Residential - Edge of To												\perp	
4) Goring - Ferring Gap - Developer Capacity = 354 units - Realistic Capacity = 0 units													
5) Chatsmore Farm - Developer Capacity = 345 units - Realistic Capacity = 0 units													
* Please note that a windfall allowance / extant planning permissions figure of 2,967 residential units have been identified for the Borough													
Total Residential - Develope Scheme / Project Name	er Capacity = 699 units - Realistic Capacity = 0 units	Reason for improvement	Delivery Lead	Delivery	Importance to the Local Plan / Prioritisation		Status of scheme as at 17 / 18	Dolivery time / phooing	Cost	Funding			Risk / Notes
Scheme / Project Name	Scheme description including location	Reason for improvement	Delivery Leau	Delivery Partner(s)	importance to the Local Flam / Frioritisation		and commitment	Delivery time / phasing	Cost	runding			Contingency
					Critical (C) Essential (E) Desirable (D)	Requires further			Estimated total Cost	Cost Estimated reference funding	Funding sources	Funding gap	
SOCIAL INFRASTRUCTURE						information				available			
POLICING					_				•				
Policing	Officer start-up costs (work stations, radios, protective equipment, uniforms and 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 consistent with the current policing of Worthing.	Police and Crime Commissioner						£222,641		CIL / Public Funding		
Policing	Staff start-up costs (work stations, radios, protective equipment, uniforms and 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 consistent with the current policing of Worthing.	Police and Crime Commissioner						£34,606		CIL / Public Funding		
Policing	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		
Policing	Extension adaption of Chatsworth Road (Worthing Police Station)	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						£38,628		CIL / Public Funding		
	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 consistent with the current policing of											
Policing	Vehicles	Worthing. 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	Police and Crime Commissioner						£77,256		CIL / Public Funding		
Policing	ANPR (Fixed with infrastructure)	Worthing. The impacts of the proposed quantum of development in the	Police and Crime Commissioner						£184,579		CIL / Public Funding	\vdash	
Policing	ANPR (Fixed no infrastructure)	borough is so 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	Police and Crime Commissioner	1					TBC		CIL / Public Funding		
Policing		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		
Policing	ANPR (mobile)	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						£70,000		CIL / Public Funding		
WASTE WATER CAPACITY													
Waste Water Capacity	Goring - Ferring Gap - layout will require consideration to avoid building over existing infrastructure. Connection will be required at the nearest point of capacity.	No adequate capacity	Southern Water										
Waste Water Capacity	Chatsmore Farm - layout will require consideration to avoid building over existing infrastructure. Connection will be required at the nearest point of capacity.	No adequate capacity	Southern Water										
PHYSICAL INFRASTRUCTU													
TRANSPORT - LOCAL ROA				_		_							
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 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.	WSCC in close liaison with WBC / Highways England		Critical								
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 roundabout is proposed to resolve the forecast queueing and delay identified.	WSCC in close liaison with WBC / Highways England										
Road Safety	Reducing speed limits / Rumble Strips / Vehicle Activated Signs / Warning Signs / Road Markings or Cycle Lane at the following locations: A259 / a2032 / Titnore Land roundabout, A2032 / Yeoman Road / Palatine Road roundabout and A2032 / Durrington Lane / The Boulevard roundabout	The Worthing Local Plan Transport Assessment (2018) has identified a 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.	WSCC in close liaison with WBC / Highways England		Critical								
Road Safety	Road markings indicating the road number and destination of each lane at the A2032 / Offington Lane singnalised junction.	The Worthing Local Plan Transport Assessment (2018) 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. This would prevent confusion during the suddent change from one lane to three lanes.	WSCC in close liaison with WBC / Highways England										
Road Safety	Clearer signage and road markings at A259 / Goring Way roundabout.	The Worthing Local Plan Transport Assessment (2018) has identified that the AZ59 / 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 useful for drivers and pedestrians while trying to navigate the roundabout.	WSCC in close liaison with WBC / Highways England										
Road Safety	Traffic calming measures such as speed cushions / speed tables / pelican crossing at the B2223 between Sompting Road and Dominion Way.	The Worthing Local Plan Transport Assessment (2018) states that the B2223 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 traffic and reduce risk of accidents.											
