outdoor Sport	
Lead organisations	ADC
Main sources of information	Adur Community Infrastructure Study (2009) Open Space and Recreation Study (2014)
Existing provision	<p>Adur has a wide variety of outdoor sports facilities run by the public, private and third sectors.</p> <p><u>Adur Outdoor Activity Centre</u> This centre has provision for outdoor sports including water sports, mountain biking, walking and orienteering activities.</p> <p><u>Water Sports Provision</u> As well as the provision at the Adur Outdoor Centre, the District has private facilities such as the Sussex Yacht Club, Shoreham Sailing Club and Lancing Sailing Club for launching and storing boats and jet skis. Kayaks can be hired at Half Tide Quay in Southwick.</p> <p>The district has 11 public slipways, none of which are useable for launching medium to larger sized vessels due to poor parking facilities for cars with trailers and lack of turning space. Many are no longer useable due to health and safety issues or maintenance issues.</p> <p>The Shoreham Slipways Group (SSG) is currently investigating three potential sites for the provision of a new public slipway. They are: the Lower Beach Road site (noted above), the Adur Recreation Ground and Soldier's Point (on Harbour Way). A recent detailed flow study indicated that a slipway at these sites would not cause any significant change to the river flow or siltation nor would it damage the proposed flood defences. Each of the proposed sites has advantages and disadvantages.</p>

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	<p><u>Pitches, Lawns and Courts</u> Southwick Green and Lancing Manor both have cricket pitches and Buckingham Park has a number of rugby pitches and a cricket pitch.</p> <p>There are 11 croquet lawns located in Southwick, as well as a number of tennis courts at Buckingham Park, Lancing Manor, Shoreham Academy and Southwick Leisure Centre – the latter are in need of some investment and repair. Southwick Tennis Club has high quality grass courts. Southwick Recreation Ground is also home to an indoor / outdoor bowls club. Lancing Manor has a number of floodlit outdoor multipurpose courts.</p> <p>There are netball courts at Lancing Manor and Shoreham Academy.</p> <p>In addition, there are numerous football pitches located throughout Adur (see the Open Space and Recreation Study (2014) for further details).</p> <p>The Adur Playing Pitches Strategy (2014) noted:</p> <ul style="list-style-type: none"> • there is a need for new artificial grass pitches in Adur • there is a shortfall of youth football pitches (by 1.5 pitches in Adur) • there is predicted to be a shortfall of 9.3 pitches for mini football in Adur in the future • Buckingham Park Rugby Pitches are overused due to a lack of supply • the quality of bowls lawns in Adur is considered good • there is a lack of all-weather facilities in the area for other sports (such as athletics). <p><u>Other Facilities</u> The district has a fixed orienteering course at Lancing Ring, Multi-Use Games Areas in Buckingham Park and Southwick Recreation Ground, a Petanque ground at Lancing Manor, and skate parks at Ham Road in Shoreham, Southwick Recreation Ground and Hamble Recreation Ground. A parkour facility is located at Monks Recreation Ground in Lancing, outdoor gym equipment is located at Southwick Recreation Ground and Beach Green in Lancing as well as outdoor fitness equipment and a one mile running route at Buckingham Park.</p>
Planned provision	A £700,000 contribution for a new 3G pitch (artificial pitch with floodlights and changing facilities) and a £650,000 leisure facilities contribution have been agreed as part of the Brighton & Hove

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	<p>Albion Training Facility application. It is currently being decided as to where improvements and the new pitch should be located.</p> <p>Planning permission for a new public slipway at the Lower Beach Road car park site in Shoreham has been approved subject to further information being submitted to the Council (on ecology, transport and future maintenance arrangements).</p>
Sources of funding and costs	<p>Developer contributions. Adur capital and revenue budget.</p> <p>The Shoreham Slipways Group estimates that the costs to construct a slipway at the following locations would be:</p> <p>£50k at the Recreation Ground £270k at Lower Beach Road £100k to 150k at Soldier's Point</p> <p>In addition, there could be some costs associated with changes to the adjacent car parking area and the provision of access control/monitoring and maintenance.</p>
Key issues and dependencies	<p>Shoreham Harbour will be unable to deliver the required amount of outdoor sports provision onsite as identified in relevant standards from the Open Space and Recreation Study (2014). A contribution towards offsite provision or improvements to existing provision will be required.</p>
Summary and role of LDF and IDP	<p>Local Plan Policy 33 (Open Space, Recreation and Leisure) states that 'major development for residential use will be required to provide open space on site in accordance with the Council's adopted standards. The type of open space to be provided will be determined by the scale and type of development and the needs of the area. Where it is not possible or necessary to provide open space on site, contributions will be required to provide or improve open space off-site.'</p> <p>Policy 30 states that new development will be required to provide or contribute to the provision of facilities, infrastructure and services made necessary by development, and that infrastructure should be provided at the appropriate time, prior to the development becoming operational or being occupied. Larger developments may need to be phased to ensure this requirement can be met.</p> <p>Policy 5 (New Monks Farm) and Policy 6 (Land at West Sompting) state that open space and recreation areas should be located within the development, along with the provision for formal sports, in accordance with Council standards.</p>

Indoor Sports and Leisure Centres	
Lead organisations	Impulse Leisure ADC

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Main sources of information	ADC Open Space and Recreation Study (2014)
Existing provision	<p>There are a number of indoor sports facilities and leisure centres in the district including:</p> <p><u>Leisure Centres</u> The following facilities are managed by Impulse Leisure on a 30 year lease on behalf of the Council. Impulse Leisure is a charity and operates on a not-for-profit basis. All profit is reinvested back into the running and operation of the facilities: Lancing Manor: 6 Badminton Courts (also suitable for short tennis), 2 Squash Courts (also suitable for racketball) and a fitness suite including gym and fitness class studios. Southwick - Fitness suite including gym and fitness class studios, basketball, volley ball and badminton courts. Wadurs Community Pool: 25m by 10m swimming pool (5 lanes).</p> <p><u>Other Facilities</u> In addition, a roller hockey rink is located in Fishersgate and has recently been updated and Southwick Recreation Ground is home to an indoor bowls club. Shoreham Academy has a sports hall that can be used by the public, and Lancing College has a swimming pool that can be hired out. The Adur Outdoor Activity Centre has a well-used indoor rock climbing wall. Beach Fit is a small private gym located at Shoreham Beach.</p>
Planned provision	<p>A new water sports centre has been given planning permission at Beach Green, Lancing.</p> <p>Lancing Manor Leisure Centre fitness (gym facilities and fitness class) provision may be expanded in coming years to meet increased customer demand.</p> <p>Parking at Lancing Manor is insufficient to meet current and future demand. Space for around 50 extra spaces has been identified on site.</p> <p>Refurbishment of the eastern set of three tennis courts at Southwick Leisure Centre including improvements to existing surfaces has been programmed in the Adur Capital Budget.</p>
Sources of funding and costs	<p>Adur Capital Works Programme Developer contributions Impulse Leisure investment</p> <p>An estimated £280,000 investment will be required to increase the fitness provision at Lancing Manor Leisure Centre and an estimated £280,000 investment will be required to increase car parking provision.</p> <p>Refurbishment of the tennis courts in Southwick Leisure Centre has been costed at £22,000.</p>
Key issues and	The main hall at Lancing Manor lacks adequate heating and

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dependencies	<p>investment will be needed in the future.</p> <p>New development in the area is likely to put a strain on some of the facilities, especially at Lancing Manor with proximity to New Monks Farm site. Car parking at this leisure centre is considered inadequate to serve current needs.</p>
Summary and role of LDF and IDP	<p>Local Plan Policy 33 (Open Space, Recreation and Leisure) states that proposals for built sports facilities will be supported where they are in accordance with other policies in this plan.</p> <p>Policy 30 states that new development will be required to provide or contribute to the provision of facilities, infrastructure and services made necessary by development, and that infrastructure should be provided at the appropriate time, prior to the development becoming operational or being occupied. Larger developments may need to be phased to ensure this requirement can be met.</p>

