



# WORTHING BOROUGH COUNCIL

**WORKING DRAFT**

**INFRASTRUCTURE DELIVERY PLAN – PART A: MAIN REPORT**

**Regulation 18**

**October 2018**



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# I. Introduction and Context

## Background

- 1.1 Worthing Borough Council is currently preparing a new Local Plan that will set out a long term spatial strategy to manage future development within the Borough, promote regeneration, protect the environment, deliver infrastructure and support vibrant healthy communities up to 2033. The Local Plan will also provide the broad policy framework to guide development decisions made on planning applications.
- 1.2 The Council has prepared this Infrastructure Delivery Plan (IDP) to ensure that the emerging Worthing Local Plan can be supported by necessary infrastructure provision. The delivery of the right levels and type of infrastructure is essential to support new homes, economic growth and to protect the environment. It is important to note that the IDP is a mechanism for identifying the future infrastructure requirements of development proposed as a result of the Worthing Local Plan. It does not address existing deficiencies in infrastructure provision which lies with the responsibility of the infrastructure provider.
- 1.3 The IDP has been prepared with the involvement of key infrastructure partners and service providers and draws together the latest evidence and information available to the Council.
- 1.4 This document is the 'second' IDP for Worthing and supersedes the IDP published in 2010 which was prepared to support the Worthing Core Strategy (2011). The IDP is a 'live' evidence base document that will be regularly reviewed and updated as the Local Plan progresses.
- 1.5 It is inevitable that timescales for delivering development and infrastructure will be subject to change due to both local and national factors. It is therefore necessary that the IDP is updated as and when appropriate to take into account of any up-to-date information regarding infrastructure delivery and the identification of any new infrastructure requirements.

## Purpose of the IDP

- 1.6 The primary purpose of the IDP is to provide an evidence base document to support the emerging Worthing Local Plan in meeting its vision and the relevant strategic objectives for infrastructure comprise with strategic objective 4 being key:
  - SO1** Deliver high quality new homes that best reflect the identified needs within the borough (in terms of size, type and tenure).
  - SO3** Improve accessibility to services, local centres and the town by sustainable modes of transport, reducing the need to travel by car.
  - SO4** **Ensure that there is sufficient infrastructure capacity to meet existing needs and the needs arising from new development.**

- SO13** Deliver high quality public realm and enhanced infrastructure to attract inward investment.
- SO14** Seek to improve the skills of the workforce and quality of the environment to encourage the creation of high value jobs by existing and new businesses.
- SO15** Protect, and where possible enhance, valued green spaces, stretches of undeveloped coastline, gaps between settlements and the quality of the natural environment.
- SO16** Improve the quality of the natural environment and public realm within the town centre and along the seafront.
- SO19** Ensure development mitigates the impact of, and helps the borough to adapt to, the effects of climate change, now and in the future.
- SO20** Provide an integrated, safe and sustainable transport system to improve air quality, reduce congestion and promote active travel.

1.7 The IDP provides a strategic overview of how and when key infrastructure will be required, highlighting schemes which may be required to unlock development, and providing the basis for supporting the delivery and implementation of the Worthing Local Plan. The IDP is also an infrastructure planning tool which can be used as a framework to guide decision-making on infrastructure delivery, including the future allocation of funds from the Community Infrastructure Levy.

1.8 The Infrastructure Delivery Plan will:

- Assess the baseline infrastructure capacity and needs in Worthing and to identify the lead organisations responsible for delivery, management and funding of infrastructure
- Identify the needs and costs of infrastructure arising as a result of development as detailed in the Worthing Local Plan
- Identify the funding sources, phasing, and responsibility for delivering of infrastructure and identify how the planning process can facilitate this
- Improve communication between infrastructure providers, other local organisations and Worthing Borough Council to align and co-ordinate deliver of infrastructure
- Provide evidence of infrastructure projects to be considered for prioritisation within the Council's Regulation 123 List and forthcoming Infrastructure Business Plan.

## Local Plan & IDP Preparation

### *Worthing Local Plan Preparation*

- 1.9 The existing Development Plan for Worthing is the Worthing Core Strategy which was adopted in 2011. The intention was that this document would help to guide development in the Borough until 2026.
- 1.10 However, since its adoption central government has changed the planning system which has had many implications for local authorities, particularly in how housing needs are addressed and cross boundary matters are considered. As a result, the Council has started work on preparing a new development plan, called the Worthing Local Plan, which will have a big influence on the Borough in the period up to 2033.
- 1.11 The first stage of consultation, the 'Issues and Options' stage was undertaken in 2016 when the Council sought views on how Worthing should grow and develop. The responses received helped to inform the drafting of this version of the Plan and the evidence that has been put in place to support it.
- 1.12 Local Plans must encompass the requirements of the Government's National Planning Policy Framework (NPPF), first published in 2012 and is a material consideration in planning decisions. The Government has since published the revised version of the NPPF in July 2018. Whilst the Local Plan has been drafted to meet the requirements of the NPPF (2012) and the now recently published NPPF (2018), it is acknowledged that further work will be required after this next stage of consultation to fully meet the new requirements set out within the revised Framework. To support the NPPF, the Government has published Planning Practice Guidance (PPG) which includes providing guidance on 'Local Plans' and 'Plan Making' which will need to be taken into account.

