Residential - Edge of 1	Town: North West Worthing													
6) Caravan Club, Titnore V	Way - Developer Capacity = 75 units - Realistic Capacity = 75 units													
) West of Fulbeck Avenue	e - Developer Capacity = 40 units - Realistic Capacity = 40 units													
3) North of West Durringto	n - Developer Capacity = 240 units - Realistic Capacity = 240 units													
) Land East of Titnore La	ne - Developer Capacity = 126 units - Realistic Capacity = 80 units			-										
Please note that a windfa	ıll allowance / extant planning permissions figure of 2,967 residential units have been identified for th	ne Borough		-										
		•												
Total Residential - Develop	per Capacity = 481 units - Realistic Capacity = 435 units													
Scheme / Project Name	Scheme description including location	Reason for improvement	Delivery Lead	Delivery	Importance to the Local Plan / Prioritisation		Status of scheme as at 17 / 18	Delivery time / phasing (Cost		Funding		Risk /	Notes
				Partner(s)			and commitment						Contingency	
					Critical (C) Essential (E) Desirable (D)	Requires further		l t	stimated otal Cost	Cost reference	Estimated I funding	Funding sources Funding gap		
SOCIAL INFRASTRUCTUR	<u>IE</u>					information					available			
HEALTH														
mprovements to Primary	Provision of additional Primary Care healthcare facilities at 1 or more GP surgeries according to patient	Required to meet demand arising from development	NHS Coastal West Sussex CCG	NHS England	Critical (C)		New schemes	Phasing will depend on	508,399	NHS health	508,399	Developer contribution 0		
Care healthcare facilities	choice							housing delivery		tariff				i
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	Police and Crime Commissioner											i
Policing		a level consistent with the current policing of Worthing.							£222,641			CIL / Public Funding		ı
	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	Police and Crime Commissioner											·
		a level consistent with the current policing of Worthing.												ı
Policing	Re-provide / relocate Centenary House	The impacts of the proposed quantum of development in the borough is	Police and Crime Commissioner					+	£34,606			CIL / Public Funding		<u> </u>
		so significant that they cannot be met without additional staff deployed at a level consistent with the current policing of Worthing.						1						í
Policing	Extension adaption of Chatsworth Road (Worthing Police Station)	The impacts of the proposed quantum of development in the borough is	Police and Crime Commissioner	<u> </u>		ļ	1		£540,792			CIL / Public Funding		
	Constant suspinor of origination in road (Wolfalling Folice station)	In e impacts or the proposed quantum or 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.	, sac and onine commissioner					1						í
Policing	Education about the ACO was Paller U.S.		Date and Original Committee Committe						£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	Police and Crime Commissioner											i
Policing		a level consistent with the current policing of Worthing.							£77,256			CIL / Public Funding		
	Vehicles	The impacts of the proposed quantum of development in the borough is so significant that they cannot be met without additional staff deployed at	Police and Crime Commissioner											ı
Policing		a level consistent with the current policing of Worthing.							£184,579			CIL / Public Funding		ı
	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	Police and Crime Commissioner						2101,010					
		a level consistent with the current policing of Worthing.												ı
Policing	ANPR (Fixed no infrastructure)	The impacts of the proposed quantum of development in the borough is	Police and Crime Commissioner						TBC		-	CIL / Public Funding		
		so significant that they cannot be met without additional staff deployed at a level consistent with the current policing of Worthing.												ı
Policing									TBC		(CIL / Public Funding		ь—
	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	Police and Crime Commissioner											ı
Policing		a level consistent with the current policing of Worthing.							£70,000		C	CIL / Public Funding		
PHYSICAL INFRASTRUCT														
RANSPORT - LOCAL NE	Re-design of A259 / A2032 Roundabout	The Worthing Local Plan Transport Assessment (2018) has identified that	West Sussay County Council	Worthing		1	T							
	No-design of A255 / A2552 (Volitabbod)	the junction of A259 / A2032 would be operating over capacity in the	West dussex dounty dounds	Borough Council /										ı