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2.16 Green Infrastructure

2.17 Open Space

Accessible Formal Open Spaces																																																						
Lead organisations	ADC Parks Section																																																					
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Existing provision	<p>The table below identifies the standard of provision based on the findings of the Open Space and Recreation Study (2014).</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th style="writing-mode: vertical-rl; transform: rotate(180deg);">Open Space Typology</th> <th style="writing-mode: vertical-rl; transform: rotate(180deg);">Lancing & Sompting (Ha)</th> <th style="writing-mode: vertical-rl; transform: rotate(180deg);">Shoreham-by-Sea (Ha)</th> <th style="writing-mode: vertical-rl; transform: rotate(180deg);">Southwick & Fishersgate (Ha)</th> </tr> </thead> <tbody> <tr> <td>Parks and gardens</td> <td>0.22</td> <td>0.73</td> <td>0.04</td> </tr> <tr> <td>Natural and semi-natural green space</td> <td>2.28</td> <td>2.33</td> <td>2.46</td> </tr> <tr> <td>Amenity greenspace</td> <td>0.72</td> <td>0.81</td> <td>1.33</td> </tr> <tr> <td>Provision for children and young people</td> <td>0.04</td> <td>0.04</td> <td>0.08</td> </tr> <tr> <td>Allotments</td> <td>0.10</td> <td>0.26</td> <td>0.53</td> </tr> </tbody> </table> <p style="text-align: center;">Source: Open Space and Recreation Study (2014)</p> <p>The table below identifies the surplus and shortfall by type of open space provision broken down by area.</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th rowspan="2">Location</th> <th colspan="5">Surplus / Deficiency (Ha)</th> </tr> <tr> <th>Parks and Gardens</th> <th>Natural / semi-natural greenspace</th> <th>Amenity greenspace</th> <th>Provision for Children / young people</th> <th>Allotments</th> </tr> </thead> <tbody> <tr> <td>Lancing and Sompting</td> <td>-0.073</td> <td>0.128</td> <td>0.042</td> <td>-0.056</td> <td>-0.107</td> </tr> <tr> <td>Shoreham by Sea</td> <td>0.003</td> <td>0.024</td> <td>0.089</td> <td>0.088</td> <td>0.084</td> </tr> <tr> <td>Southwick and Fishersgate</td> <td>0.043</td> <td>-0.061</td> <td>0.039</td> <td>0.056</td> <td>-0.001</td> </tr> </tbody> </table> <p style="text-align: center;">Source: Open Space and Recreation Study (2014)</p>	Open Space Typology	Lancing & Sompting (Ha)	Shoreham-by-Sea (Ha)	Southwick & Fishersgate (Ha)	Parks and gardens	0.22	0.73	0.04	Natural and semi-natural green space	2.28	2.33	2.46	Amenity greenspace	0.72	0.81	1.33	Provision for children and young people	0.04	0.04	0.08	Allotments	0.10	0.26	0.53	Location	Surplus / Deficiency (Ha)					Parks and Gardens	Natural / semi-natural greenspace	Amenity greenspace	Provision for Children / young people	Allotments	Lancing and Sompting	-0.073	0.128	0.042	-0.056	-0.107	Shoreham by Sea	0.003	0.024	0.089	0.088	0.084	Southwick and Fishersgate	0.043	-0.061	0.039	0.056	-0.001
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Planned provision	The Budget Book for Adur identifies improvement schemes for parks, gardens and recreation grounds.
Sources of funding and costs	ADC capital budget Developer contributions
Key issues and dependencies	There are identified shortfalls in some typologies of open space throughout Adur as the table above shows. New development will be required to contribute towards the provision of new open spaces.
Summary and role of LDF and IDP	<p>The Local Plan seeks to ensure future development uses land efficiently to help protect open spaces around settlements. Local Plan Policy 23 (Density) requires a minimum density of 35 dwellings per hectare with higher densities in town centre and other locations where appropriate.</p> <p>Policy 33 (Open Space, Recreation and Leisure) states that major development for residential use will be required to provide open space on site in accordance with the Council's adopted standards. The type of open space to be provided will be determined by the scale and type of development and the needs of the area. The Policy also seeks to protect existing open spaces.</p> <p>Policy 30 states that new development will be required to provide or contribute to the provision of facilities, infrastructure and services made necessary by development, and that infrastructure should be provided at the appropriate time, prior to the development becoming operational or being occupied. Larger developments may need to be phased to ensure this requirement can be met.</p> <p>The strategic sites policies in part 2 of the Local Plan broadly identify the requirement for open space for each site.</p>

2.18 Allotments

Allotments	
Lead organisations	ADC Parks Section
Main sources of information	Open Space and Recreation Study (2014) ADC Parks Section

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Existing provision	<p>The table below shows the locations of existing allotments, the number of plots at each site, the number of people waiting for an allotment at each site, and the number of vacant plots at each site (as of 31st Jan 2013).</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: center;">Area</th> <th style="text-align: center;">Site</th> <th style="text-align: center;">No. Plots</th> <th style="text-align: center;">Waiting List</th> <th style="text-align: center;">Vacant</th> </tr> </thead> <tbody> <tr> <td rowspan="6" style="text-align: center; vertical-align: middle;">Southwick</td> <td>The Gardens</td> <td style="text-align: center;">30</td> <td style="text-align: center;">1</td> <td style="text-align: center;">1</td> </tr> <tr> <td>Milton Drive</td> <td style="text-align: center;">32</td> <td style="text-align: center;">0</td> <td style="text-align: center;">4</td> </tr> <tr> <td>The Pylons</td> <td style="text-align: center;">18</td> <td style="text-align: center;">0</td> <td style="text-align: center;">1</td> </tr> <tr> <td>Highdown</td> <td style="text-align: center;">10</td> <td style="text-align: center;">6</td> <td style="text-align: center;">3</td> </tr> <tr> <td>Hillview</td> <td style="text-align: center;">64</td> <td style="text-align: center;">17</td> <td style="text-align: center;">7</td> </tr> <tr> <td>Manor Hall Road</td> <td style="text-align: center;">46</td> <td style="text-align: center;">5</td> <td style="text-align: center;">4</td> </tr> <tr> <td rowspan="3" style="text-align: center; vertical-align: middle;">Lancing</td> <td>Irene Avenue</td> <td style="text-align: center;">6</td> <td style="text-align: center;">30</td> <td style="text-align: center;">0</td> </tr> <tr> <td>Lancing Manor</td> <td style="text-align: center;">117</td> <td style="text-align: center;">30</td> <td style="text-align: center;">11</td> </tr> <tr> <td>Halewick</td> <td style="text-align: center;">27</td> <td style="text-align: center;">17</td> <td style="text-align: center;">5</td> </tr> <tr> <td rowspan="5" style="text-align: center; vertical-align: middle;">Shoreham</td> <td>The Meads</td> <td style="text-align: center;">24</td> <td style="text-align: center;">54</td> <td style="text-align: center;">1</td> </tr> <tr> <td>Middle Road</td> <td style="text-align: center;">102</td> <td style="text-align: center;">35</td> <td style="text-align: center;">11</td> </tr> <tr> <td>Mill Lane</td> <td style="text-align: center;">34</td> <td style="text-align: center;">36</td> <td style="text-align: center;">0</td> </tr> <tr> <td>Hamfield</td> <td style="text-align: center;">174</td> <td style="text-align: center;">29</td> <td style="text-align: center;">9</td> </tr> <tr> <td>Williams Road</td> <td style="text-align: center;">16</td> <td style="text-align: center;">6</td> <td style="text-align: center;">1</td> </tr> <tr> <td></td> <td></td> <td style="text-align: center;">700</td> <td style="text-align: center;">266</td> <td style="text-align: center;">58</td> </tr> </tbody> </table> <p>According to the Open Space and Recreation Study (2014) there are shortfalls for allotment provision in the Lancing and Sompting area and the Southwick and Fishersgate area.</p>	Area	Site	No. Plots	Waiting List	Vacant	Southwick	The Gardens	30	1	1	Milton Drive	32	0	4	The Pylons	18	0	1	Highdown	10	6	3	Hillview	64	17	7	Manor Hall Road	46	5	4	Lancing	Irene Avenue	6	30	0	Lancing Manor	117	30	11	Halewick	27	17	5	Shoreham	The Meads	24	54	1	Middle Road	102	35	11	Mill Lane	34	36	0	Hamfield	174	29	9	Williams Road	16	6	1			700	266	58
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Planned provision	There are no planned allotment sites in the district.																																																																					
Sources of funding and costs	ADC Capital Budget Developer delivered or developer contribution																																																																					
Key issues and dependencies	Allotment use has increased in popularity in recent years.																																																																					
Summary and role of LDF and IDP	Policy 33 (Open Space, Recreation and Leisure) states that major development for residential use will be required to provide open space on site in accordance with the Council's adopted standards. Allotments are a form of open space.																																																																					