### *Infrastructure Delivery Plan Preparation*

- 1.13 Prior to the Issues and Options consultation, the Council commenced consultation with infrastructure providers in 2015 to identify the baseline position in relation to existing infrastructure capacity within the Borough. Following the Issues and Options consultation in 2016 and additional work being carried out on the evidence base, the Council is now in a clearer position as which potential sites are most likely to be allocated for development and their realistic residential units / employment floorspace capacity. Therefore, the Council has undertaken an up-to-date assessment with infrastructure providers to establish the latest up-to-date baseline position and to consider the highest likely levels of development to enable any critical infrastructure constraints to be identified. This work has resulted in the preparation of this document and has informed the Regulation 18 Draft Worthing Local Plan.

## Structure of this Document

- 1.14 This section (Section A) provides a brief introduction / overview of the IDP and identifies the current and future key challenges being faced by Worthing.
- 1.15 The main body of this document (Section B) comprise of ‘Position Statements’ which have been prepared in conjunction with infrastructure providers sets out the baseline infrastructure provision, capacity and needs within the borough and therefore have been informed by a review of existing strategies and investment plans prepared by infrastructure providers. The statements set out information on the following aspects:
- Lead organisation
  - Main sources of information
  - Existing provision
  - Planned provision
  - Sources of funding and costs
  - Key issues and dependencies
  - Summary and role of Local Plan and IDP
  - Further information
- 1.16 Section C sets out the ‘Infrastructure Delivery Schedules which identifies the needs and costs of infrastructure schemes (new infrastructure or upgrade existing infrastructure) arising as a result of development as detailed in the emerging Worthing Local Plan and how those schemes will be implemented. Section C also identifies how ‘critical’, ‘essential’ or ‘desirable’ each element of infrastructure has been classified according to its level of ‘priority’ which is defined as follows:

<b>Critical</b>	Physical constraint, the provision of infrastructure is required to enable new development to come forward within the Plan period.
<b>Essential</b>	Infrastructure that is needed to support new development, but the precise timing and phasing of it is less critical and development can commence ahead of its provision.
<b>Desirable</b>	Infrastructure is needed to build sustainable communities, but the timing and phasing of which is not critical over the Plan period.

- 1.17 The section also includes information on phasing, indicating when infrastructure will be required to be delivered as follows:

- Prior to development
- As part of development
- Alongside growth
- Lower priority

1.18 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.

1.19 Section C also sets out the total cost estimate for items of infrastructure expected to be required to accommodate growth proposals in the Local Plan.

## 2. Policy Context

### *National Planning Policy*

2.1 The National Planning Policy Framework, 2018 (NPPF) sets out at paragraph 17, for plan-making, that the development plan must include strategic policies to address each local planning authority's priorities for the development and use of land in its area.

2.2 Further to this, paragraph 20 of the NPPF sets out the following:

*Strategic policies should set out an overall strategy for the pattern, scale and quality of development, and make sufficient provision for:*

*a) housing (including affordable housing), employment, retail, leisure and other commercial development;*

*b) infrastructure for transport, telecommunications, security, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat);*

*c) community facilities (such as health, education and cultural infrastructure); and*

*d) conservation and enhancement of the natural, built and historic environment, including landscapes and green infrastructure, and planning measures to address climate change mitigation and adaptation.*

2.3 The NPPF is also clear that Plans should be shaped by early, proportionate and effective engagement between plan-makers and communities, local organisations, businesses, infrastructure providers and operators and statutory consultees;



- 2.4 The National Planning Practice Guidance (NPPG) provides guidance on plan-making and sets out that at an *early stage of the plan-making process strategic policy-making authorities will need to work alongside infrastructure providers, service delivery organisations, other strategic bodies such as Local Enterprise Partnerships, developers, landowners and site promoters. A collaborative approach is expected to be taken to identifying infrastructure deficits and requirements, and opportunities for addressing them. In doing so they will need to:*
- *assess the quality and capacity of infrastructure, and its ability to meet forecast demands. Where deficiencies are identified, policies should set out how those deficiencies will be addressed; and*
  - *take account of the need for strategic infrastructure, including nationally significant infrastructure, within their areas.*
- 2.5 It is recommended by the government, that when preparing a plan, Local Planning Authorities should use available evidence of infrastructure requirements to prepare an Infrastructure Funding Statement. This should set out the anticipated funding from developer contributions, and the choices local authorities have made about how these contributions will be used. At examination this can be used to demonstrate the delivery of infrastructure throughout the plan-period.