		forecast year scenario with the inclusion of the Worthing Local Plan developments. A re-design of the roundabout is proposed to		Highways England										ı
A259 / A2032 Roundabout		accommodate the additional flow provided by the Worthing Local Plan developments.		Liigianu	Critical									ı
A2032 / The Boulevard / Durrington Lane		The Worthing Local Plan Transport Assessment (2018) has illustrated an emerging capacity issue at this junction. The proposed improvement to	West Sussex County Council	Worthing Borough										1
Roundabout		this roundabout is proposed to resolve the forecast queueing and delay identified.		Council / Highways										ı
Road Safety	Reducing speed limits / Rumble Strips / Vehicle Activated Signs / Warning Signs / Road Markings or Cycle	The Worthing Local Plan Transport Assessment (2018) has identified a	West Sussex County Council	England Worthing	Critical									
	Lane at the following locations: A259 / a2032 / Titnore Land roundabout, A2032 / Yeoman Road / Palatine	number of notable existing collision cluster locations. Reducing speed should be a priority at these locations and there are several mitigation	,	Borough Council /										ı
		measures on the approach to the roundabouts that may be appropriate for this.		Highways England										ı
Road Safety	Road markings indicating the road number and destination of each lane at the A2032 / Offington Lane	The Worthing Local Plan Transport Assessment (2018) has identified that	West Sussey County Council											
toau Salety	singnalised junction.	there has been a series of accidents on the eastbound and westbound A2032 approaches that could be made less likely by using improved road	West Sussex County Council	Worthing Borough										ı
		markings. This would prevent confusion during the suddent change from		Council / Highways										ı
2		one lane to three lanes.		England										
Road Safety	Clearer signage and road markings at A259 / Goring Way roundabout.	The Worthing Local Plan Transport Assessment (2018) has identified that the A259 / Goring Way roundabout and its immediate vicinity have a	West Sussex County Council	Worthing Borough										i
		potentially confusing layout, with several minor service roads leading to shops, a filing station and other businesses. Clearer signage and road		Council / Highways										ı
		markings would be useful for drivers and pedestrians while trying to navigate the roundabout.		England										ı
Road Safety	Traffic calming measures such as speed cushions / speed tables / pelican crossing at the B2223 between	The Worthing Local Plan Transport Assessment (2018) states that the	West Sussex County Council	Worthing										
	Sompting Road and Dominion Way.	B2223 between Sompting Road and Dominion Way is a congested road with eight junctions over a short distance as well as multiple driveways	,	Borough Council /										ı
		and parked vehicles along most of the road. Traffic calming measures would slow down traffic and reduce risk of accidents.		Highways England										ı
														ı
Sustainable Transport Measures	Travel Plan Networking	Travel Plan networks can help employers promote sustainable communiting and business travel, and reduce parking pressures at their	West Sussex County Council	Worthing Borough										i
		sites. Discounts can be provided on Southern Rail network, discounted bus tickeys, bike loans and travel planning.		Council										ı
		, , , , , , , , , , , , , , , , , , ,						1						í
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	West Sussex County Council	Worthing Borough										1
		from the development. The same could also be provided to all retail occupiers for distribution to their staff.		Council				1						í
								1						í
Sustainable Transport Measures	Car Share and Car Club Membership	The West Sussex Carshare scheme has been set up by WSCC to enable people who live or work in the county to car share for commuting and	West Sussex County Council	Worthing Borough										
		other journeys. It is free to join and matches drivers with passengers to		Council				1						í
		share journeys to and from work.						1						í
	Personalised Journey Planning	Personalised Travel Planning is a service that Local Authorities can	West Sussex County Council	Worthing				+						
Measures		provide if it is financially viable for them to appoint a Travel Plan Coordinator. Prepare a Travel Planer for that resident free of charge.		Borough Council				1						í
VALKING & CYCLING		ļ	ļ	<u> </u>	<u> </u>	ļ	Ļ				L			

				_		 	 _				