2.19 Green Corridors and Waterways

Green Corridors and Waterways	
Lead organisations	ADC EA WSCC
Main sources of information	Adur District Green Infrastructure Wildlife Corridors Study (2009) Landscape and ecological surveys of key sites within the Adur District (2012)

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<p>Existing provision</p>	<p>The main green corridors within Adur (outside of the national park boundary) comprise of the River Adur, the two large open spaces between Lancing & Worthing and Shoreham & Lancing, the railway line and the beach.</p> <p>The Adur Estuary is a Site of Special Scientific Interest (SSSI) containing important intertidal mudflats, saltmarsh, reed beds and embankments supporting lizards.</p> <p>Sites of Nature Conservation Importance (SNCI) are located at:</p> <p>Within Local Plan Area:</p> <ul style="list-style-type: none"> • Lower Cokeham Reedbed next to residential areas in South Lancing and is an important component of Sompting Gap. • River Adur valley • Shoreham Beach containing vegetated shingle • Widewater Lagoon <p>Outside Local Plan Area¹⁴:</p> <ul style="list-style-type: none"> • Mill Hill Nature Reserve north of Shoreham. The SNCI extends to the margins of the A27. • Lancing Ring, above North Lancing • Southwick Hill through which the A27 was constructed resulting in a green bridge over the A27. <p>Lancing Ring, Mill Hill, Shoreham Beach and Widewater Lagoon have also all been designated as Local Nature Reserves.</p> <p>In addition to these important sites, within urban areas of Adur there is a strong structure of vegetation in private gardens, along roadways and the railway line and in parks, cemeteries, open spaces and schools providing landscape and wildlife value.</p>
<p>Planned provision</p>	<p>Teville Stream</p> <p>The EA have carried out some investigations into potential improvements to the Teville Stream. The stream has been heavily modified to provide urban drainage, and so receives water run-off from the A27, Sompting, eastern Worthing and Lancing flowing predominantly through an urbanised area. The stream is groundwater-fed from a chalk spring line running south of the A27, and flows into Brooklands Lake before reaching the sea. Part of the stream north of the railway line falls within Adur District with the southern section falling within Worthing Borough.</p>

¹⁴ These sites fall within the South Downs National Park Authority Local Plan area.

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	<p>The EA has been investigating potential options to improve the stream to restore it to its natural state where possible. Three phases of improvements works have been identified. Detailed designs have been drawn up, have gained planning permission and are ready to implement. Phases 2 (meadow lane landfill culvert investigation and remedy) and 3 (Brooklands Lake restoration to a more saline brackish habitat) will be carried out in Worthing (south of the railway line), with Phase 1 being carried out in Adur.</p> <p>Phase 1 involves the restoration and rerouting of the Teville Stream. It will deliver ecological enhancements to meet legislative requirements of the Water Framework Directive as well as improving community access to the natural surroundings and improve green infrastructure.</p> <p>Shoreham Adur Tidal Walls The EA's Shoreham Adur Tidal Walls scheme will create compensatory saltmarsh habitat on the western side of the river adjacent to Shoreham Airport. It is anticipated that the habitat will not be adding any extra provision in the district as it is compensating for the loss of habitat occurring as a result of the construction of the Shoreham Adur Tidal Walls. As such it is a necessary mitigation measure.</p>
Sources of funding and costs	<p>Teville Stream The cost for phase 1 is £650,000.</p> <p>Environment Agency Adur and Worthing Councils Developer contributions</p>
Key issues and dependencies	<p>Teville Stream There are currently no funds allocated to the EA Teville Stream project including Phase1. If partner funding (i.e. Adur and Worthing Councils; other local organisations / companies; developer contributions) is secured, the rating for a project allocation of EA funding will be improved further strengthening any application for EA Environment and Biodiversity fund. The Teville Stream Phase 1 project has scored well in cost benefit analysis which further improves the chances of future funding being made available.</p> <p>Shoreham Adur Tidal Walls Land at Shoreham Airport needs to be acquired to create compensatory habitat. This is currently being negotiated between the EA and the landowners of the site.</p> <p>Development Sites The Landscape and Ecological Surveys of Key Sites within the Adur District study (2012) noted the ecological improvements that should be delivered at each site to mitigate the impact of development.</p> <p>New Monks Farm:</p> <ul style="list-style-type: none"> • network of streams / ditches / floodplain pastures and woodland

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	<p>to the north west should be retained and enhanced.</p> <p>2.19.1 Mash Barn Lane should be retained and a wide greenway corridor through the centre of the site provided, with a variety of wetland habitats alongside.</p> <p>West Sompting Sompting Fringe:</p> <ul style="list-style-type: none"> • The core biodiversity corridor along the eastern boundary of the site should be retained and enhanced as part of the network of valuable wetland/scrub habitats • The open space along the eastern edge of the site should extend and link with the Hamble Recreation Ground • Existing habitats - meadow, wetlands (ponds/ditches) hedgerow and arable field margins – should be enhanced and extended. <p>Sompting North:</p> <ul style="list-style-type: none"> • Potential for a linear greenspace corridor through the centre of the site. • To protect the woodland habitats on the western boundary and to connect this with Malthouse Meadows. • Provide open space along the eastern boundary of the site. This provides an opportunity for enhanced hedgerow and tree cover along Dankton Lane <p>Shoreham Airport:</p> <ul style="list-style-type: none"> • A buffer adjacent to the Adur Estuary SSSI will be required. • The existing GI links (public right of way and ecological network) along the Adur Estuary should be retained <p>For Shoreham Harbour, the Draft JAAP (2014) identified the need to protect and enhance existing biodiversity. This should include creating new habitats and where possible green corridors.</p>
<p>Summary and role of LDF and IDP</p>	<p>Local Plan Policy 31 (Green Infrastructure) states that green infrastructure will be protected and enhanced and access to it improved where necessary and appropriate.</p> <p>Policy 33 (Open Space, Recreation and Leisure) states that major development for residential use will be required to provide open space on site in accordance with the Council's adopted standards. Provision of green infrastructure within some of the typologies of open space will be important.</p> <p>The policies in part 2 of the Local Plan identify the requirements for green infrastructure on each site.</p>

3 SECTION C – IMPLEMENTATION PLAN

3.1 New Monks Farm (450 to 600 dwellings)

Infrastructure Description	Overseeing Organisation	Total Cost Estimate of Infrastructure	Delivery / Funding Responsibility	Available Funding (£)	Funding Gap (£)	Timescales / Priorities for Delivery	Comments	Priority
Transport								
Contribution to New Access Junction onto A27 Trunk Road	WSCC & HA	£2,500,000	Developer	£0	£2,500,000	Early stage of development	Required to mitigate impacts of New Monks Farm - one access junction to be shared with Shoreham Airport - Limited development may be possible before delivery. (Total cost of infrastructure is £5m assumed split with Shoreham Airport))	Essential
Contribution to Improvements to the A27Sussex Pad junction	HA	£6,765	Developer	£0	£6,765	Early stage of development	Required to mitigate impacts of New Monks Farm (Total cost of infrastructure is £11,000 shared with other sites within the built up area boundary)	Critical

