Residential - Edge of Town: North East Worthing															
1) North of Beeches Avenue - Developer Capacity = 90 u	units - Realistic Capacity = 75 units														+
2) Worthing United Football Club - Developer Capacity =	- 60 units - Realistic Canacity - 40 units														
2) Worthing Ginted Poolban Club - Developer Capacity =	- oo units - realistic Capacity = 40 units														
3) Upper Brighton Road - Developer Capacity = 123 units - Realistic Capacity = 123 units															
* Please note that a windfall allowance / extant permissi	ions figure of 2,967 residential units have been identified for the Borough														
Total - Developer Capacity = 273 units - Realistic Capac															
Scheme / Project Name	Scheme description including location	Reason for improvement	Delivery Lead	Delivery Partner(s)	Importance to the Local Plan / Prioritisation		Status of scheme as at 17 / 18 and commitment		Cost		Funding			Risk / Contingency	Notes
					Critical (C) Essential (E) Desirable (D)	Requires further			Estimated total Cost (£)	Cost reference	Estimated funding	Funding sources	Funding gap		
SOCIAL INFRASTRUCTURE											available				
HEALTH															
Improvements to Primary Care healthcare facilities	Provision of additional Primary Care healthcare facilities at 1 or more GP surgeries	Required to meet demand arising from development	NHS Coastal West Sussex CCG	NHS England	Critical (C)		New schemes	Phasing will depend	278,159	NHS health tariff	278,159	Developer contribution	0		$\overline{}$
	according to patient choice							on housing delivery						1	
POLICING															
	Officer start-up costs (work stations, radios, protective equipment, uniforms and	1	Police and Crime Commissioner							Π	T		1		
Delicion	bespoke training).	The impacts of the proposed quantum of development in the borough is so significant that they cannot be met without additional staff deployed at a level							2000 044			Oll (Bublic Fooding		1	
Policing	Staff start-up costs (work stations, radios, protective equipment, uniforms and bespoke training).	consistent with the current policing of Worthing.  The impacts of the proposed quantum of development in the borough is so	Police and Crime Commissioner	+					£222,641			CIL / Public Funding			+-
Policing	,	significant that they cannot be met without additional staff deployed at a level consistent with the current policing of Worthing.	Police and Crime Commissioner						£34,606			CIL / Public Funding		<del></del>	$\bot$
Policina	Re-provide / relocate Centenary House	The impacts of the proposed quantum of development in the borough is so significant that they cannot be met without additional staff deployed at a level consistent with the current policing of Worthing.	Police and Crime Commissioner						£540.792			CIL / Public Funding		1	
Policing	Extension adaption of Chatsworth Road (Worthing Police Station)	The impacts of the proposed quantum of development in the borough is so	Police and Crime Commissioner	1					1540,792			OIL / PUBLIC FUNDING			+
Policing	Estancias adoptios of Cupas: Deller LIC	significant that they cannot be met without additional staff deployed at a level consistent with the current policing of Worthing.	Delice and Crime Corrections						£38,628			CIL / Public Funding		<del></del>	
Deliaine	Extension adaption of Sussex Police HQ	The impacts of the proposed quantum of development in the borough is so significant that they cannot be met without additional staff deployed at a level	Police and Crime Commissioner						077.05			Oll / Duk!!- E "		1	
Policing	Vehicles	consistent with the current policing of Worthing.  The impacts of the proposed quantum of development in the borough is so	Police and Crime Commissioner	+					£77,256			CIL / Public Funding			+
Policing		significant that they cannot be met without additional staff deployed at a level consistent with the current policing of Worthing.  The impacts of the proposed quantum of development in the borough is so							£184,579			CIL / Public Funding		<b></b>	
Policing	ANPR (Fixed with infrastructure)	The impacts of the proposed quantum of development in the borough is so significant that they cannot be met without additional staff deployed at a level consistent with the current policing of Worthing.	Police and Crime Commissioner						TBC			CIL / Public Funding		1	
Tollowing	ANPR (Fixed no infrastructure)	The impacts of the proposed quantum of development in the borough is so significant that they cannot be met without additional staff deployed at a level	Police and Crime Commissioner						150			OIE / 1 ablic 1 driding			
Policing	ANPR (mobile)	consistent with the current policing of Worthing.  The impacts of the proposed quantum of development in the borough is so	Police and Crime Commissioner						TBC			CIL / Public Funding		<del></del>	-
Policing		significant that they cannot be met without additional staff deployed at a level consistent with the current policing of Worthing.							£70,000			CIL / Public Funding		1	
PHYSICAL INFRASTRUCTURE		•		•			•						•		
TRANSPORT - LOCAL ROAD NETWORK															
A259 / A2032 Roundabout	Re-design of A259 / A2032 Roundabout	The Worthing Local Plan Transport Assessment (2018) has identified that the junction of A259 / A2032 would be operating over capacity in the forecast	West Sussex County Council	Worthing Borough										1	
		year scenario with the inclusion of the Worthing Local Plan developments. A re-design of the roundabout is proposed to accommodate the additional flow provided by the Worthing Local Plan developments.		Council / Highways										1	