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 green space and Worthing Town Centre. Provision along existing routes could benefit from additional advisory or mandatory cycle lanes, further provision of shared use footway / cycleways, improved signage, reduced tradside clutter, consideration of current parking provision and general urban realm and environmental improvement. Some of the larger	The introduction of new development brings an opportunity to consider the further development of walking and cycling networks to improve wider sustainable transport provision to serve the new development and existing residents alike.	·	Worthing Borough Council							
Wallian and Outline	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.		War O and O and O	West							
Walking and Cycling	West Sussex Walking and Cycling Strategy (2016 - 2026) has identified, at a hight 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 - 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 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.	Governments's Cycling and Walking Investment Strategy (2017).		Worthing Borough Council							
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 WSCC Walking and Cycling Strategy (see above). Local priorities for investment in infrastructure improvements in Adur and Worthing will be identified.		Worthing Borough 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.	West Sussex County Council	Worthing Borough							\exists
Walking & Cycling	Environment & Green Infrastructure - Walking / Cycling Corridors	There are a number of established walking and cycling corridors within	West Sussex County Council	Council Worthing							\dashv
		Worthing that link with wider strategically important corridors such as Monarch's Way and the South Downs Way. Established walking and cycling 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.		Borough Council							
Walking & Cycling	Environment & Green Infrastructure - Electric Vehicle Charging Infrastructure	There are limited charging points in Worthing and new 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 supplimented by the infrastructure to roll out further installation to match future demand.	West Sussex County Council	Worthing Borough Council							
Walking	Seafront Investment Plan 2018 - aims to improve pedestrian comfort levels by introducing a new promenade.	Redevelopment scheme of Worthing's seafront.	Worthing Borough Council	West Sussex							
PARKING				County Counci	11				<u> </u>		
Parking	Worthing Road Space Audit (emerging)	To assses current parking provision and operation of 'on street' parking, including controlled parking zones and identify options for provisions going forward.	West Sussex County Council	Worthing Borough Council							
Parking	Worthing Town Centre Parking Study (emerging)	Looking at demand and capacity of car parking in Worthing in light of planned town centre developments on major sites.	Worthing Borough Council	West Sussex							
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 the capacity of High Street MSCP through building in front of /	Worthing Borough Council	County Counci	ii						
		of his scale reteroprinent or line can pair. To provide a possible 273 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).		West Sussex County Counci							
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 change 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 Road) and station / Teville Gate No.									
WASTE WATER CAPAC		way to roundabout with reville Road) and station / reville Gate area.		West Sussex County Counci	il d						
Waste Water Capacity	North of West Durrington - layout will require consideration to avoid building over existing infrastructure.	No adequate capacity	Southern Water	T				<u> </u>	<u> </u>	ı	
Waste Water Capacity	Connection will be required at the nearest point of capacity. Land East of Titnore Lane - if higher level of development is achieved, connection will be required at the	No adequate capacity	Southern Water								
	nearest point of capacity.	по авециате сарасну	Soutien water								
GREEN INFRASTRUCTI	<u>URE</u>										
LANDSCAPE				_							
Potential GI & Mitigation (Landscape) Landscape & Ecology Study of Greenfield Sites, Novemb 2015	6) Caravan Club, Titnore Way Retain and enhance boundary vegetation, to maintain self-containment, and limit views of the site locally and from the National Park.		Developer								
Ecology Study of Greenfield Sites, Novemb	& Maintain approximately 15m stand-off to ancient woodland.		Developer								
2015 Potential GI & Mitigation	6) Caravan Club, Titnore Way		Developer								_
(Landscape) Landscape & Ecology Study of Greenfield Sites, Novemb 2015	& Maintain open space buffer to lake.										