Section C – Implementation Plan

Infrastructure Description	Overseeing Organisation	Total Cost Estimate of Infrastructure	Delivery / Funding Responsibility	Available Funding (£)	Funding Gap (£)	Timescales / Priorities for Delivery	Comments	Priority
Contribution to Improvements to the A27/Grinstead Lane (North Lancing Roundabout) Junction	HA	£128,000	Developer	£0	£128,000	Early stage of development	Required to mitigate impacts of New Monks Farm. (Total cost of infrastructure is £538,500 shared with West Sompting, Shoreham Harbour and other sites within the built up area boundary).	Critical
Contribution to Improvements to the A27/A283 (Steyning Road) Roundabout	HA	£246,140	Developer	£0	£246,140	Early stage of development	Required to mitigate impacts of New Monks Farm and Shoreham Harbour. (Total cost of infrastructure is £1,323,000 shared with Shoreham Harbour and other sites within the built up area boundary).	Critical
Contribution to Improvements to the A27/Busticle Lane Junction	HA	£7,000	Developer	£0	£7,000	Early stage of development	Required to mitigate impacts of New Monks Farm (Total cost of infrastructure is £60,120 shared with West Sompting and other sites within the built up area boundary).	Critical
Contribution to Improvements to the A259 Brighton Road/A2025 South Street Junction	WSCC	£72,500	Developer	£0	£72,500	Early stage of development	Required to mitigate impacts of New Monks Farm (Total cost of infrastructure is £285,000 shared with Shoreham Harbour and other sites within the built up area boundary)	Critical

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Infrastructure Description	Overseeing Organisation	Total Cost Estimate of Infrastructure	Delivery / Funding Responsibility	Available Funding (£)	Funding Gap (£)	Timescales / Priorities for Delivery	Comments	Priority
Package of improvements to the local road network (details TBC)	WSCC	£150,000	Developer	£0	£150,000	Early stage of development	Required to mitigate impacts of New Monks Farm	Critical
A package of site-specific travel behaviour initiatives	WSCC	£114,850	Developer	£0	£114,850	Early stage of development	Required to mitigate impacts of New Monks Farm	Critical
Improved public transport services - bus services linking to site	WSCC	£1,211,000	Developer	£0	£1,211,000	Early stage of development	Required to mitigate impacts of New Monks Farm	Critical
Improved cycle and pedestrian links	WSCC	£38,000	Developer	£0	£38,000	Early stage of development	Required to mitigate impacts of New Monks Farm	Critical
Improved access across the A27 for pedestrians and cyclists (assumed as part of new access junction)	WSCC	Unknown	Developer	£0	Unknown	Early stage of development	Required to mitigate impacts of New Monks Farm - Assumed to be included as part of new access junction onto A27(T), therefore cost is zero	Critical

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Infrastructure Description	Overseeing Organisation	Total Cost Estimate of Infrastructure	Delivery / Funding Responsibility	Available Funding (£)	Funding Gap (£)	Timescales / Priorities for Delivery	Comments	Priority
Flood Risk								
SuDS and Local Drainage Improvements - possibly abnormal costs due to site conditions	EA / WSCC / ADC	Unknown	Developer	£0	Unknown	Concurrent with Growth	Required to accommodate development - delivered as part of development through direct agreements with service providers (i.e. not CIL or S106) - Costs unknown at this stage	Critical
Utilities								
Wastewater sewerage system - network capacity upgrades.	Southern Water	Unknown	Developer	£0	Unknown	Concurrent with Growth	Required to accommodate development - delivered as part of development through direct agreements with service providers (i.e. not CIL or S106) - Costs unknown at this stage	Critical
Education								
Early Years Provision - Financial Contributions for new places (30 places) - based on 600 dwellings	WSCC	£402,480	Developer	£0	£402,480	Concurrent with Growth	Required to mitigate impacts of New Monks Farm	Essential

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Infrastructure Description	Overseeing Organisation	Total Cost Estimate of Infrastructure	Delivery / Funding Responsibility	Available Funding (£)	Funding Gap (£)	Timescales / Priorities for Delivery	Comments	Priority
Primary School Provision - Land and Contributions for New 1FE School	WSCC	£2,750,000	WSCC / Developer	£1,375,000	£1,375,000	Concurrent with Growth	Required to mitigate impacts of New Monks Farm - developers will also be expected to make land available for provision of the new school. (Total cost of £5.5m split with West Sompting)	Essential
Community Infrastructure								
Library facility as part of community hub	WSCC	£173,549	Developer	£0	£173,549	Concurrent with Growth	Required to mitigate impacts of New Monks Farm	Essential
Community space as part of community hub	WSCC	Unknown	WSCC / Developer	£0	Unknown	Concurrent with Growth	Assumed will be delivered as part of development - Costs unknown at this stage	Essential
Open Space and Recreation								
Open space & recreation areas - Provision of one LEAP (or equivalent)	ADC	Unknown	Developer	£0	Unknown	Concurrent with Growth	Assumed will be delivered as part of development - Costs unknown at this stage	Essential
New allotments - provision of 4 plots (at existing site e.g. Lancing Manor allotments) or a new site	ADC	Unknown	Developer	£0	Unknown	Concurrent with Growth	Assumed will be delivered as part of development - Costs unknown at this stage	Essential

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Infrastructure Description	Overseeing Organisation	Total Cost Estimate of Infrastructure	Delivery / Funding Responsibility	Available Funding (£)	Funding Gap (£)	Timescales / Priorities for Delivery	Comments	Priority
Creation of a Country Park with informal recreation (approx 28 Ha)	ADC	Unknown	Developer	£0	Unknown	Concurrent with Growth	Assumed will be delivered as part of development - Costs unknown at this stage	Essential
Contribution towards new sports pitch and changing room provision (based on 600 dwellings)	ADC	Unknown	Developer	£0	Unknown	Concurrent with Growth	Required to mitigate impacts of New Monks Farm. A contribution towards playing pitches and changing facilities will be required. This is likely to be in the form of offsite provision.	Essential
Green Infrastructure								
Ecological enhancements to safeguard and enhance biodiversity.	ADC	Unknown	Developer	£0	Unknown	Concurrent with Growth	Assumed will be delivered as part of development - Costs unknown at this stage	Essential
Retention and enhancement of existing network of water bodies.	ADC	Unknown	Developer	£0	Unknown	Concurrent with Growth	Assumed will be delivered as part of development - Costs unknown at this stage	Essential
Woodland creation to the north and east of the site	ADC	Unknown	Developer	£0	Unknown	Concurrent with Growth	Assumed will be delivered as part of development - Costs unknown at this stage	Essential

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Infrastructure Description	Overseeing Organisation	Total Cost Estimate of Infrastructure	Delivery / Funding Responsibility	Available Funding (£)	Funding Gap (£)	Timescales / Priorities for Delivery	Comments	Priority
Health								
Extension / improvements to Lancing Health Centre at Penstone Park	NHS CCG / NHS England	£500,000	NHS / Developer	£228,000	£272,000	Concurrent with Growth	Total cost is an estimate. Anticipated that £272,000 to be met by developer contribution, balance to be funded by NHS Capital Budget - Costs indicative at this stage.	Essential
Contribution towards dentist facilities to meet additional demands	NHS CCG	£5,000	NHS / Developer	£0	£5,000	Concurrent with Growth	Total cost is an estimate. Required to mitigate impacts of New Monks Farm, cost represents anticipated developer contribution as advised by NHS - Costs indicative at this stage.	Essential
Fire and Rescue								
Financial contributions towards Fire and Rescue infrastructure	WSF & RS	Unknown	Developer	£0	Unknown	Concurrent with Growth	WSF&RS undertaking a service review and unable to confirm costs at present - Costs unknown at this stage	Essential
Police								
Capital costs associated with effective policing (based on 600 dwellings)	SP	£126,908	Developer	£0	£126,908	Concurrent with Growth	Required to mitigate impacts of New Monks Farm.	Essential