		provided by the worthing Local Fiant developments.		England	Critical									1	
A2032 / The Boulevard / Durrington Lane Roundabout	Re-design of A2032 / The Boulevard / Durrington Lane Roundabout	The Worthing Local Plan Transport Assessment (2018) has illustrated an emerging capacity issue at this junction. The proposed improvement to this	West Sussex County Council	Worthing Borough											
		roundabout is proposed to resolve the forecast queueing and delay identified.		Council / Highways										1	
Road Safety	Reducing speed limits / Rumble Strips / Vehicle Activated Signs / Warning Signs /	The Worthing Local Plan Transport Assessment (2018) has identified a	West Sussex County Council	England Worthing	Critical									<del>                                     </del>	+
	Road Markings or Cycle Lane at the following locations: A259 / a2032 / Tithore Land roundabout, A2032 / Yeoman Road / Palatine Road roundabout and A2032 / Durrington Lane / The Boulevard roundabout	number of notable existing collision cluster locations. Reducing speed should be a priority at these locations and there are several mitigation measures on the approach to the roundabouts that may be appropriate for this.		Borough Council / Highways										1	
Road Safety	Road markings indicating the road number and destination of each lane at the	The Worthing Local Plan Transport Assessment (2018) has identified that	West Sussex County Council	England Worthing										<del></del>	4
noda Garety	Road markings indicating the road number and destination of each lane at the A2032 / Offington Lane singnalised junction.	there wortning Local Plan Transport Assessment (2016) has identified that there has been a series of accidents on the eastbound and westbound A2032 approaches that could be made less likely by using improved road markings.		Borough Council /										1	
		This would prevent confusion during the suddent change from one lane to three lanes.		Highways England										1	
Road Safety	Clearer signage and road markings at A259 / Goring Way roundabout.	The Worthing Local Plan Transport Assessment (2018) has identified that the	West Sussex County Council	Worthing										<del></del>	+
		A259 / Goring Way roundabout and its immediate vicinity have a potentially confusing layout, with several minor service roads leading to shops, a filing station and other businesses. Clearer signage and road markings would be		Borough Council / Highways										1	
		useful for drivers and pedestrians while trying to navigate the roundabout.		England										1	
Road Safety	Traffic calming measures such as speed cushions / speed tables / pelican crossing at the B2223 between Sompting Road and Dominion Way.		West Sussex County Council	Worthing											+
	at the DZZZO Detween Sompling Road and Dominion Way.	between Sompting Road and Dominion Way is a congested road with eight junctions over a short distance as well as multiple driveways and parked vehicles along most of the road. Traffic calming measures would slow down		Borough Council / Highways										1	
Sustainable Transport Manager	Travel Disc Nationalises	traffic and reduce risk of accidents.	West Sussey County County	England										<del></del>	<u> </u>
Sustainable Transport Measures	Travel Plan Networking	Travel Plan networks can help employers promote sustainable communiting and business travel, and reduce parking pressures at their sites. Discounts can be provided on Southern Rail network, discounted bus tickeys, bike loans		Worthing Borough Council										1	
		and travel planning.												1	
Sustainable Transport Measures	Travel Information Packs	Upon occupation, residents could receive a Travel Information Welcome Pack. Make informed choices about how they choose to travel to and from	West Sussex County Council	Worthing Borough											<b>†</b>
		the development. The same could also be provided to all retail occupiers for distribution to their staff.		Council										1	
Sustainable Transport Measures	Car Share and Car Club Membership	The West Sussex Carshare scheme has been set up by WSCC to enable	West Sussex County Council	Worthing										<del> </del>	+
		people who live or work in the county to car share for commuting and other journeys. It is free to join and matches drivers with passengers to share		Borough Council										1	
		journeys to and from work.												<u>1</u>	1
Sustainable Transport Measures	Personalised Journey Planning	Personalised Travel Planning is a service that Local Authorities can provide if it is financially viable for them to appoint a Travel Plan Coordinator. Prepare	West Sussex County Council	Worthing Borough										1	
		a Travel Planer for that resident free of charge.		Council										1	
WALKING & CYCLING															

Walking & Cycling	New Infrastructure - the existing walking / cycling network has some areas of limited provision and is missing links to and between Railway Stations, schools, parks and	The introduction of new development brings an opportunity to consider the further development of walking and cycling networks to improve wider	Vest Sussex County Council	Worthing Borough				
	green space and Worthing Town Centre. Provision along existing routes could benefit from additional advisory or mandatory cycle lanes, further provision of	sustainable transport provision to serve the new development and existing residents alike.		Council				
	shared use footway / cycleways, improved signage, reduced roadside clutter,	residents ande.						