Potential GI & Mitigation (Landscape) Landscape & Ecology Study of Greenfield Sites, Novemb 2015	6) Caravan Club, Titnore Way Incorporate & internal tree groups into open space design.		Developer								
Potential GI & Mitigation (Ecology) Landscape & Ecology Study of Greenfield Sites, Novemb 2015	Titnore & Goring Woods Complex SNCI bordering the site to the north and west through the maintenance of se suitable vegetated buffers, connective habitat with the wider, and implementation of measures to minimise potential adverse indirect effects of development including artificial lighting and recreational pressure. Furthermore, development should also seek to retain features of local value within the site and where appropriate enhance these features and the wider site through management and complimentary habitat creation. Ways in which this could be achieved include: - Establishing new native trees, species-rich scrub, rough and meadow grassland along SNCV Ancient Woodland buffers to create 'ecotone' habitats noted for their ability to support a high diversity of species; - Strengthening of the wildlife cortion retwork through appropriate management and complimentary planting to enhance existing features, and creation of new linear semin-atural 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 and hedgerows. - Creation of wetland habitats such as ponds and swales in conjunction with SuDS proposals. - Creation of new opportunities for roosing bats and nesting birds through provision of bird and bat boxes on existing trees and new buildings.		Developer								
	possible these should be sourced from stock of local provenance. - Prioritising the use of plants which benefit native wildlife within formal landscaping schemes, including necta and pollen-rich and fruit- and nut-producing species.										
Potential GI & Mitigation (Landscape) Landscape & Ecology Study of Greenfield Sites, Novemb 2015	Prioritising the use of plants which benefit native wildlife within formal landscaping schemes, including nectal and pollen-rich and fruit- and nut-producing species. 7) West of Fulbeck Avenue & Retain and enhance northern area of woodland as a feature between the site and the West Durrington Allocation, and to limit views of the site from the National Park to the north.		Developer								
(Landscape) Landscape & Ecology Study of Greenfield Sites, Novemb 2015 Potential GI & Mitigation	Prioritising the use of plants which benefit native wildlife within formal landscaping schemes, including nectal and pollen-rich and fruit- and nut-producing species. 7) West of Fulbeck Avenue Retain and enhance northern area of woodland as a feature between the site and the West Durrington Allocation, and to limit views of the site from the National Park to the north. 7) West of Fulbeck Avenue Incorporate watercourse within open space design.		Developer								

Potential GI & Mitigation (Landscape) Landscape & Ecology Study of Greenfield Sites, November 2015	7) West of Fulbreck Avenue Enhance boundary vegetation.	Developer				
Potential GI & Mitigation (Landscape) Landscape & Ecology Study of Greenfield Sites, November	7) West of Fulbreck Avenue Maintain buffer to lake.	Developer				
2015 Potential GI & Mitigation (Ecology) Landscape & Ecology Study of Greenfield Sites, November 2015	7) West of Fulbeck Avenue Any development proposals at the site should seek to maintain the integrity of habitats associated with non- statutory designated areas bordering the site to the north-west, through the maintenance of suitable vegetated buffers and implementation of measures to minimise potential adverse indirect effects of development including artificial lighting and recreational pressure. Furthermore, development should also seek to retain features of local value within the site and where appropriate enhance these features and the wider site through management and complimentary habitat creation. Opportunities for widiffe provided by habitats of site value lost through development should be replaced through provision of new and enhanced opportunities elsewhere within the site. Ways in which this could be achieved include: - Establishing new native trees, species-rich scrub, rough and species-rich meadow grassland along SNCI buffers to create 'ecotone' habitats noted for their ability to support a high diversity of species; - Retention and sensitive management of northern area of scrub to maximise its value for wildlife and maintain ecotone' habitats to complement the adjacent SNCI; - Strengthening of the wildlife corridor network through appropriate management of boundary scrub, complimentary planting to enhance existing features, and creation of new linear seminatural 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 prassland, native scrub, trees and hedgerows Creation of wetland habitats such as ponds and swales in conjunction with SuDS proposals Creation of wetland habitats such as ponds and swales in conjunction with SuDS proposals Creation of wetland habitats such as ponds and swales in conjunction with SuDS proposals Creation of wetland habitats such as ponds and swales in conjunction with SuDS proposals Creation of wetland habitats such as ponds and sesti	Developer				