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3.2 West Sompting (480 dwellings)

Infrastructure Description	Overseeing Organisation	Total Cost Estimate	Delivery / Funding Responsibility	Available Funding (£)	Funding Gap (£)	Timescales / Priorities for Delivery	Comments	Priority
Transport								
Improvements to the A27/Busticle Lane junction	HA	£26,950	Developer	£0	£26,950	Early stage of development	Required to mitigate impacts of New Monks Farm (Total cost of infrastructure is £60,120 shared with New Monks Farm and other sites within the built up area boundary).	Critical
Improvements to the A27/Grinstead Lane (North Lancing Roundabout) Junction	HA	£202,900	Developer	£0	£202,900	Early stage of development	Required to mitigate impacts of West Sompting. (Total cost of infrastructure is £538,500 shared with New Monks Farm, Shoreham Harbour and other sites within the built up area boundary).	Critical
Improvements to the A27/Upper Brighton Road junction	HA	£39,150	Developer	£0	£39,150	Early stage of development	Required to mitigate impacts of West Sompting. (Total cost of infrastructure is £39,150)	Critical
Package of improvements to the local road network (Traffic Calming on West Street)	WSCC	£90,000	Developer	£0	£90,000	Early stage of development	Required to mitigate impacts of West Sompting	Critical

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Infrastructure Description	Overseeing Organisation	Total Cost Estimate	Delivery / Funding Responsibility	Available Funding (£)	Funding Gap (£)	Timescales / Priorities for Delivery	Comments	Priority
Package of improvements to the local road network (details TBC)	WSCC	£150,000	Developer	£0	£150,000	Early stage of development	Required to mitigate impacts of West Sompting	Critical
A package of site-specific travel behaviour initiatives	WSCC	£88,926	Developer	£0	£88,926	Early stage of development	Required to mitigate impacts of West Sompting	Critical
Improved public transport services - bus services linking to site	WSCC	£1,066,000	Developer	£0	£1,066,000	Early stage of development	Required to mitigate impacts of West Sompting	Critical
New & improved pedestrian, cycle and bridleway links to the South Downs National Park	WSCC	£105,000	Developer	£0	£105,000	Early stage of development	Required to mitigate effects of West Sompting - delivered as part of development	Critical
New & improved cycle and pedestrian links to local communities	WSCC	£520,000	Developer	£0	£520,000	Early stage of development	Required to mitigate effects of West Sompting - delivered as part of development	Critical
Footway improvements on West Street	WSCC	£30,000	Developer	£0	£30,000	Early stage of development	Required to mitigate impacts of West Sompting	Critical

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Infrastructure Description	Overseeing Organisation	Total Cost Estimate	Delivery / Funding Responsibility	Available Funding (£)	Funding Gap (£)	Timescales / Priorities for Delivery	Comments	Priority
Flood Risk								
SuDS and Local Drainage Improvements	EA / WSCC / ADC	Unknown	Developer	£0	Unknown	Concurrent with Growth	Required to accommodate development - delivered as part of development through direct agreements with service providers (i.e. not CIL or S106) - Costs unknown at this stage	Critical
Utilities								
Wastewater distribution system - network capacity upgrades	Southern Water	Unknown	Developer	£0	Unknown	Concurrent with Growth	Required to accommodate development - delivered as part of development through direct agreements with service providers (i.e. not CIL or S106) - Costs unknown at this stage	Critical
Wastewater sewerage system - network capacity upgrades	Southern Water	Unknown	Developer	£0	Unknown	Concurrent with Growth	Required to accommodate development - delivered as part of development through direct agreements with service providers (i.e. not CIL or S106) - Costs unknown at this stage	Critical

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Infrastructure Description	Overseeing Organisation	Total Cost Estimate	Delivery / Funding Responsibility	Available Funding (£)	Funding Gap (£)	Timescales / Priorities for Delivery	Comments	Priority
Education								
Early Years Provision - Financial Contributions for 32 new places	WSCC	£429,312	Developer	£0	£429,312	Concurrent with Growth	Required to mitigate impacts of New Monks Farm	Essential
Primary School Provision - Land and Contributions for New 1FE School	WSCC	£2,750,000	WSCC / Developer	£1,375,000	£1,375,000	Concurrent with Growth	Required to mitigate impacts of West Sompting. (Total cost of infrastructure is £5.5m split with New Monks Farm site)	Essential
Community Facilities								
Library facility	WSCC	£138,839	Developer	£0	£138,839	Concurrent with Growth	Required to mitigate impacts of West Sompting	Essential
Open Space and Recreation								
Provision of Amenity Greenspace (0.79 Ha)	ADC	Unknown	Developer	£0	Unknown	Concurrent with Growth	Assumed will be delivered as part of development - Costs unknown at this stage	Essential
Open space & recreation areas - Provision of one LEAP (or equivalent)	ADC	Unknown	Developer	£0	Unknown	Concurrent with Growth	Assumed will be delivered as part of development - Costs unknown at this stage	Essential

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Infrastructure Description	Overseeing Organisation	Total Cost Estimate	Delivery / Funding Responsibility	Available Funding (£)	Funding Gap (£)	Timescales / Priorities for Delivery	Comments	Priority
Delivery of a community orchard or similar and provision of 4 new allotment plots at existing site / new site	ADC	Unknown	Developer	£0	Unknown	Concurrent with Growth	Assumed will be delivered as part of development - Costs unknown at this stage	Essential
Provision of pitches, and contribution towards changing rooms or similar community facility	ADC	Unknown	Developer	£0	Unknown	Concurrent with Growth	Required to mitigate impacts of West Sompting. Provision of 1 youth pitch and 2 mini pitches and associated changing facilities to be delivered by developer onsite. Delivered as part of development through direct agreements with service providers (i.e. not CIL or S106) - Costs unknown at this stage	Essential
Green Infrastructure								
Nature Conservation Area to the north of Cokeham Brookes SNCI.	ADC	Unknown	Developer	£0	Unknown	Concurrent with Growth	Assumed will be delivered as part of development - Costs unknown at this stage	Essential
Landscaped buffer along the western boundary of the	ADC	Unknown	Developer	£0	Unknown	Concurrent with Growth	Assumed will be delivered as part of development - Costs unknown at this stage	Essential

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Infrastructure Description	Overseeing Organisation	Total Cost Estimate	Delivery / Funding Responsibility	Available Funding (£)	Funding Gap (£)	Timescales / Priorities for Delivery	Comments	Priority
development.								
Enhancement to the Cokeham Brookes SNCI.	ADC	Unknown	Developer	£0	Unknown	Concurrent with Growth	Assumed will be delivered as part of development - Costs unknown at this stage	Essential
Health								
Replacement of the Ball Tree Surgery or merger with Kingfisher Practice	NHS CCG / NHS England	£3,000,000	NHS/NHS LIFT/Developer	£2,782,000	£218,000	Concurrent with Growth	Total cost is an estimate. Anticipated that £218,000 to be met by developer contribution, balance to be funded by NHS Capital Budget / 3rd Party Developer / NHS LIFT Partner funding - Costs indicative at this stage.	Essential
Fire and Rescue								
Financial contributions towards Fire and Rescue infrastructure	WSF&RS	Unknown	Developer	£0	Unknown	Concurrent with Growth	WSF&RS undertaking a service review and unable to confirm costs at present - Costs unknown at this stage	Essential
Police								
Capital costs associated with effective policing	SP	£101,527	Developer	£0	£101,527	Concurrent with Growth	Required to mitigate impacts of West Sompting	Essential