	consideration of current parking provision and general urban realm and environmental improvement. Some of the larger proposed Local Plan sites are							
	situated towards the edge of Worthing urban area and further sustainable travel links will support sustainable travel potential of these sites.							
Walking and Cycling	West Sussex Walking and Cycling Strategy (2016 - 2026) has identified, at a hight	This strategy is designed to promote walking and cycling as the natural	Vest Sussex County Council	Worthing				
	level, a number of potential priority routes and schemes. These include: new links and arterial connections, including Loose Lane Link which will provide an east -	choice for shorter journeys and sets out priorities for investment in infrastrucutre improvements. The strategy complements the Governments's		Borough Council				
	west link north of East Worthing railway station to industrial estates and schools as well as Worthing and Lancing Route improvements to improve Worthing Central	Cycling and Walking Investment Strategy (2017).						
	Station access; quiet routes including locations in East Worthing to connect and businesses and schools, leisure routes including A24 cycle route north of Worthing							
	and 'Dutch Grid' style of infrastructure, where primary cycle paths are not more than 750m apart.							
Walking and Cycling	Adur and Worthing Local Cycling and Walking Infrastructure Plan (emerging)	Work has commenced on preparing a draft LCWIP. This will complement the	West Sussey County Council	Worthing				
Training and Systing	and the vicining book by sing and vicining mindelestator har (only ging)	WSCC Walking and Cycling Strategy (see above). Local priorities for investment in infrastructure improvements in Adur and Worthing will be	Tool Gueston Goulin, Goulini	Borough Council				
		identified.		Council				
Walking & Cycling	Cycle to Work Scheme	Allows employees to use up £1,000 of their annual salary in exchange for hiring a bike and equipment.	Vest Sussex County Council	Worthing Borough				
Walking & Cycling	Environment & Green Infrastructure - Walking / Cycling Corridors	There are a number of established walking and cycling corridors within	Vest Sussex County Council	Council Worthing				
		Worthing that link with wider strategically important corridors such as Monarch's Way and the South Downs Way. Established walking and cycling		Borough Council				
		corridors will helpt to support sustainable travel objectices for some development locations. New or extended routes that serve development could						
		also help to link existing open spaces, improve journey quality for walking and cycling and may contribute positively to improve general environmental						
		conditions.						
Walking & Cycling	Environment & Green Infrastructure - Electric Vehicle Charging Infrastructure	the potential to improve this position as the trend for Electric Vehicles is on a	Vest Sussex County Council	Worthing Borough				
		significant increase. Shared charging infrastrucure can be introduced within new residential or employment development with designated parking bays.		Council				
		Standard provision could be supplmented by the infrastructure to roll out further installation to match future demand.						
Walking	Seafront Investment Plan 2018 - aims to improve pedestrian comfort levels by		Vorthing Borough Council	West Sussex				
	introducing a new promenade.	9		County Council				
PARKING						•	1	
Parking	Worthing Road Space Audit (emerging)	To assses current parking provision and operation of 'on street' parking,	Vest Sussex County Council	Worthing				
		including controlled parking zones and identify options for provisions going forward.		Borough Council				
Parking	Worthing Town Centre Parking Study (emerging)	Looking at demand and capacity of car parking in Worthing in light of planned N	Vorthing Borough Council					
		town centre developments on major sites.	ů ů	West Sussex County Council				
Parking	Review of High Street and Buckingham Multi-Storey Car Parks (emerging)	Following Council decision to invest in these two car parks, this study looks at a range of options for improving both. It also proposes an option to increase	Vorthing Borough Council	West Sussex County Council				
		the capacity of High Street MSCP through building in front of / or full scale redevelopment of the car park. To provide a possible 275 new spaces.						