### *Sub-Regional Planning Context*

- 2.6 The Local Strategic Statement (LSS2) which has been produced by the Coastal West Sussex authorities together with Brighton & Hove provide the sub-regional context for delivering sustainable growth for the period 2015-2031. The LSS, which was signed off by the Strategic Planning Board in 2016, sets out the long term strategic objectives and spatial priorities for the coastal authorities to be addressed through a coordinated approach across the area in terms of planning and investment. It sets the following strategic objectives for the area:
- Delivering Sustainable Economic Growth - to promote regeneration in the coastal towns and support the employment needs of the area;
  - Meeting Strategic Housing Needs - by the constituent authorities working proactively together and with their partners to meet housing needs;
  - Investing in Infrastructure - to address deficits in capacity and to facilitate growth;
  - Managing Environmental Assets and Natural Resources - by managing growth, whilst at the same time protecting the designated ecological, and landscape assets.
- 2.7 LSS2 sets out a number of spatial priorities for the different parts of the sub-region. Spatial Priority 4 addresses Worthing and seeks to deliver infrastructure and transport improvements required to help stimulate and maximise investment opportunities in the town centre. Priorities include: regeneration of the seafront; improved levels of accessibility and connectivity; regeneration of key gateway sites; increased vitality of the town centre; and the delivery of new employment floorspace at Decoy Farm.

- 2.8 Since the publication of LLS2 the 'geography' has been extended and the West Sussex and Greater Brighton Strategic Planning Board now represents the local planning authorities of Adur, Arun, Brighton & Hove, Chichester, Crawley, Horsham, Lewes, Mid Sussex, Worthing, together with West Sussex County Council and the South Downs National Park Authority. The Board is currently in the early stages of preparing the third revision to the Local Strategic Statement (LSS3) and there is a clear commitment from all authorities to develop a statement that will develop a long-term and 'deliverable' strategy for the sub-region over the period 2030-2050. The work being undertaken will explore options for meeting the area's unmet needs for housing, employment and infrastructure. Whilst LSS3 will be a non-statutory strategic planning framework, it will influence all of the constituent Local Plans and will help to guide the future location and delivery of development across the sub-region.
- 2.9 The Strategic Planning Board maintains a close working relationship with the Coast to Capital Local Enterprise Partnership (LEP), particularly in relation to the LEP's priorities included in the Strategic Economic Plan. This is not only achieved through cross-representation on both the Board and Partnership but also in the joint working between officers from the local planning authorities and the Partnership's technical support groups. Similarly, there are close links with the Greater Brighton Economic Board, a partnership across the public and private sectors, which grew from the 2014 City Deal. The Greater Brighton City Region is a functional economic area, stretching from Crawley and Gatwick Airport in the north to Lewes in the east and Worthing in the west. The board's ultimate aim is to attract investment to bring jobs and prosperity to the area.

#### *Local Plan Context*

- 2.10 Worthing originally developed as a popular Victorian and Edwardian seaside resort. It is now one of the largest towns in West Sussex, with around 105,000 residents and a workplace population of approximately 55,000 people. Its location on the south coast between the English Channel to the south and the South Downs National Park to the north provides a distinctive and much valued setting. It is this high quality environment that helps to underpin and support the local economy and which is valued by those who choose to live, study, work and visit here. In turn, this helps to generate an increasing requirement for homes, jobs and leisure uses.
- 2.11 Worthing plays an important role within a wider sub-region with key links to other authority areas such as Brighton & Hove, Adur, Arun, Horsham and Crawley for housing, leisure and employment.
- 2.12 Population has risen over recent decades and is expected to continue to do so during the plan period. There was a 7.1% population increase between 2001 (97,600) and 2011 (104,600). In recent years the town has seen a resurgence in popularity as young people and families move into the borough, which is partly influenced by the affordability challenges faced within the residential market in Brighton and Hove.

- 2.13 The National Planning Policy Framework now requires all local planning authorities to meet their full need for both market and affordable housing as far as that is consistent with other policies in the framework. The most up-to-date assessment of housing need (using the government's standard method at the time of writing and the housing projections published in September 2018) is 12,801 dwellings over the Plan period (to 2033) which is 753 dwellings per annum. This level of need is significantly more dwellings than is currently being delivered or planned for, and is the main reason why a new Local Plan is being developed.
- 2.14 The new Local Plan needs to balance this level of housing need alongside other evidence to assess what level of development can actually be delivered in a sustainable manner after taking constraints into account. It is very clear that there is no prospect of meeting all of Worthing's housing need in the borough as there is not enough land available. So the question is, taking a proactive approach, how much housing need be delivered? The Council has considered the availability of land, its type and location, and issues such as flood risk, biodiversity, accessibility, landscape and infrastructure capacity. Ultimately, this process has established the new housing requirement for Worthing of 4,182 dwellings over the plan period (which is 246 dwellings per annum).
- 2.15 With regards to transport, there are areas of heavy road congestion, especially at peak times. This is most prevalent along the A259 coast road and along the A27 which provides Worthing's only long distance through route. The A24 provides the main road link into the town from the north. Public transport services in the town are relatively good, particularly the rail and bus links along an east-west corridor. There are five railway stations in the borough.
- 2.16 Whilst there is an aspiration to accommodate and deliver growth this must be achieved within a very constrained area. Limited land availability, infrastructure constraints, areas of flood risk, heritage assets and high quality landscapes around the borough means that there is little room for expansion. Put simply, it is the same features we want to protect which, in part, constrain the borough's ability to grow and develop. The overarching challenge is therefore to balance development and regeneration against the limited physical capacity of Worthing to accommodate it and the need to maintain a good quality of life for new and existing residents.
- 2.17 Policy SP3: Development Sites within Part 2- Spatial Strategy of the draft Worthing Local Plan identifies sites that are considered to be key to the delivery of future housing in Worthing. The development sites are as follows:

