Residential - Edge of Town: West Worthing

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 - Developer Capacity = 699 units - Realistic Capacity = 0 units

Scheme / Project Name	Scheme description including location	Reason for improvement	Delivery Lead	Delivery Partner(s)	Importance to the Local Plan / Prioritisation		Status of scheme as at 17 / 18 and commitment	Delivery time / phasing	Cost		Funding			Risk / Contingency	Notes
					Critical (C) Essential (E) Desirable (D)	Requires further information			Estimated total Cost	Cost reference	Estimated funding available	Funding sources	Funding gap		
SOCIAL INFRASTRUCTURE															
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			
Policing	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 Worthing.	Police and Crime Commissioner						£77,256			CIL / Public Funding			
Policing	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 a level consistent with the current policing of Worthing.	Police and Crime Commissioner						£184,579			CIL / Public Funding			
Policing	ANPR (Fixed with infrastructure)	The impacts of the proposed quantum of development in the borough is so significant that they cannot be met without additional staff deployed at a level consistent with the current policing of Worthing.	Police and Crime Commissioner						TBC			CIL / Public Funding			
Policing	ANPR (Fixed no infrastructure)	The impacts of the proposed quantum of development in the borough is so significant that they cannot be met without additional staff deployed at a level 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 INFRASTRUCTURE															
TRANSPORT - LOCAL ROAD NETWORK															
A259 / A2032 Roundabout	Re-design of A259 / A2032 Roundabout	The Worthing Local Plan Transport Assessment (2018) has identified that the junction of A259 / A2032 would be operating over capacity in the forecast 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		Critical										
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												
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 A259 / Goring Way roundabout and its immediate vicinity have a potentially confusing layout, with several minor service roads leading to shops, a filing station and other businesses. Clearer signage and road markings would be 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.	WSCC in close liaison with WBC / Highways England												
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												

Sustainable Transport Measures	Travel Information Packs	Upon occupation, residents could receive a Travel Information Welcome Pack. Make informed choices about how they choose to travel to and from the development. The same could also be provided to all retail occupiers for distribution to their staff.	WSCC in close liaison with WBC													
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 other journeys. It is free to join and matches drivers with passengers to share journeys to and from work.	WSCC in close liaison with WBC													
Sustainable Transport Measures	Personalised Journey Planning	Personalised Travel Planning is a service that Local Authorities can provide if it is financially viable for them to appoint a Travel Plan Coordinator. Prepare a Travel Planer for that resident free of charge.	WSCC in close liaison with WBC													
WALKING & CYCLING																
Walking & Cycling	New Infrastructure - the existing walking / cycling network has some areas of limited provision and is missing links to and between Railway Stations, schools, parks and 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 roadside clutter, consideration of current parking provision and general urban realm and environmental improvement. Some of the larger proposed Local Plan sites are situated towards the edge of Worthing urban area and further sustainable travel links will support sustainable travel potential of these sites.	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.	WSCC in close liaison with WBC													
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.	This strategy is designed to promote walking and cycling as the natural choice for shorter journeys and sets out priorities for investment in infrastrucutre improvements. The strategy complements the Governments's Cycling and Walking Investment Strategy (2017).	WSCC in close liaison with WBC													
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.	WSCC in close liaison with WBC													
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.	WSCC in close liaison with WBC													
Walking & Cycling	Environment & Green Infrastructure - Walking / Cycling Corridors	There are a number of established walking and 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 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.	WSCC in close liaison with WBC													
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 supplmented by the infrastructure to roll out further installation to match future demand.	WSCC in close liaison with WBC													
Walking	Seafront Investment Plan 2018 - aims to improve pedestrian comfort levels by introducing a new promenade.	Redevelopment scheme of Worthing's seafront.	WBC	WSCC												
PARKING																
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													
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													
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 / or full scale redevelopment of the car park. To provide a possible 275 new spaces. Looking at feasibility of adding additional decks (depends on structural integrity and how many years are left before it would need to be redeveloped).	Worthing Borough Council													
Parking	Public Realm Improvements (emerging)	Part of Worthing Growth Deal. £5-£10 million investment in the public realm in Worthing Town Centre. This is badged as phase 2 with changes to Montague Place being phase 1. The areas for focused improvements area Montague Street; Portland Street; South Street; Chapel Road (all the way to roundabout with Teville Road) and station / Teville Gate area.	Worthing Borough Council & West Sussex County Council													
GREEN INFRASTRUCUTRE																
LANDSCAPE																
Potential GI & Mitigation (Landscape) Landscape & Ecology Study of Greenfield Sites, November 2015	**4) Goring - Ferring Gap** Maintain undeveloped landscape as part of effective separate between Goring-by-Sea and Ferring, maintaining visual link uninterrupted by development between the coastline and the South Downs National Park.		Developer													
Potential GI & Mitigation (Landscape) Landscape & Ecology Study of Greenfield Sites, November 2015	**4) Goring - Ferring Gap** Maintain and enhance internal boundary hedges and trees to Zone B, whilst maintaining open visual dimension of the gap within Zone A.		Developer													
Potential GI & Mitigation (Landscape) Landscape & Ecology Study of Greenfield Sites, November 2015	**4) Goring - Ferring Gap** Protect the boundary to The Plantation to the east and Oak avenue to the north.		Developer													

Potential GI & Mitigation (Ecology) Landscape & Ecology Study of Greenfield Sites, November 2015	**4) Goring - Ferring Gap** Features of local 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)** Enhance riparian vegetation along Ferring Rife, without effecting openness of the main views		Developer												
Potential GI & Mitigation (Landscape) Landscape & Ecology Study of Greenfield Sites, November 2015	**5) 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	**5) 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												
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 A27. 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.		Scheme has planning permission granted and is being worked into a full, second round application for Heritage Lottery Funding. Detailed designs due for completion in Janaury 2018 and public consultation is ongoing.	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		£996,000	HLF Environment Agency Sompting Parish Council, OART, South Downs National Park, Rampion Offshore Wind Ltd	£54,000		