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 and travel planning.	WSCC in close liaison with WBC										

Comment of the commen										 	_	
Part		rel Information Packs	Welcome Pack. Make informed choices about how they choose to travel to and from the development. The same could also be	WSCC in close liaison with WBC								
Section 1 Sectio		Share and Car Club Membership	enable people who live or work in the county to car share for commuting and other journeys. It is free to join and matches drivers									
The state of the s		sonalised Journey Planning	provide if it is financially viable for them to appoint a Travel Plan Coordinator. Prepare a Travel Planer for that resident free of	WSCC in close liaison with WBC								
### Address of the first of the	LKING & CYCLING											
### Address of the first of the	king & Cyoling Now Ir	Infrastructure, the existing walking / evaling network has some arous of	The introduction of new development brings on experturity to	M/SCC in close linings with M/DC		1	T		1	 •		<u> </u>
Section of the control of the contro	limited parks; could to f share consider the considering the considering the considering the control of the con	ed provision and is missing links to and between Railway Stations, schools, is and green space and Worthing Town Centre. Provision along existing routes de benefit from additional advisory or mandatory cycle lanes, further provision hared use footway / cycleways, improved signage, reduced roadside clutter, sideration of current parking provision and general urban realm and ronmental improvement. Some of the larger proposed Local Plan sites are ated towards the edge of Worthing urban area and further sustainable travel will support sustainable travel potential of these sites.	consider the further development of walking and cycling networks to improve wider sustainable transport provision to serve the new development and existing residents alike.	WOOC III diuse ilaisuli wiili WEC								
College & Control College (Control College) (Con	level, z and ar west li well as Statior busine and D	II, a number of potential priority routes and schemes. These include: new links arterial connections, including Loose Lane Link which will provide an east- t link north of East Worthing railway station to industrial estates and schools as as Worthing and Lancing Route improvements to improve Worthing Central ion access; quiet routes including locations in East Worthing to connect and nesses and schools, leisure routes including A24 cycle route north of Worthing 'Dutch Grid' style of infrastructure, where primary cycle paths are not more	natural choice for shorter journeys and sets out priorities for investment in infrastruculer improvements. The strategy complements the Governments's Cycling and Walking Investment Strategy (2017).	WSCC in close liaison with WBC								
Single System Single	xing and Cycling Adur a	r and Worthing Local Cycling and Walking Infrastructure Plan (emerging)	complement the WSCC Walking and Cycling Strategy (see above). Local priorities for investment in infrastructure improvements in	WSCC in close liaison with WBC								
And the Control of the Control of	king & Cycling Cycle	le to Work Scheme		WSCC in close liaison with WBC								
Monthly State and State Square International Control of the State of Control of State Square International C	king & Cycling Enviro	ironment & Green Infrastructure - Walking / Cycling Corridors	within Worthing that link with wider strategically important corridors such as Monarch's Way and the South Downs Way. Established walking and cycling corridors will help to support sustainable trave 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									
Protection Producting a now promonance. Proceeding flower processes and operation of two motors and processes and processes and operation of two motors and processes and processes and operation of two motors and processes and processes and operation of two motors and processes	king & Cycling Enviro	ironment & Green Infrastructure - Electric Vehicle Charging Infrastructure	development brings the potential to improve this position as the trend for Electric Vehicles is on a significant increase. Shared charging infrastrucure can be introduced within new residential or employment development with designated parking bays. Standard provision could be supplmented by the infrastructure to roll out									
Packing Novertine Road Space Audit (emerging) To assess courter packing provisions and speaked on a free storage of an appeal of the packing controlled grading gradin			Redevelopment scheme of Worthing's seafront.	WBC	WSCC							
Packing Novertine Road Space Audit (emerging) To assess courter packing provisions and speaked on a free storage of an appeal of the packing controlled grading gradin	PKING											
Parking Worthing Town Centre Phating Study (emerging) Couling at demand and capacity of car parking in Worthing in Study Oblight Study (emerging) Parking Review of High Street and Buckingham Multi-Storey Carl Planta (emerging) Review of High Street and Buckingham Multi-Storey Carl Planta (emerging) Review of High Street and Buckingham Multi-Storey Carl Planta (emerging) Parking P	NA/	thing Road Space Audit (emerging)	parking, including controlled parking zones and identify options for		Т							Т
Parking Review of High Street and Buckingham Multi-Storey Carr Parks (emerging) Review of High Street and Buckingham Multi-Storey Carr Parks (emerging) Parking Count discount in review in the local parks of protection of the carr bucking of statements of control to the carr bucking of statement of control traces in the control between the state statement of the carr bucking and statement of control traces in the control between the carr bucking and statement of control traces in the control between the carr bucking and statement of control traces in the control between the carr bucking and statement of control traces in the control between the carr bucking and statement of control traces in the carr bucking and statement of control traces in the carr bucking and statement of control traces in the carr bucking and statement of control traces in the carr bucking and statement of control traces in the carr bucking and statement of control traces in the carr bucking and statement of control traces in the carries of the carry bucking and statement of control traces in the carry bucking and statement of control traces in the carry bucking and statement of control traces in the carry bucking and statement of control traces in the carry bucking and statement of control traces in the carry bucking and statement of control traces in the carry bucking and statement of control traces in the carry bucking and statement of control traces in the carry bucking and statement of control traces in the carry bucking and statement of control traces in the carry bucking and statement of control traces in the carry bucking and traces in the carry bucking	sina Worthi	thing Town Centre Parking Study (emerging)		Worthing Borough Council				<u> </u>				
study looks at a range of option for increases the capacity of High Street MSCP proposes an option to correct the Configuration of the			of planned town centre developments on major sites.									