### Allocations

- 2.18 These sites are considered to be deliverable. This means that they are viable, available and offer a suitable location for development. The Council is of the view that they are achievable with a realistic prospect that housing (and other uses) will be delivered on each site within five years. Broadly, there are two forms of site allocated for development. The first are previously developed sites within the built-up-area (brownfield sites). The other, are those sites located on the edge of the town. Given the levels of development needed

and the requirements to plan positively to meet housing needs, brownfield sites alone are not sufficient. The Plan has therefore assessed the potential for development from all sources including edge of town opportunities, some of which are greenfield (not previously developed). Robust evidence has informed the decision to allocate four of these sites for development in the Plan. The proximity of these development sites adjacent to existing urban areas will allow for integration with existing communities and will provide access to nearby facilities, services, and public transport.

### Areas of Change

- 2.19 In addition to the sites allocated for development there are a number of other important previously developed sites within Worthing where change is expected and encouraged over the Plan period. However, there is currently insufficient delivery certainty for these sites that would justify a specific allocation.
- 2.20 Nevertheless, given the lack of development opportunities in the borough and the important role that these sites can play in meeting wider objectives it is important that they are not overlooked. They are therefore identified in this Plan as ‘Areas of Change’ in order to recognise the contribution they can make to meeting development needs and to act as a catalyst for preparation of development proposals and / or public sector initiatives. By definition, proposals for these Areas of Change are not as advanced as those for the allocations and, for this reason, the potential level of development that could be delivered on these sites is not currently included within the Council’s 5 year housing land supply assumptions (although the indicative assumptions are taken into account within the delivery assumptions over the plan period). Despite this, the Plan provides similar information as that set out for each allocation, albeit at a higher level. Information provided includes an indication as to how and when these areas might be developed and the likely mix of uses. However, given the nature of these sites, it is inevitable that there may be some degree of change as development proposals are progressed. Dependent on progress being made in the coming months, it is expected that some of these sites currently identified as Areas of Change may become allocations by the time the Local Plan is submitted for examination.
- 2.21 In addition, Policy SP3 also sets out that over then plan period 2016 - 2033, an indicative minimum of 50,000 square metres of employment floorspace (B1, B2 and B8) and 11,957 square metres of commercial (retail and leisure) floorspace will be provided.
- 2.22 The table enclosed below identifies the development sites and their estimated capacity. Further information can be found within Part 3 – Sites of the draft Worthing Local Plan.

Policy	Allocated Site	Estimated Capacity
A1	Caravan Club, Titnore Way	75 dwellings
A2	Land West of Fulbeck Avenue	50 dwellings
A3	Land at Upper Brighton Road	123 dwellings
A4	Decoy Farm	28,000+ sqm employment uses
A5	Teville Gate	300 dwellings (+ retail / leisure / employment)
A6	Union Place South	128 dwellings (+ leisure / employment)
A7	Grafton Site, Marine Parade	113 dwellings (+ retail / leisure / employment)
A8	Civic Centre Car Park	64 dwellings (+ healthcare facility)
Policy	Area of Change	Estimated Capacity
AOC1	Centenary House	100 dwellings (+ employment)
AOC2	British Gas Site, Lyndhurst Rd	85 dwellings (+ employment)
AOC3	Stagecoach Bus Depot	60 dwellings (+ leisure / employment)
AOC4	Worthing Leisure Centre	New leisure centre - other uses TBC
AOC5	HMRC Offices, Barrington Rd	250 dwellings (+ employment)
AOC6	Martlets Way	Employment uses

2.23 The draft Local Plan proposes Policy CP10: Infrastructure which is informed by the evidence contained within this Infrastructure Delivery Plan. Policy CP10 can be viewed below.

