

Residential - Edge of Town: North West Worthing													
6) Caravan Club, Titnore Way - Developer Capacity = 75 units - Realistic Capacity = 75 units													
7) West of Fulbeck Avenue - Developer Capacity = 40 units - Realistic Capacity = 40 units													
8) North of West Durrington - Developer Capacity = 240 units - Realistic Capacity = 240 units													
9) Land East of Titnore Lane - Developer Capacity = 126 units - Realistic Capacity = 80 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 = 481 units - Realistic Capacity = 435 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

HEALTH

Improvements to Primary Care healthcare facilities	Provision of additional Primary Care healthcare facilities at 1 or more GP surgeries according to patient choice	Required to meet demand arising from development	NHS Coastal West Sussex CCG	NHS England	Critical (C)		New schemes	Phasing will depend on housing delivery	508,399	NHS health tariff	508,399	Developer contribution	0		
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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									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						£222,641			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						£34,606			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						£540,792			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						£38,628			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						£77,256			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						£184,579			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						TBC			CIL / Public Funding			
Policing									£70,000			CIL / Public Funding			

PHYSICAL INFRASTRUCTURE

TRANSPORT - LOCAL 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.	West Sussex County Council	Worthing Borough Council / 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 queuing and delay identified.	West Sussex County Council	Worthing Borough Council / 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.	West Sussex County Council	Worthing Borough Council / Highways England											
Road Safety	Road markings indicating the road number and destination of each lane at the A2032 / Offington Lane signalled 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 sudden change from one lane to three lanes.	West Sussex County Council	Worthing Borough Council / 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 filling station and other businesses. Clearer signage and road markings would be useful for drivers and pedestrians while trying to navigate the roundabout.	West Sussex County Council	Worthing Borough Council / 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.	West Sussex County Council	Worthing Borough Council / Highways England											
Sustainable Transport Measures	Travel Plan Networking	Travel Plan networks can help employers promote sustainable commuting and business travel, and reduce parking pressures at their sites. Discounts can be provided on Southern Rail network, discounted bus tickets, bike loans and travel planning.	West Sussex County Council	Worthing Borough Council											
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.	West Sussex County Council	Worthing Borough Council											
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.	West Sussex County Council	Worthing Borough Council											
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.	West Sussex County Council	Worthing Borough Council											

WALKING & CYCLING

<p>Potential Green Infrastructure & Mitigation (Ecology) (Addendum, March 2017)</p>	<p>9) Land East of Timore Lane Any development proposals at the site should seek to retain features of local value and where appropriate enhance these features and the wider site through management and complimentary habitat creation. Ways in which this could be achieved include: - 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 diversity of species. - Enhancement of SNCI woodland and grassland habitats through sensitive management, control of non-native/ invasive species and creation of complimentary habitats where appropriate. - 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 comprising arable land of negligible interest for wildlife, such as species-rich grassland, native scrub and hedgerows. - Creation of new wetland habitats such as ponds, swales, ditches and reedbeds in conjunction with SuDS proposals. - 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.</p>		<p>Developer</p>												
<p>GREEN CORRIDORS & WATERWAYS</p>															
<p>Tevile Stream</p>	<p>Restoration of the Teville Stream through 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.</p>	<p>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.</p>	<p>OART</p>	<p>Sompting Estate Trust, Environment Agency</p>	<p>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. Raises 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 heavily urbanised environment.</p>	<p>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 January 2018 and public consultation is ongoing.</p>	<p>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.</p>	<p>£1.05m</p>		<p>£996,000</p>	<p>HLF Environment Agency, Sompting Parish Council, OART, South Downs National Park, Rampion Offshore Wind Ltd</p>	<p>£54,000</p>			