(Landscape) Landscape & Ecology Study of	North of West Durrington Retain fleid/lopen space to the west as part of continuum of undeveloped countryside visible between Highdwom Hill and the South Downs National Park to the north, and as a buffer to Castle Goring and the National Park.	Developer				
Potential GI & Mitigation (Landscape) Landscape & Ecology Study of Greenfield Sites, November 2015	8) North of West Durrington Plant new hedgerow and groups of trees between western and central parts of the site to form new settlement edge.	Developer				
(Landscape) Landscape &	North of West Durrington Strengthen planting along boundary with A27, whilst maintaining intervisibility with the National Park and Highdown Hill from the main body of Zone A	Developer				
(Landscape) Landscape & Ecology Study of Greenfield Sites, November 2015	8) North of West Durrington Retain and enhance boundary vegetation within eastern part of the site.	 Developer				
Potential GI & Mitigation (Ecology) Landscape & Ecology Study of Greenfield Sites, November 2015	8) North of West Durrington Any development proposals for 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: - Management to enhance the value of the existing pond including measures such as clearance of sit, wigs and leaf litter from within the pond, reduction of shading vegetation and establishment of aquatic and marginal plant species within the water and around the pond margins. - Enhancement of existing hedgerows/linear scrub habitats along field boundaries through selective clearance of Bramble, frilling 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 wildfile interest within areas of public open space such as species-rich grassland, native scrub and tree planting. - Creation of new wetland habitats such as ponds, swales and reedbeds in conjunction with SuDS proposals. - Creation of new wetland habitats such as ponds, swales and reedbeds in conjunction with SuDS proposals. - Creation of new 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)	8) North of West Durrington bet of woodland planting to obscure potential development from the rural landscape to the south-east and provide part of a robust buffer to the Castle Goring conservation area and the National Park. The tree belt should be located along a logical alignment within the existing field boundary network, connecting with existing tree groups to the north and south. The alignment shown would also allow sufficient open space to be retained to the west of the tree belt, in order to retain a continuum of rural open space, adjacent to the conservation area and National Park. Renew hedge and trees within the western portion of site 8 to limit adverse visual effect on the Castle Goring conservation area. Retain open space within the western part of site 8 to maintain an open undeveloped setting to the conservation area and National Park, and retain a continuum of rural open space and visual link of undeveloped fields across the site from the Highdown Hill to the National Park to the north. - Maintain public footpath link across the site.	Developer				
Potential Green Infrastructure & Mitigation (Landscape) (Addendum, March 2017)	9) Land East of Titnore Lane Identify and maintain suitable stand-off from development to the ancient woodland.	Developer				
Infrastructure & Mitigation	9) Land East of Titnore Lane Retain and enhance western boundary vegetation to maintain/enhance visual screening from Titnore Lane along the edge of the National Park.	Developer				
Potential Green Infrastructure & Mitigation (Landscape) (Addendum, March 2017)	9) Land East of Titnore Lane Retain and protect existing central tree belt, and boundary tree line within the eastern part of the site	 Developer				
(Landscape) (Addendum, March 2017)		Developer				
Potential Green Infrastructure & Mitigation (Ecology) (Addendum, March 2017)	9) Land East of Tithore Lane Any development proposals for the site should seek to avoid direct loss of habitats associated with the Tithore & Goring Woods Complex SNCI within and bordering the site, and maintain the integrity of these habitats through the maintenance of suitable vegetated buffers, habitat linkages, and implementation of measures to minimise potential adverse indirect effects of development including artificial lighting and recreational pressure.	Developer				

Potential Green	9) Land East of Titnore Lane		Developer							
Infrastructure & Mitigation	Any development proposals at the site should seek to retain features of local value and where		Develope							
(Ecology) (Addendum,	appropriate enhance these features and the wider site through management and complimentary									
March 2017)	appropriate ennance these reatures and the wider site through management and complimentary habitat creation. Ways in which this could be achieved include:									
March 2017)	- Establishment of new native trees, species-rich scrub, rough and meadow grassland along SNCI/									
	Ancient Woodland buffers to create 'ecotone' habitats noted for their ability to support a high									
l	diversity of species.									