### **CP10 DELIVERING INFRASTRUCTURE**

- a) 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.**
- b) The Council will work with partners including infrastructure and service providers and stakeholders to ensure that the necessary physical, economic, social and environmental infrastructure is provided to support development.**
- c) 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 that this requirement can be met.**
- d) Proposals by service providers for the delivery of utility infrastructure to meet the needs generated by new development and by existing communities will normally be permitted.**

### 3. Development of the IDP

#### What is Infrastructure?

3.1 The term infrastructure is broadly used for planning purposes to define all of the requirements that are needed to make places function efficiently and effectively and in a way that creates sustainable communities. Infrastructure is commonly split into three main categories, defined as:

**Social Infrastructure**

**Physical Infrastructure**

**Green Infrastructure**

Category	Type	Provision
<b>Social Infrastructure</b>	Health and Social Care	<ul style="list-style-type: none"> <li>• Primary Care including GP Surgeries and Dentists</li> <li>• Acute Care and Hospitals</li> <li>• Sheltered, Supported and Extra Care Housing</li> </ul>
	Emergency Services	<ul style="list-style-type: none"> <li>• Ambulance</li> <li>• Police</li> <li>• Fire and Rescue</li> </ul>
	Education	<ul style="list-style-type: none"> <li>• Pre-school (Childcare and Early Years)</li> <li>• Schools (Primary and Secondary)</li> <li>• Further Education &amp; Adult and Community Learning</li> </ul>
	Libraries	<ul style="list-style-type: none"> <li>• Libraries</li> </ul>
	Youth Facilities	<ul style="list-style-type: none"> <li>• Youth Facilities</li> </ul>
	Community Spaces and	<ul style="list-style-type: none"> <li>• Community Spaces and Centres</li> </ul>

	Centres	
	Sport and Leisure	<ul style="list-style-type: none"> <li>• Outdoor Sport and Recreation</li> <li>• Indoor Sports Facilities</li> <li>• Allotments</li> </ul>
	Faith	<ul style="list-style-type: none"> <li>• Places of Worship</li> <li>• Burials and Cremations</li> </ul>
	Cultural	<ul style="list-style-type: none"> <li>• Museums, Theatres, Cinemas, Galleries and Public Art</li> </ul>
<b>Physical Infrastructure</b>	Transport	<ul style="list-style-type: none"> <li>• A27 Strategic Road Network</li> <li>• Local Road Network</li> <li>• Rail Services and Facilities</li> <li>• Car Parking</li> <li>• Bus Services and Facilities</li> <li>• Walking and Cycling</li> <li>• Community Transport</li> </ul>
	Public Rights of Way	<ul style="list-style-type: none"> <li>• Walking, Cycling &amp; Horse Riders</li> </ul>
	Energy	<ul style="list-style-type: none"> <li>• Electricity Distribution and Transmission</li> <li>• Scotia Gas Networks</li> </ul>
	Telecommunications	<ul style="list-style-type: none"> <li>• Broadband</li> </ul>
	Water	<ul style="list-style-type: none"> <li>• Water Resources and Distribution</li> <li>• Wastewater Treatment and Sewerage Network</li> </ul>
	Flood Risk Management	<ul style="list-style-type: none"> <li>• Tidal, Fluvial, Surface and Groundwater</li> </ul>