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3.3 Shoreham Airport (15,000 sqm Employment)

Infrastructure Description	Overseeing Organisation	Total Cost Estimate	Delivery / Funding Responsibility	Available Funding (£)	Funding Gap (£)	Timescales / Priorities for Delivery	Comments	Priority
Transport								
New Access Junction onto A27 Trunk Road	WSCC & HA	£2,500,000	Developer	£0	£2,500,000	Early stage of development	Required to accommodate development - one access junction to be shared with New Monks Farm - Some development may be possible before delivery. (Total cost of infrastructure is £5m assumed split with New Monks Farm)	Critical
Package of improvements to the local road network (details TBC)	WSCC	£150,000	Developer	£0	£150,000	Early stage of development	Required to mitigate impacts of Shoreham Airport	Critical
A package of site-specific travel behaviour initiatives	WSCC	£18,900	Developer	£0	£18,900	Early stage of development	Required to mitigate impacts of Shoreham Airport	Critical
Improved public transport services - bus services linking to site	WSCC	£196,000	Developer	£0	£196,000	Early stage of development	Required to mitigate impacts of Shoreham Airport	Critical

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Infrastructure Description	Overseeing Organisation	Total Cost Estimate	Delivery / Funding Responsibility	Available Funding (£)	Funding Gap (£)	Timescales / Priorities for Delivery	Comments	Priority
Improved cycle/pedestrian links to the A259 Coast Road and Shoreham town centre	WSCC	£97,000	Developer	£0	£97,000	Early stage of development	Required to mitigate effects of Shoreham Airport - delivered as part of development	Critical
Improved access across the A27 for pedestrians and cyclists (assumed as part of new access junction)	WSCC/ HA	£0	Developer	£0	£0	Early stage of development	Required to mitigate impacts of Shoreham Airport - Assumed to be included as part of new access junction onto A27(T), therefore cost is assumed as zero	Critical
Flood Risk Management								
SuDS and Local Drainage Improvements	EA / WSCC / ADC	Unknown	Developer	£0	Unknown	Concurrent with Growth	Required to accommodate development - delivered as part of development through direct agreements with service providers (i.e. not CIL or S106) - Costs unknown at this stage	Critical
Green Infrastructure								
Landscaped buffer adjacent to the Adur Estuary SSSI.	ADC	Unknown	Developer	£0	Unknown	Concurrent with Growth	Assumed will be delivered as part of development - Costs unknown at this stage	Essential

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Infrastructure Description	Overseeing Organisation	Total Cost Estimate	Delivery / Funding Responsibility	Available Funding (£)	Funding Gap (£)	Timescales / Priorities for Delivery	Comments	Priority
Existing GI links along the Adur Estuary to be retained	ADC	Unknown	Developer	£0	Unknown	Concurrent with Growth	Assumed will be delivered as part of development - Costs unknown at this stage	Essential

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3.4 Shoreham Harbour Regeneration Area (Western Harbour Arm & Southwick Waterfront)

Infrastructure to Support Development at all Sites within the Shoreham Harbour JAAP

Infrastructure Description	Overseeing Organisation	Total Cost Estimate	Delivery / Funding Responsibility	Available Funding (£)	Funding Gap (£)	Timescales / Priorities for Delivery	Comments	Priority
Transport								
A package of site-specific travel behaviour initiatives	ADC, WSCC, PT Operators	£213,990	Developer / LTP / DfT Bids	£0	£213,990	Early stage of development	Required to mitigate impacts of Shoreham Harbour JAAP - Costs split with other sites in JAAP.	Critical
Contribution towards improvements to the A27/A283 (Steyning Road) Roundabout	HA, WSCC	£1,053,784	Developer / LTP / DfT Bids	£0	£1,053,784	Early stage of development	Required to mitigate impacts of Shoreham Harbour JAAP. Total cost of infrastructure is £1,323,000 costs shared with other sites in JAAP, New Monks Farm and other sites within the built up area boundary.	Critical
Contributions towards improvements to the A27 Hangleton link dumbbell	HA, ADC	£269,577	Developer / LTP / DfT Bids	£0	£269,577	Early stage of development	Required to mitigate impacts of Shoreham Harbour JAAP. Total cost of infrastructure is £2.16m, shared with other sites in the JAAP, in Brighton & Hove City Plan and other development within the built up area boundary.	Critical

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Infrastructure Description	Overseeing Organisation	Total Cost Estimate	Delivery / Funding Responsibility	Available Funding (£)	Funding Gap (£)	Timescales / Priorities for Delivery	Comments	Priority
A259 / B2194 Station Road	WSCC	£113,367	Developer / LTP / DfT Bids	£0	£113,367	Early stage of development	Required to mitigate impacts of Shoreham Harbour JAAP – Total cost of infrastructure is £321,000 shared with other sites in the JAAP	Critical
A259 / A293 Church Road	WSCC	£164,300	Developer / LTP / DfT Bids	£0	£164,300	Early stage of development	Required to mitigate impacts of Shoreham Harbour JAAP – Total cost of infrastructure is £655,000 shared with other sites in the JAAP	Critical
High Quality Bus Services	WSCC / Bus operators	£2,250,000	Developer / Fare Revenue	£0	£2,250,000	Concurrent with Growth	Required to mitigate impacts of Shoreham Harbour JAAP - Costs split over JAAP	Critical
Designated Cycle routes and Quietways	ADC, WSCC, Sustrans	£93,088	Developer /LTP/DfT Bids	£50,000	£43,088	Lower Priority	Lower priority intervention. Required to mitigate development impacts but not critical to facilitate development.	Essential
New or improved connections into walking network	ADC, WSCC	£91,863	Developer / LTP / DfT Bids	£138,000	-£46,137	Early stage of development	Required to mitigate impacts of Shoreham Harbour JAAP - Costs split over JAAP	Critical
Cycle parking at destinations (cost per shelter)	ADC, WSCC	Unknown	Developer	£0	Unknown	Concurrent with Growth	Assumed will be delivered as part of development - Costs unknown at this stage	Critical

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Infrastructure Description	Overseeing Organisation	Total Cost Estimate	Delivery / Funding Responsibility	Available Funding (£)	Funding Gap (£)	Timescales / Priorities for Delivery	Comments	Priority
Wayfinding and legibility network	ADC, WSCC	£47,584	Developer /LTP/DfT Bids	£0	£47,584	Early stage of development	Required to mitigate impacts of Shoreham Harbour JAAP - Costs split over JAAP	Critical
Access to all stations	ADC, WSCC	£89,881	Developer /LTP/DfT Bids	£0	£89,881	Early stage of development	Required to mitigate impacts of Shoreham Harbour JAAP - Costs split over JAAP	Critical
A283 Public Realm	WSCC	Unknown	Developer /LTP/DfT Bids	£0	Unknown	Lower Priority	Lower priority intervention. Required to mitigate development impacts but not critical to facilitate development - Costs unknown at this stage	Essential
Car Parking Provision	ADC, WSCC	Unknown	Developer /LTP/DfT Bids	£0	Unknown	Concurrent with Growth	Assumed will be delivered as part of development - Costs unknown at this stage	Critical
Electric vehicle charging points (cost per charging point)	ADC	Unknown	Developer /LTP/DfT Bids	£0	Unknown	Lower Priority	Lower priority intervention. Required to mitigate development impacts but not critical to facilitate development. - Costs unknown at this stage	Essential
On street parking controls and management	ADC, WSCC	Unknown	Developer /LTP/DfT Bids	£0	Unknown	Concurrent with Growth	Assumed will be delivered as part of development - Costs unknown at this stage	Critical