public reals in Morthage Place being phase 1. The rears for focused improvements area for focused improvements are and Mortague Street; Portland Street; South Street; Cough Street; Portland Street; South Street; Cough and station / Teville Gate area. Comment	ing Review	iew of High Street and Buckingham Multi-Storey Car Parks (emerging)	study looks at a range of options for improving both. It also proposes an option to increase 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									
Potential GI & Mitigation (Landscape) Landscape & Ecology Study of Greenfield Sites, November 2015 Potential GI & Mitigation (Landscape) Landscape & Bankain undeveloped landscape as part of effective separate between Goring-by-Ecology Study of Greenfield Sites, November 2015 Potential GI & Mitigation (Landscape) Landscape & Maintain and enhance internal boundary hedges and trees to Zone B, whilst Ecology Study of Greenfield Maintain and enhance internal boundary hedges and trees to Zone B, whilst maintaining open		lic Realm Improvements (emerging)	public realm in Worthing Town Centre. This is badged as phase 2 with changes to 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	Worthing Borough Council & West Sussex County Council								
Potential GI & Mitigation (Landscape) Landscape & Ecology Study of Greenfield Sites, November 2015 Potential GI & Mitigation (Landscape) Landscape & Ecology Study of Greenfield Sites, November 2015 Potential GI & Mitigation (Landscape) Landscape & Ecology Study of Greenfield Sites, November 2015 Potential GI & Mitigation (Landscape) Landscape & Ecology Study of Greenfield Potential GI & Mitigation (Landscape) Landscape & Ecology Study of Greenfield Developer Developer Developer Developer Developer Developer Developer												
(Landscape) Landscape & Ecology Study of Greenfield Sites, November 2015 Sea and Ferring, maintaining visual link uninterrupted by development between the coastline and the South Downs National Park. Developer	DOOAF E											
(Landscape) Landscape & Maintain and enhance internal boundary hedges and trees to Zone B, whilst Ecology Study of Greenfield maintaining open	dscape) Landscape & Mainta ogy Study of Greenfield Sea ar	ntain undeveloped landscape as part of effective separate between Goring-by- and Ferring, maintaining visual link uninterrupted by development between the	3	Developer								
	dscape) Landscape & Mainta logy Study of Greenfield mainta s, November 2015	ntain and enhance internal boundary hedges and trees to Zone B, whilst ntaining open		Developer								
Potential GI & Mitigation (Landscape) Landscape & Ecology Study of Greenfield Sites, November 2015 Developer Developer Developer	dscape) Landscape & Protection Protection Output Description Protection Output Description Description			Developer								

Potential GI & Mitigation (Ecology) Landscape & Ecology Study of Greenfield Sites, November 2015	A) Goring - Ferring Gap Iocal value should be retained and where appropriate enhanced through management and complimentary habitat creation. Ways in which this could be achieved include: Enhancement of the existing pond though appropriate management and planting. This could include measure such as desilting, removal of debris from within the pond, removal/coppicing of shading vegetation, and establishment of aquatic and marginal plant species within the water and around the pond's margins; Establishment of species-rich scrub, rough and meadow grassland along woodland edges to create 'ecotone' habitats noted for their ability to support a high diversity of species, Strengthening of the wildlife corridor network through appropriate management and complimentary planting to enhance existing features, and creation of new linear semi-natural habitats such as species-rich hedgerows and treelines. This could include new scrub and tree planting along the western site boundary. Creation of a range of habitats with high wildlife interest within areas of public open space such as species-rich grassland, native scrub, hedgerows, woodland and wetlands. Creation of new opportunities for roosting bats and nesting birds through provision of bird and bat boxes on existing trees and new buildings. Use 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.		Developer											
Potential GI & Mitigation (Landscape) Landscape & Ecology Study of Greenfield Sites, November 2015	5) Chatsmore Farm (Zone A) Maintain undeveloped landscape as part of effective separation between Goring-by-Sea and Ferring, and break in settlement when viewed from the north		Developer											
Potential GI & Mitigation (Landscape) Landscape & Ecology Study of Greenfield Sites, November 2015	5) Chatsmore Farm (Zone A) Finance fiparian vegetation along Ferring Rife, without effecting openness of the main views		Developer											