i	- Enhancement of SNCI woodland and grassland habitats through sensitive management, control									
l	of non-native/ invasive species and creation of complimentary habitats where appropriate.									
l	- 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 currently									
i	comprising arable land of negligible interest for wildlife, such as species-rich grassland, native									
l	scrub and hedgerows.									
l	- Creation of new wetland habitats such as ponds, swales, ditches and reedbeds in conjunction									
İ	with SuDS proposals.									
i	- Creation of new opportunities for roosting bats and nesting birds through provision of bird and bat									
1	boxes on existing trees and new buildings.									
l	- 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.									
1	- Prioritising the use of plants which benefit native wildlife within formal landscaping schemes,									
1	including nectar- and pollen-rich and fruit- and nut-producing species.									
GREEN CORRIDORS & W	VATERWAYS									
Teville Stream	Restoration of the Teville Stream though re-routing it away from its culverted course and across Sompting	The Teville Stream is a heavily modified waterbody classified as bad under	OART	Sompting	Desirable. Provision of largest area of open greenspace	Scheme has planning permission	Project to commence in	£1.05m	£996,000 HLF Environment Agency £54,000	
	Brooks. Including the construction of a series of silt traps to collect polluted sediment. Wide range of public	the WFD, it fails on multiple mitigation measures and biological element		Sompting Estate Trust,	south of the A27. Provides resilience to Brooklands Lake	granted and is being worked into a	September 2018 with		Sompting Parish Council,	
	engagement around the water environment and keeping it clean within urban environments. New river	failures (fish, DO, PH and Zinc). Its headwaters spring from the downs		Environment	work reducing future maintenance. Provides cleaner,	full, second round application for			OART, South Downs	
	channel to be opened to the public via a new access path and river trail with wildlife viewing areas etc.	just South of the A27 and it flows through and around Worthing and into		Agency	more resilient blue and green infrastructure. Meets	Heritage Lottery Funding, Detailed	delivered in summer 2019.		National Park, Rampion	
		the sea via an outfall pipe at Brooklands lake. The stream is impacted by			criteria in AWC Open Spaces Assessment. Raies	designs due for completion in	Overall project to finish in		Offshore Wind Ltd	
		urbanisation, is too wide, too deep and has been moved several times to			community awareness and provides future proofing of	Janaury 2018 and public	September 2021 following		1	
		accommodate infrastructure. It acts as a drainage channel for run off from			this valuable strategic gap against additional	consultation is ongoing.	period of monitoring and		1	
		the A27, East Worthing and parts of Lancing which contains multiple			development. With proposed expansion of population		public engagement		1	
		contaminants which are having a devastating impact on water quality and			through increased development the provision of		activities.		1	
		biodiversity. Additional provision of public open space fitting with AWC			accessible high quality greenspace is an important			l	1	
		aims and objectives. Project will create community cohesion and will			aspect of ensuring community cohesion and a sense of			1	1	
		facilitate health (physical and mental) benefits associated with natural			place within a heavilt urbanised environment.			l	1	
İ		space accessible by foot.						1		
1								1		
	I .								<u> </u>	