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Infrastructure Description	Overseeing Organisation	Total Cost Estimate	Delivery / Funding Responsibility	Available Funding (£)	Funding Gap (£)	Timescales / Priorities for Delivery	Comments	Priority
Freight Management Strategy - Liaison with SPA to maintain freight HGV movements to/from the port	ADC, WSCC	£10,000	Developer /LTP/DfT Bids	£0	£10,000	Early stage of development	Required to accommodate Shoreham Harbour Western Harbour Arm	Essential
Variable message signs (x4)	ADC, WSCC, HA	Unknown	Developer /LTP/DfT Bids	£0	Unknown	Lower Priority	Lower priority intervention. Required to mitigate development impacts but not critical to facilitate development - Costs unknown at this stage	Essential
Air Quality and Noise action plan measures	ADC, WSCC, HA	Unknown	Developer /LTP/DfT Bids	£0	Unknown	Lower Priority	Lower priority intervention. Required to mitigate development impacts but not critical to facilitate development - Costs unknown at this stage	Essential
Maintenance and drainage regime strategy	ADC, WSCC	Unknown	Developer /LTP/DfT Bids	£0	Unknown	Lower Priority	Lower priority intervention. Required to mitigate development impacts but not critical to facilitate development - Costs unknown at this stage	Essential
Traffic and network management	ADC, WSCC	Unknown	Developer /LTP/DfT Bids	£0	Unknown	Lower Priority	Lower priority intervention. Required to mitigate development impacts but not critical to facilitate development - Costs unknown at this stage	Essential

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Infrastructure Description	Overseeing Organisation	Total Cost Estimate	Delivery / Funding Responsibility	Available Funding (£)	Funding Gap (£)	Timescales / Priorities for Delivery	Comments	Priority
Signing strategy - appropriate directional and local signs	ADC, WSCC	Unknown	Developer /LTP/DfT Bids	£0	Unknown	Lower Priority	Lower priority intervention. Required to mitigate development impacts but not critical to facilitate development - Costs unknown at this stage	Essential
20mph Speed Limit - network of low speed streets for cycle and pedestrian use	ADC, WSCC	Unknown	Developer /LTP/DfT Bids	£0	Unknown	Lower Priority	Lower priority intervention. Required to mitigate development impacts but not critical to facilitate development - Costs unknown at this stage	Essential

Additional Infrastructure Required to Support Development of Western Harbour Arm & Southwick Waterfront

Infrastructure Description	Overseeing Organisation	Total Cost Estimate	Delivery / Funding Responsibility	Available Funding (£)	Funding Gap (£)	Timescales / Priorities for Delivery	Comments	Priority
Transport								
New accesses to the western harbour arm	ADC/W SCC	£181,000	Developer	£0	£181,000	Early stage of development	Assumed will be delivered as part of development	Critical

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Infrastructure Description	Overseeing Organisation	Total Cost Estimate	Delivery / Funding Responsibility	Available Funding (£)	Funding Gap (£)	Timescales / Priorities for Delivery	Comments	Priority
Western Harbour Arm Waterfront Route	ADC / WSCC / Sustrans	£294,000	Developer	£30,000	£116,830	Early stage of development	Assumed will be delivered as part of development	Critical
A259/A283 Norfolk Bridge Junction	WSCC	£221,831	Developer	£105,000	£130,172	Early stage of development	Required to mitigate Shoreham Harbour Western Harbour Arm	Critical
Contribution to Improvements to the A27/Grinstead Lane (North Lancing Roundabout) Junction	HA & WSCC	£169,306	Developer	£0	£169,306	Early stage of development	Required to mitigate Shoreham Harbour Western Harbour Arm. Total cost of Infrastructure - £538,500 shared with New Monks Farm, West Sompting and other sites within the built up area boundary	Critical
Improvements to the A259 Brighton Road/A2025 South Street Junction	WSCC	£164,704	Developer	£0	£164,704	Early stage of development	Required to mitigate Shoreham Harbour Western Harbour Arm. Total cost of Infrastructure - £ 285,000, shared with New Monks Farm and other sites within the built up area boundary.	Critical
A259/Surry Street Junction	WSCC	£7,500	Developer	£0	£7,500	Lower Priority	Lower priority intervention. Required to mitigate development impacts but not critical to facilitate development.	Essential
A259 / Minelco (Humphrey's Gap) Junction	WSCC	£145,000	Developer	£145,000	£0	Early stage of development	Required to mitigate Shoreham Harbour Western Harbour Arm	Critical

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Infrastructure Description	Overseeing Organisation	Total Cost Estimate	Delivery / Funding Responsibility	Available Funding (£)	Funding Gap (£)	Timescales / Priorities for Delivery	Comments	Priority
Bus Stop Infrastructure	ADC/WSC C/Bus Operators	£84,000	Developer	£54,000	£30,000	Lower Priority	Lower priority intervention. Required to mitigate development impacts but not critical to facilitate development.	Essential
A259 Bus Lanes	WSCC	£247,000	Developer	£0	£247,000	Early stage of development	Required to mitigate Shoreham Harbour Western Harbour Arm	Critical
Bus Priority in Traffic Signals (Eastern Avenue, Kingston Lane)	WSCC	£272,000	Developer	£0	£272,000	Early stage of development	Required to mitigate Shoreham Harbour Western Harbour Arm	Critical
NCN2 - Shoreham Town Centre	WSCC/Sustrans	£5,000	Developer	£0	£5,000	Early stage of development	Required to mitigate Shoreham Harbour Western Harbour Arm	Critical
A259 Cycle Route - Brighton Road	WSCC	£61,816	Developer	£27,195	£34,621	Early stage of development	Required to mitigate Shoreham Harbour Western Harbour Arm	Critical
Dedicated Cycle Routes (High Street, Ham Road, New Road)	WSCC	£29,400	Developer	£0	£29,400	Early stage of development	Required to mitigate Shoreham Harbour Western Harbour Arm	Critical

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Infrastructure Description	Overseeing Organisation	Total Cost Estimate	Delivery / Funding Responsibility	Available Funding (£)	Funding Gap (£)	Timescales / Priorities for Delivery	Comments	Priority
Downs Link Connection	WSCC	Unknown	Developer	£0	Unknown	Lower Priority	Lower priority intervention. Required to mitigate development impacts but not critical to facilitate development - Costs unknown at this stage	Essential
Cycle and Pedestrian Crossing Points (x3)	ADC/W SCC	£288,000	Developer	£144,000	£144,000	Early stage of development	Required to mitigate Shoreham Harbour Western Harbour Arm	Critical
New cycle and pedestrian bridge over railway	ADC / WSCC / Network Rail	Unknown	Developer	£0	Unknown	Lower Priority	Lower priority intervention. Required to mitigate development impacts but not critical to facilitate development - Costs unknown at this stage	Essential
Shoreham-by-Sea Public Transport interchange	ADC / WSCC / Network Rail / Southern Railway	Unknown	Developer	£0	Unknown	Lower Priority	Lower priority intervention. Required to mitigate development impacts but not critical to facilitate development - Costs unknown at this stage	Essential
Shoreham Town Centre Public Realm	ADC/W SCC	Unknown	Developer	£0	Unknown	Lower Priority	Lower priority intervention. Required to mitigate development impacts but not critical to facilitate development - Costs unknown at this stage	Essential

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Infrastructure Description	Overseeing Organisation	Total Cost Estimate	Delivery / Funding Responsibility	Available Funding (£)	Funding Gap (£)	Timescales / Priorities for Delivery	Comments	Priority
Junction safety improvements (Eastern Avenue)	WSCC	£5,000	Developer	£0	£5,000	Lower Priority	Lower priority intervention. Required to mitigate development impacts but not critical to facilitate development.	Essential
Utilities								
Water distribution system - network capacity upgrades	Southern Water	Unknown	Developer	£0	Unknown	Concurrent with Growth	Required to accommodate development - delivered as part of development through direct agreements with service providers (i.e. not CIL or S106) - Costs unknown at this stage	Critical
Wastewater sewerage system - network capacity upgrades	Southern Water	Unknown	Developer	£0	Unknown	Concurrent with Growth	Required to accommodate development - delivered as part of development through direct agreements with service providers (i.e. not CIL or S106) - Costs unknown at this stage	Critical
Flood Risk								
Tidal Flood Defences	EA/ADC	£26,700,000	FDGiA / LEP / S106	£8,000,000	£18,700,000	Prior to Development	Required to accommodate development	Critical