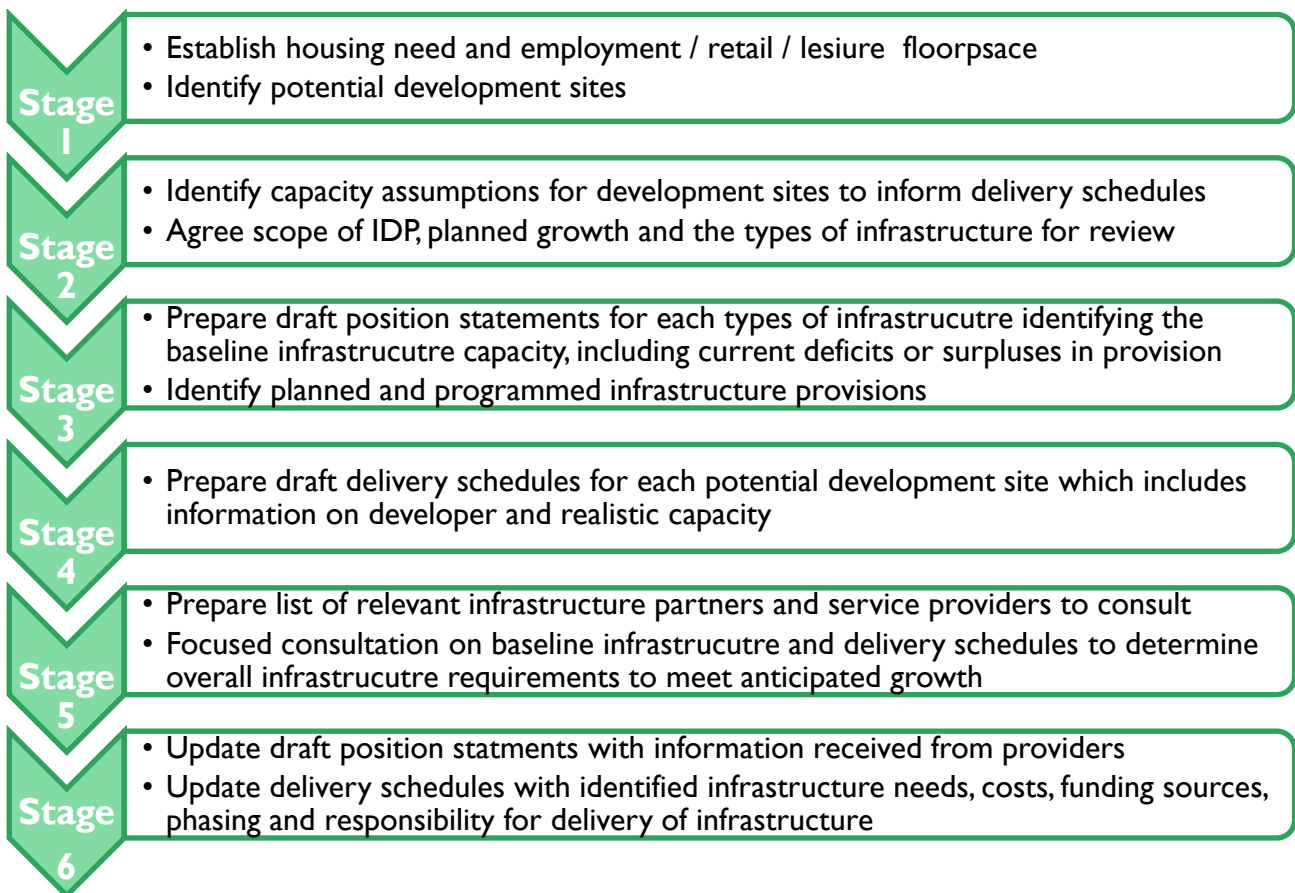


	Waste	<ul style="list-style-type: none"> <li>Waste Management</li> </ul>
<b>Green Infrastructure</b>	Environmental	<ul style="list-style-type: none"> <li>Green Corridors and Waterways</li> <li>Open Space</li> </ul>

## Methodology

- 3.2 Throughout the plan-making process, the Council has been working closely with infrastructure and service providers to build up a picture of the infrastructure needed to support development proposed in the draft Local Plan. The assessment of infrastructure requirements relies on input from infrastructure and service partners.
- 3.3 The Council has also commissioned evidence base studies such as the Worthing Landscape and Ecology Study, Local Green Space Assessment and Worthing Local Plan – Transport Assessment to help identify mitigation and infrastructure requirements and where appropriate, these have been incorporated within the delivery schedules (Section C). Further information about these studies and other evidence / background studies can be found on the Council’s website.
- 3.4 Figure 1 sets out the key stages of the preparation of the IDP.

Figure 1



## Complexities of Infrastructure Planning

- 3.5 There are wider complexities in calculating future plan based infrastructure need (especially at the Regulation 18 stage of the Draft Worthing Local Plan) which will need to be factored into such work, and which make (at this stage at least) precise calculations difficult. Factors to be taken into account include the following considerations, set out in the table below:

Area of Complexity	Considerations
Infrastructure forecasting / planning timescales	It is acknowledged that infrastructure providers forecast and plan infrastructure on different timescales i.e. every 3-5 years or react when proposals are at the planning application stage. This has obvious limitations in terms of planning ahead within the Worthing Local Plan timeframe of up to 2033. Emphasis has been made that infrastructure considerations at this stage could be at a high level however, where possible, a detailed understanding of infrastructure requirements for early phases of plan delivery would be helpful in the knowledge that further work will be needed to inform requirements for later phases.
Infrastructure providers forecast and plan infrastructure on different capacity scales	It is acknowledged that infrastructure providers forecast and plan infrastructure on different capacity scales therefore the infrastructure delivery schedules enable flexibility by providing maximum residential and or employment / commercial capacity figures for each individual site in each group with a total capacity figure provided for each group. These sites have been put into clustering groups in terms of their location.
Lack of responsiveness by some infrastructure Providers	Some infrastructure providers don't react until the planning application stage as they don't want to commit to specifying infrastructure requirements prematurely.
New ways in delivering infrastructure in the future	Some infrastructure providers / services are delegating their functions to other services / combining their functions as a result of resources / efficiency / capacity measures
The impact of changing demographics	Demographic changes have a major impact on infrastructure planning and will continue to do so. Many of these are well known, such as the needs of an increasingly aging population. These and other factors show that infrastructure planning is not about considering the needs of growth alone, but that there are also other critical factors relating to the district as a whole
Digital Technology	Digital technology is changing the way in which some services are delivered. More and more services are becoming increasingly accessible online therefore potentially affecting 'space' requirements.