		Looking at feasibility of adding additional decks (depends on structural integrity and how many years are left before it would need to be redeveloped).						
Parking	Public Realm Improvements (emerging)	Part of Worthing Growth Deal. £5-£10 million investment in the public realm in Worthing Town Centre. This is badged as phase 2 with changes to	Vorthing Borough Council	West Sussex County Council				
		Montague Place being phase 1. The areas for focused improvements area Montague Street; Portland Street; South Street; Chapel Road (all the way to		,				
		roundabout with Teville Road) and station / Teville Gate area.						
WASTE WATER CAPACITY								
Waste Water Capacity	Land at Upper Brighton Road - layout will require consideration to avoid building over existing infrastructure. Connection will be required at the nearest point of	No adequate capacity	Southern Water				Developer contribution	
	capacity.							
GREEN INFRASTRUCTURE	I.				L			
LANDSCAPE / GREEN INFRASTRUCTURE								
Potential GI & Mitigation (Landscape) Landscape & Ecology	1) Land north of Beeches Avenue Allow		Developer					
Study of Greenfield Sites, November 2015	young planting along northern boundary to establish and continue the structural planting							
	currently to the north of the business park westwards along the northern boundary of the site to							
	form a robust boundary along southern edge of the National Park.							
Potential OLO Millordino (Londono) Londono O. Farlando	At land a set of Daret a August							
Potential GI & Mitigation (Landscape) Landscape & Ecology Study of Greenfield Sites, November 2015	Locate any proposed open space at the highest part of the site northern edge, to	ľ	Developer					
	reduce skylining of houses when viewed from the south and provide a buffer to the National Park.							
Potential GI & Mitigation (Landscape) Landscape & Ecology			Developer					<del></del>
Study of Greenfield Sites, November 2015	Retain and enhance east and west boundary vegetation.							
Potential GI & Mitigation (Landscape) Landscape & Ecology	1) Land north of Beeches Avenue Provide tree		Developer					
Study of Greenfield Sites, November 2015	and shrub planting along southern boundary	[	•					
<u> </u>	I.	<u>.</u>		1		I		

Potential GI & Mitigation (Ecology) Landscape & Ecology Study of Greenfield Sites, November 2015	1) Land north of Beeches Avenue development proposals at the site should seek to retain features of local value and where appropriate enhance these features and the wider site through management and complimentary habitat creation. Ways in which this could be achieved include: Enhancement of linear scrub habitat along the western site boundary through selective clearance of Bramble and non-native trees/scrub, and infilling using a species-rich mix of native shrubs and trees.  - Use of native species-rich hedgerow, scrub and tree planting around the site boundaries to enhance habitat connectivity across the site.  - Creation of a range of habitats with high wildlife interest within areas of public open space such as species-rich grassland and native scrub.  - Creation of wetland habitats such as ponds and swales in conjunction with SuDS proposals.  - Creation of new opportunities for nesting birds and roosting bats through provision of bird and bat boxes on existing trees and new buildings.  - Use of native species typical of the local area in landscape planting where appropriate to do so. Where possible these should be sourced from stock of local provenance.  - Prioritising the use of plants which benefit native wildlife within formal landscaping schemes, including nectar- and pollen-rich and fruit- and nut-producing species.	De	veloper							
Potential GI & Mitigation (Landscape) Landscape & Ecology Study of Greenfield Sites, November 2015	Continue the structural planting currently to the north of the business park westwards along the northern boundary of the site to form a robust boundary along southern edge of the National Park.	De	veloper							
Potential GI & Mitigation (Landscape) Landscape & Ecology Study of Greenfield Sites, November 2015	Worthing United Football Club Locate any proposed open space along northern edge, to provide a buffer to the National Park	De	veloper							
Potential GI & Mitigation (Landscape) Landscape & Ecology Study of Greenfield Sites, November 2015	2) Worthing United Football Club Soften profile of embankments	De	veloper							
Potential GI & Mitigation (Landscape) Landscape & Ecology Study of Greenfield Sites, November 2015	2) Worthing United Football Club Improve boundary vegetation to east and west.	De	veloper							
