

# INFRASTRUCTURE DELIVERY PLAN (IDP)



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*Worthing*  
BOROUGH COUNCIL





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## 1 Introduction

**1.1** This first version of the Infrastructure Delivery Plan (IDP) has been prepared to evaluate current conditions and challenges affecting Worthing's infrastructure, develop a new vision for that infrastructure, and identify key infrastructure shortfalls and how they can be met. Linked to development proposals, the infrastructure planning process will help to ensure that the population of Worthing has access to a level of facilities and services to enable them to be successful, sustainable communities.

### Why Produce an IDP?

**1.2** Although planning for infrastructure has always been a key consideration, its importance and the need to demonstrate the 'deliverability' of a development strategy has gained prominence in recent years. This document, which starts to collate all relevant information, supports the Strategic Objectives identified in the Core Strategy and is the first important step towards establishing a more detailed delivery plan for the town. The document will remain 'live' and will be update and monitored as more information becomes available.

**1.3** At the local level, the timely delivery of appropriate infrastructure is an essential part of planning for growth and change that must be taken into account when all planning documents are prepared for Worthing. Planning Policy Statement 12 identifies the Core Strategy as the means of orchestrating the necessary social, physical and green infrastructure required to ensure that sustainable communities are created. To achieve this, the planning process must identify the infrastructure requirements for the town, who will provide it and when. The IDP therefore forms part of the evidence base for the Core Strategy and subsequent planning documents.

**1.4** Infrastructure planning work helps to ensure that there is a common understanding between service providers, developers, local communities and the Council as to what the local infrastructure needs are. This will allow the Council to develop a partnership approach with the various stakeholders to ensure that infrastructure is properly planned for, funded and provided in tandem with planned development in the borough. Where possible, the IDP sets out an estimate of likely costs associated with each project / programme. This will help the Council and the service providers to understand what infrastructure delivery will cost which in turn will help to inform capital planning and will also enable providers to lobby government or apply for funds.

**1.5** In summary, a successful IDP will help to:

- direct the right level of growth and housing development to the right place
- target resources to areas of need
- bid for funding from other infrastructure agencies
- achieve efficiencies in service delivery and development planning

**1.6** The primary focus of this first version of the IDP has been to help demonstrate the 'deliverability' of the key aims and strategic objectives of the Core Strategy. However, it should be remembered that infrastructure planning is an on-going process, not a one off activity by planners to help achieve a sound Development Plan Document. It is a corporate activity that requires active corporate and local strategic partnership (LSP) input and ownership.

### **The Structure of this Document**

**1.7** The remainder of Section A helps to clarify what is meant by 'infrastructure' and 'infrastructure planning' and how this work has progressed to date.

**1.8** All key service providers were asked about their future infrastructure requirements against expected levels of growth. The responses received, combined with previously published information, have been used to inform the thematic Position Statement tables set out in Part B of this document. For each service / facility the tables provide an overview of existing and planned provision, lead organisations, funding sources and key issues.

**1.9** Where it is considered that the delivery of a particular element of infrastructure is critical to the achievement of the overall development strategy then more detailed delivery information is provided within Part C of this Paper, the Implementation Plan. This includes details of costs, funding, timescales, delivery agencies and risks / mitigation.

### **Pilot Study**

**1.10** Worthing Borough Council and Adur District Council have been selected as 'pilot authorities' for an Infrastructure Planning Project being co-ordinated by the Planning Advisory Service (PAS) and their consultant Scott Wilson. This project builds on guidance titled, 'A steps approach to infrastructure planning and delivery' (June 2009). The Approach suggests ways of setting up processes and structures that help to ensure that an effective and agreed framework for infrastructure delivery is established. Although the PAS study runs until the end of 2010 the initial learning outcomes have helped to inform this document to date and as the project progresses it will continue to inform all elements of infrastructure planning in the future.

## 2 What is Infrastructure?

**2.1** Infrastructure can take many forms that can be defined in physical, green and social / community terms. Put simply, it means the provision of facilities and services that are needed to support the needs of the community and that help ensure that those living, working in, or visiting Worthing experience a good quality of life. Furthermore, the delivery of the right levels and type of infrastructure is essential to support the objectives of increased housing provision, economic growth and the creation of sustainable communities.