## Stakeholder Consultation

- 3.6 There is no statutory requirement to consult on the preparation of an Infrastructure Delivery Plan. However, to ensure the IDP correctly reflects the existing needs and future requirements, including costs and funding where appropriate, focused consultation has taken place throughout the preparation of the Plan with identified and relevant infrastructure / service providers and also services within Worthing Borough Council.
- 3.7 The Council undertook consultation with infrastructure providers between December 2017 and January 2018. The consultation was focused on two parts of the IDP - Position Statements and Delivery Schedules.

### Position Statements

- 3.8 The Council prepared draft Position Statements on each type of infrastructure and identified the baseline infrastructure provision, capacity and needs within the borough. The baseline context was informed by a review of publically available existing strategies and business investment plans prepared by infrastructure providers. The statement sets out information on the following aspects:
- Lead organisation
  - Main sources of information
  - Existing provision
  - Planned provision
  - Sources of funding and costs
  - Key issues and dependencies
  - Summary and role of Local Plan and IDP
  - Further information
- 3.9 The Council then consulted infrastructure providers and shared the relevant Position Statement/s with that provider. The Council requested for the Position Statement to be reviewed and for it to be confirmed that the information is accurate and that it reflected the current snapshot position at that time. The consultation allowed for any changes / amendments to be submitted.

### Delivery Schedules

- 3.10 It was also requested that infrastructure providers reviewed the draft delivery schedules, and where appropriate identify infrastructure needs according to their level of 'priority' (please refer to paragraph 1.16). The delivery schedules sets out the potential sites to be allocated for residential and employment / commercial use. Sites have been put into groups in terms of their location as follows:
- North East Worthing – Edge of Town sites
  - West Worthing – Edge of Town sites
  - Town Centre sites – Previously Developed Land
  - Outside of Town Centre sites – Previously Developed Land
  - Durrington Station area – Previously Developed Land
- 3.11 Maximum residential and or employment / commercial capacity figures for each individual site in each group has been provided with a total capacity figure provided for each group. It must be noted that the capacity figures represent a point in time and that there has been some minor change to some capacity assumptions for some of the sites.
- 3.12 The schedules contain field headings to identify the needs and costs of infrastructure arising as a result of development proposed in the emerging Local Plan, the funding sources, phasing and responsibility for delivery of infrastructure. The intention at this stage is to consider the highest likely levels of development to enable any critical infrastructure constraints to be identified.

## 4. Infrastructure Funding Mechanisms and Delivery

- 4.1 Infrastructure can be funded through a variety of different mechanisms. Funding sources for new infrastructure comprise public funds, private funds and developer contributions. As far as possible, the IDP identifies the committed and potential funding sources for each of the infrastructure schemes. There are several key sources of funding that the planning system can influence.

### *Community Infrastructure Levy*

- 4.2 The Council has an adopted Community Infrastructure Levy which is a mechanism that allows the Council to raise funds from some forms of development. As outlined below, the Community Infrastructure Levy and planning obligations are currently the two main mechanisms used by the Council to collect developer contributions towards infrastructure provision. Information on both the Community Infrastructure Levy and planning obligations and an explanation of the relationship between them is set out within the Developer Contributions SPD (2015).
- 4.3 The Council will continue to use planning obligations to secure the provision of affordable housing and where site specific infrastructure is essential for development to take place on individual sites, or which it is needed to mitigate the impact of development at the site or neighbourhood level.
- 4.4 The Community Infrastructure Levy is a fixed rate charge on the net additional increase in floorspace that is collected as a financial contribution although in some cases it may be more appropriate to transfer land or infrastructure ('in-kind'). The Community Infrastructure Levy was implemented in the borough on the 1st October 2015 and it is now the main source for collecting contributions from eligible developments in Worthing. Unlike planning obligations, the Community Infrastructure Levy does not have to directly relate to off-setting the implications of an individual development, but instead relates to the overall cumulative effect of development on infrastructure needs in Worthing.
- 4.5 The Community Infrastructure Levy charge is non-negotiable. However, mandatory exemptions and relief from the Community Infrastructure Levy include social (affordable) housing relief and some developments by charitable institutions. Further information relating to exemptions and other discretionary matters is set out in the CIL Charging Schedule.
- 4.6 The Council has the responsibility for prioritising the spend of Community Infrastructure Levy and governance structures are currently being established to manage this process. Prioritisation of projects will be partly informed by the Council's Regulation 123 list which sets out the infrastructure projects that the Council intends will be, or may be, wholly or partly funded through the Community Infrastructure Levy (and therefore not through planning obligations). In addition, the Council will prepare an Infrastructure Business Plan which, when in place, will form the key document for prioritising infrastructure projects, as identified in the Infrastructure Delivery Plan and the Regulation 123 list.