Potential GI & Mitigation (Ecology) Landscape & Ecology Study of Greenfield Sites, November 2015	2) Worthing United Football Club Any development proposals at the site should seek to retain features which contribute to the integrity of locally valuable off-site habitats and where appropriate enhance these features and the wider site through suitable management and complimentary habitat creation. Ways in which this could be archieved include:  - Use of native species-rich hedgerow, scrub and tree planting around the site boundaries to enhance habitat connectivity across the site and complement existing off-site habitats.  - Creation of a range of habitats with high wildlife interest within areas of public open space such as species-rich grassland and native scrub.  - Creation of wetland habitats such as ponds and swales in conjunction with SuDS proposals.  - Creation of wetland habitats such as ponds and roosting bats through provision of bird and bat boxes on existing trees and new buildings.  - Use of native species typical of the local area in landscape planting where appropriate to do so. Where possible these should be sourced from stock of local provenance.  - Prioritising the use of plants which benefit native wildliffe within formal landscaping schemes, including nectar- and pollen-rich and fruit- and nut-producing species.		veloper							
Potential GI & Mitigation (Landscape) Landscape & Ecology Study of Greenfield Sites, November 2015	Upper Brighton Road - Parcel of land to the south of Brighton Road (Zone A)     Strengthen eastern boundary vegetation with tree and shrub planting, to maintain visual separation between Worthing and Sompting, in combination with existing layers of vegetation to the east of the site.	De	veloper							
Potential GI & Mitigation (Landscape) Landscape & Ecology Study of Greenfield Sites, November 2015	3) Upper Brighton Road - (Zone A & B) Any development proposals for the site should seek to retain habitats/features of local value and where appropriate enhance these features and the wider site through suitable management and complimentary habitat creation. Ways in which this could be achieved include:  - Enhancement of existing hedgerows/linear scrub habitats along field boundaries through selective clearance of Bramble, infilling using a species-rich mix of native shrubs and trees, and appropriate long-term management.  - Use of native species-rich hedgerow, scrub and tree planting as boundary features to further enhance habitat connectivity across the site and complement existing habitats.  - Creation of a range of habitats with high wildlife interest within areas of public open space such as species-rich grassland, native scrub and tree planting. Retention and enhancement of any existing waterbodies and/or creation of new wetland habitats such as ponds, swales and reedbeds in conjunction with SuDS proposals.  - Creation of new opportunities for nesting birds and roosting bats through provision of bird and bat boxes on existing trees and new buildings.  - Use of native species typical of the local area in landscape planting where appropriate to do so. Where possible these should be sourced from stock of local provenance.  - Prioritising the use of plants which benefit native wildlife within formal landscaping schemes, including nectar- and pollen-rich and fruit- and nut-producing species.		veloper							
Potential Green Infrastructure Proposals Review of Low Suitability Sites (March 2017)	3) Upper Brighton Road - Parcel of land to the north of Brighton Road (Zone B) A block of woodland planting should be included within the eastern portion of the site. This would limit adverse effects of development on the setting to the grade II listed Upton Farm Housr, and would help maintain some separation between the eastern edge of Worthing and the more rural in character hamlet to the east of the farm house. Additional tree planting would reduce views of built form from surrounding antage points and help assimilate development into the landscape.		veloper							
GREEN CORRIDORS & WATERWAYS				<del></del>		+				
Teville Stream	collect polluted sediment. Wide range of public engagement around the water environment and keeping it clean within urban environments. New river channel to	the WFD, it fails on multiple mitigation measures and biological element failures (fish, DO, PH and Zinc). Its headwaters spring from the downs just	IRT	Sompting Estate Trust, Environment Agency	greenspace south of the Á27. Provides resilience permissis to Brooklands Lake work reducing future being we maintenance. Provides cleaner, more resilient second i blue and green infrastructure. Meets oriteria in AWC Open Spaces Assessment. Raies Funding community awareness and provides future due for proofing of this valuable strategic gap against Janaury.	nas planning on granted and is in Septembe riced into a full, bund application gle Lottery Detailed designs ompletion in 2018 and public ion is ongoing.	2018 orifs to h	£996,000	HLF Environment Agency Sompting Parish Council, OART, South Downs National Park, Rampion Offshore Wind Ltd	