Potential GI & Mitigation (Landscape) Landscape & Ecology Study of Greenfield Sites, November 2015	Chatsmore Farm (Zone A) Strengthen boundary vegetation, in particular along the A259 road, without damaging the the main open view		Developer											
Potential GI & Mitigation (Landscape) Landscape & Ecology Study of Greenfield Sites, November 2015	Chatsmore Farm (Zone A) Potential to plant new woodland tree belt to form robust vegetated edge to settlement, and replace or provide new public footpath to edge of settlement to maintain views to the National Park, if Zone B of the site is developed.		Developer											\Box
Potential GI & Mitigation (Ecology) Landscape & Ecology Study of Greenfield Sites, November 2015	5) Chatsmore Farm (Zone A) Features of local and district value should be retained and where appropriate enhanced through management and complimentary habitat creation. Ways in which this could be achieved include: Enhancement of the Ferring Rife corridor through bank reprofiling, creation of side channels and backwaters, management of scrub to reduce overshading, provision of complimentary native scrub, tree and hedgerow planting, marginal and aquatic planting, and management of non-native invasive species. - Enhancement of wildlife corridors through appropriate management and complimentary planting to improve existing features, and creation of new linear semi-natural habitats such as species-rich hedgerows and treelines Creation of a range of habitats with high wildlife interest within areas of public open space such as species-rich grassland, native scrub, hedgerows, woodland and wetlands. - Creation of new opportunities for roosting bats and nesting birds through provision of bird and bat boxes on existing trees and new buildings. - Use 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.		Developer											
Potential Green Infrastructure Proposals (Review of Low Suitability Sites, March 2017)	5) Chatsmore Farm (Zone B & C) Incorporate belt of woodland planting to extend the existing tree group to obscure potential development to the south. Plant hedge and trees along potential eastern extent of development to limit future potential views of housing from the easr across the gap to Worthing. Retain open space across the gap to Worthing, and allowing visual link across the site from the Highdown Hill to the open space associated with the school to the south of the railway. Provide alternative footpath link to the north of the potential development area thereby maintaining views of Highdwon Hill to the north.		Developer											
GREEN CORRIDORS & WATERWAYS														
Teville Stream	Restoration of the Teville Stream though re-routing it away from its culverted course and across Sompting Brooks. Including the construction of a series of silt traps to collect polluted sediment. Wide range of public engagement around the water environment and keeping it clean within urban environments. New river channel to be opened to the public via a new access path and river trail with wildlife viewing areas etc.	The Teville Stream is a heavily modified waterbody classified as bad under the WFD, it fails on multiple mitigation measures and biological element failures (fish, DO, PH and Zinc). Its headwaters spring from the downs just South of the A27 and it flows through and around Worthing and into the sea via an outfall pipe at Brooklands lake. The stream is impacted by urbanisation, is too wide, too deep and has been moved several times to accommodate infrastructure. It acts as a drainage channel for run off from the A27, East Worthing and parts of Lancing which contains multiple contaminants which are having a devastating impact on water quality and biodiversity. Additional provision of public open space fitting with AWC aims and objectives. Project will create community cohesion and will facilitate health (physical and mental) benefits associated with natural space accessible by foot.	OART	Sompting Estate Trust, Environment Agency	Desirable. Provision of largest area of open greenspace south of the AZ7. Provides resilience to Brooklands Lake work reducing future maintenance. Provides cleaner, more resilient blue and green infrastructure. Meets criteria in AWC Open Spaces Assessment. Raies community awareness and provides future proofing of this valuable strategic gap against additional development. With proposed expansion of population through increased development the provision of accessible high quality greenspace is an important aspect of ensuring community cohesion and a sense of place within a heavilt urbanised environment.		for Heritage Lottery Funding. Detailed designs due for completion in Janaury 2018 and	Project to commence in September 2018 with capital works to be delivered in summer 2019. Overall project to finish in September 2021 following period of monitoring and public engagement activities.	£1.05m		2	HLF Environment Agency Sompting Parish Council, OART, South Downs National Park, Rampion Offshore Wind Ltd	£54,000	