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Infrastructure Description	Overseeing Organisation	Total Cost Estimate	Delivery / Funding Responsibility	Available Funding (£)	Funding Gap (£)	Timescales / Priorities for Delivery	Comments	Priority
SuDS and Local Drainage Improvements	EA/WS CC/ADC	Unknown	Developer	£0	Unknown	Concurrent with Growth	Required to accommodate development - delivered as part of development through direct agreements with service providers (i.e. not CIL or S106) - Costs unknown at this stage	Critical
Education								
Early Years Provision - Financial Contributions for new places (26 places)	WSCC	£348,816	Developer	£0	£348,816	Concurrent with Growth	Required to mitigate impacts of Shoreham Harbour Western Harbour Arm	Essential
Primary School Provision - Land and Contributions for New 1FE School	WSCC	£5,500,000	WSCC / Developer	£2,750,000	£2,750,000	Concurrent with Growth	Required to mitigate Shoreham Harbour Western Harbour Arm	Essential
Secondary School Provision - Financial Contributions for new places	WSCC	1,936,620	WSCC / Developer	£968,310	£968,310	Concurrent with Growth	Required to mitigate Shoreham Harbour Western Harbour Arm	Essential

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Infrastructure Description	Overseeing Organisation	Total Cost Estimate	Delivery / Funding Responsibility	Available Funding (£)	Funding Gap (£)	Timescales / Priorities for Delivery	Comments	Priority
Community Infrastructure								
Contribution towards library facilities	WSCC	£318,173	Developer	£0	£318,173	Concurrent with Growth	Required to mitigate Shoreham Harbour Western Harbour Arm	Critical
Open Space and Recreation								
Provision of Parks and Gardens (1.76 Ha) - either new, or formalisation of amenity greenspace	ADC	Unknown	Developer	£0	Unknown	Concurrent with Growth	Assumed that this will not be entirely delivered onsite, offsite provision will be required	Essential
Open space & recreation areas - Provision of two LEAPs (or equivalent)	ADC	Unknown	Developer	£0	Unknown	Concurrent with Growth	Assumed will be delivered as part of development - Costs unknown at this stage	Essential
New allotments - provision of 25 plots (at existing sites in area, or creation of a new site)	ADC	Unknown	Developer	£0	Unknown	Concurrent with Growth	Assumed that this will not be delivered onsite, offsite provision will be required	Essential

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Infrastructure Description	Overseeing Organisation	Total Cost Estimate	Delivery / Funding Responsibility	Available Funding (£)	Funding Gap (£)	Timescales / Priorities for Delivery	Comments	Priority
Contribution towards new sports pitch and changing room provision	ADC	£1,841,840	Developer	£0	£1,841,840	Concurrent with Growth	Required to mitigate Shoreham Harbour Western Arm. Provision likely to be delivered offsite.	Essential
Health								
Replacement of Shoreham Health Centre	NHS CCG / NHS England / WSCC	£4,000,000	NHS / Developer / WSCC	£3,524,000	£476,000	Concurrent with Growth	Total cost is estimate. Anticipated that £476,000 to be met by developer contribution, balance to be funded by NHS Capital Budget/NHS LIFT Partner funding - Costs indicative at this stage.	Critical
Fire and Rescue								
Financial contributions towards Fire and Rescue infrastructure	WSF & RS	Unknown	Developer	£0	Unknown	Concurrent with Growth	WSF&RS undertaking a service review and unable to confirm costs at present - Costs unknown at this stage	Critical
Police								
Capital costs associated with effective policing	SP	£232,665	Developer	£0	£232,665	Concurrent with Growth	Required to mitigate Shoreham Harbour Western Harbour Arm	Critical

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3.5 Development within the Built up area of Adur (1456 Dwellings)

Infrastructure Description	Overseeing Organisation	Total Cost Estimate	Delivery / Funding Responsibility	Available Funding (£)	Funding Gap (£)	Timescales / Priorities for Delivery	Comments	Priority
Transport								
Off-site Transport Improvements / Measures to Mitigate Development Impacts - to be determined on a site by site basis	ADC / WSCC	£393,592	Developer	£0	£393,592	Concurrent with Growth	Required to mitigate planned growth in remainder of Adur	Critical
Community Facilities								
Contribution towards library facilities	WSCC	£421,145	Developer	£0	£236,316	Concurrent with Growth	Required to mitigate planned growth in remainder of Adur	Essential
Open Space and Recreation								
Provision of Parks, Gardens, Greenspace, Open Space and Recreation Areas - determined on a site by site basis	ADC	Unknown	Developer	£0	Unknown	Concurrent with Growth	Required to mitigate planned growth in remainder of Adur. Assumed will be delivered as part of development – costs unknown at this stage.	Essential

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Infrastructure Description	Overseeing Organisation	Total Cost Estimate	Delivery / Funding Responsibility	Available Funding (£)	Funding Gap (£)	Timescales / Priorities for Delivery	Comments	Priority
Contribution towards new sports pitch and changing room provision	ADC	£2,437,926	Developer	£0	£2,437,926	Concurrent with Growth	Required to mitigate planned growth in remainder of Adur	Essential
Utilities								
Water distribution system - network capacity upgrades	Southern Water	Unknown	Developer	£0	Unknown	Concurrent with Growth	Required to mitigate planned growth in remainder of Adur - delivered as part of development through direct agreements with service providers (i.e. not CIL or S106) - Costs unknown at this stage	Critical
Wastewater sewerage system - network capacity upgrades	Southern Water	Unknown	Developer	£0	Unknown	Concurrent with Growth	Required to mitigate planned growth in remainder of Adur - delivered as part of development through direct agreements with service providers (i.e. not CIL or S106) - Costs unknown at this stage	Critical
Education								
Early Years Provision - Financial Contributions for new places (12 places)	WSCC	Unknown	Developer	£0	Unknown	Concurrent with Growth	Required to mitigate planned growth in remainder of Adur	Essential

Section C – Implementation Plan

Infrastructure Description	Overseeing Organisation	Total Cost Estimate	Delivery / Funding Responsibility	Available Funding (£)	Funding Gap (£)	Timescales / Priorities for Delivery	Comments	Priority
Primary School Provision - additional primary school places	WSCC	£4,000,000	WSCC/Developer	£2,000,000	£2,000,000	Concurrent with Growth	Required to mitigate planned growth in remainder of Adur	Essential
Secondary School Provision - additional secondary and sixth form places	WSCC	£2,563,380	WSCC / Developer	£1,281,690	£1,281,690	Concurrent with Growth	Required to mitigate planned growth in remainder of Adur	Essential
Health								
Contributions towards capital improvements to meet additional demand	NHS CCG / NHS England / WSCC	£371,000	NHS/Developer/WSCC	£0	£371,000	Concurrent with Growth	Total cost not yet known. Anticipated that £371,000 to be met by developer contributions - Costs indicative at this stage.	Essential
Fire and Rescue								
Financial contributions towards Fire and Rescue infrastructure	WSF & RS	Unknown	Developer	£0	Unknown	Concurrent with Growth	WSF&RS undertaking a service review and unable to confirm costs at present - Costs unknown at this stage	Essential
Police								
Capital costs associated with effective policing	SP	£307,964	Developer	£0	£307,964	Concurrent with Growth	Required to mitigate planned growth in remainder of Adur	Essential