- 4.7 There will be competing demands on funding from the Community Infrastructure Levy from a variety of service providers and it is not expected that the Community Infrastructure Levy will generate enough funds to completely cover the cost of new infrastructure needed to fully support planned development. As a consequence, the Council will continue to request and apply for funding from other sources to help ensure that infrastructure in the borough can support growth.
- 4.8 Although the Community Infrastructure Levy will be the principle mechanism for collecting developer contributions, the reality is that some developments will be liable to pay both Community Infrastructure Levy ('general infrastructure') and planning obligations (site specific measures / affordable housing). However, in these instances the contributions will cover different infrastructure projects and developments will not be charged for the same infrastructure through each mechanism. To ensure no 'double dipping' takes place the Council differentiates the 'general' infrastructure projects that will be funded through CIL (set out on the Regulation 123 list) and distinguishes these from the projects that will still be expected to be funded through planning obligations. Regulation 123 impose pooling restrictions which restricts the Council from collecting more than five separate planning obligations for a type of infrastructure.

### *Coast To Coast Local Enterprise Partnership*

- 4.9 The Strategic Planning Board maintains a close working relationship with the Coast to Capital Local Enterprise Partnership (LEP), particularly in relation to the LEP's priorities included in the Strategic Economic Plan. This is not only achieved through cross-representation on both the Board and Partnership but also in the joint working between officers from the local planning authorities and the Partnership's technical support groups. Similarly, there are close links with the Greater Brighton Economic Board, a partnership across the public and private sectors, which grew from the 2014 City Deal. The Greater Brighton City Region is a functional economic area, stretching from Crawley and Gatwick Airport in the north to Lewes in the east and Worthing in the west. The board's ultimate aim is to attract investment to bring jobs and prosperity to the area.

### *Greater Brighton Economic Board*

- 4.10 This was established in May 2014 as a joint committee which brings together the City Region's 5 local authorities, 2 universities, 4 FE colleges, 3 business partnerships, the LEP and the South Downs National Park Authority. The Board works on economic issues that affect the area and has responsibility for overseeing the Greater Brighton City Deal. Together with the CWS&GB Strategic Planning Board, it commissioned the three background papers (referred to in paragraph 2.13 above) in 2015 on the economy, housing and transport to develop a greater understanding of the economic geography of the area and to form part of the common evidence base to inform the refresh of the Local Strategic Statement (LSS2).

### *Greater Brighton City Deal*

- 4.11 The Greater Brighton City Deal, awarded in 2014, is formed by the local authorities of Brighton and Hove City Council, Adur District Council, Lewes District Council, Mid-Regulation 18 | Interim Duty To Co-Operate Statement 10 Sussex District Council, Worthing Borough Council and East and West Sussex County Councils, working together. The Deal transfers specific powers, funding and responsibilities to the local authorities in return for a commitment to support growth. The Deal aims to enable the area to fulfil its economic potential and to become a high performing urban economy. The Deal focusses on a number of key areas to build on Greater Brighton's economic assets – its skilled workforce, its innovative businesses and its universities – and help the area move on from decades of economic underperformance. It recognizes that Worthing has a strong engineering, manufacturing and pharmaceutical base, with businesses that export high tech products to an international market. There are opportunities for creating an enterprise hub for a developing technology cluster and there is potential to expand the creative and cultural industries in both Adur and Worthing.

### *Adur and Worthing Growth Deal*

- 4.12 The Adur and Worthing Growth Deal is an ambitious programme of regeneration focusing on key priority projects across the area. West Sussex County Council (WSSCC and Worthing Borough Council are working in partnership to deliver these large scale projects that will provide opportunities for new housing and employment in the area. The overall aim of the growth programme is to maximise economic growth and prosperity in the region.

## **5. Viability**

- 5.1 The revised NPPF requires that viability is considered at the 'plan-making stage' and therefore where up-to-date policies have set out the contributions expected from development, planning applications that comply with them should be assumed to be viable.
- 5.2 Planning Practice Guidance states that Plans should set out the contributions expected from development. This should include setting out the levels and types of affordable housing provision required, along with other infrastructure (such as that needed for education, health, transport, flood and water management, green and digital infrastructure).
- 5.3 These policy requirements should be informed by evidence of infrastructure and affordable housing need, and a proportionate assessment of viability that takes into account all relevant policies, and local and national standards, including the cost implications of the Community Infrastructure Levy (CIL) and section 106.
- 5.4 The revised NPPF was published in July 2018. The draft Worthing Local Plan (Regulation 18) has been drafted to meet the requirements of the former NPPF (2012), and the

emerging and recently published revised NPPF. It is acknowledged that further work will be required, including the carrying out of a Whole Plan Viability Assessment, for the next version of the draft Local Plan (Regulation 19) to fully meet the new requirements set out within the revised NPPF and new Planning Practice Guidance on viability.

- 5.5 The outcome of the Whole Plan Viability Assessment will be considered in the next iteration of the Infrastructure Delivery Plan.

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