**2.2** For the purpose of this document the South East Plan (2009) definition of key infrastructure groups, and elements within each group, is used. This is set out within the table below:

Category	Elements Relevant in Worthing
Transport	Road / Bus / Rail networks Cycling and walking infrastructure
Housing	Affordable housing
Education	Further and higher education Secondary and primary education Nursery schools
Health	Acute care and general hospitals, mental hospitals Health centres / Primary Care Trusts
Social infrastructure	Supported accommodation Social and community facilities Sports Centres
Green infrastructure	Open spaces, parks and play space
Public services	Waste management and disposal Libraries Cemeteries Emergency services (police, fire and ambulance) Places of worship Drug treatment centres
Utility services	Gas, electricity and water supply Waste water treatment Telecommunications infrastructure
Flood defences	Sea, river and surface water defences

## 3 What is the Policy Approach?

### National Policy

**3.1** The Government places a very high priority on infrastructure provision to support development as an essential component in the creation of sustainable communities. The infrastructure planning process should inform the Core Strategy and form part of the overall evidence base. Detailed advice in PPS12 (Local Spatial Planning) notes that Core Strategies should be supported by evidence of what physical, social and green infrastructure is needed to enable the amount of development proposed for the area. Furthermore it notes that the infrastructure planning process should identify as far as possible: infrastructure needs and costs; phasing of development; funding sources; and responsibilities for delivery. Key infrastructure stakeholders are encouraged to engage in this process and to reflect the Core Strategy within their own future planning.

### Regional Policy

**3.2** The timely provision of infrastructure is a fundamental element of the South East Plan (May 2009) and is seen as being a key aspect to improving the quality of life of all those in the region. The South East Plan promotes a 'Manage and Invest' strategy, with delivery arrangements focusing on the three elements of implementation that impact on infrastructure delivery. These are: delivering efficiency through better use of existing infrastructure; reducing demand by promoting behavioural change; and providing additional capacity by extending or providing new infrastructure.

**3.3** It should be noted that during the latter stages of the drafting of this document the Coalition Government have stated their intention to rapidly abolish Regional Spatial Strategies (including the South East Plan). Despite this, the soon to be revoked South East Plan is still of some relevance as it provided some of the context for this document and also usefully set out a number of actions that will help achieve timely provision of infrastructure (particularly Policy CC7).

### Local Policy

**3.4** When adopted, the Core Strategy will establish the policy framework that will meet regional and national requirements and, more importantly, help to ensure that the right levels of infrastructure are provided to serve future developments at appropriate times throughout their construction. The Submission Core Strategy (April 2010) includes a number of policies that are particularly relevant. The local context for these policies is summarised below:

#### Policy 11 - Protecting and Enhancing Recreation and Community Uses

**3.5** Developable land within the borough is limited given the relatively dense urban characteristics of the town and constraints around it. The result is that there can be increased pressure to release community facilities, particularly open recreation space for development. The same constraints also restrict the potential for the provision

of new facilities. However, as the planning authority, the Council can protect existing valued community services and facilities from redevelopment to alternative uses as well as require that new facilities are secured in new development, where there is a need.

**3.6** This policy seeks to ensure that existing facilities which support the borough's overall community infrastructure are protected and where needed positive improvements are achieved. Where proposals are submitted that would result in the loss of a building or land currently allocated for community benefit, the Council will require the developer to ensure that the facility is either replaced in an accessible location elsewhere, or provide evidence to illustrate that there is no longer a need for the particular provision.

#### Policy 12 - New Infrastructure

**3.7** The addition of more homes, jobs and activities will place added pressure upon the urban area. As a consequence, there is a need to invest in existing and new infrastructure to cope with the additional demand. Development contributions will be expected to meet the infrastructure needs of the occupiers / users of the new development and should be geographically linked to it. New and enhanced facilities and services must be of high quality, easily accessible and well related to the communities they serve. Although it is essential that adequate infrastructure is provided, it is also recognised that in some circumstances the costs associated with development and the implementation of some (less vital) elements of infrastructure should not prejudice the delivery of schemes which meet the over-arching strategic objectives.

#### Policy 14 - Green Infrastructure

**3.8** Worthing's green infrastructure includes parks and gardens, amenity green space, natural and semi-natural green space, sports facilities, allotments, beaches and green corridors. Worthing also contains parts of a newly designated National Park. All of these areas make a significant contribution to the local character of the town and as pressure for development grows over time it remains important to protect and enhance all of the borough's green assets and coastal topography. These are integral elements of the town and are worthy of detailed consideration in the planning process. These objectives are reflected in this policy and the Council is committed to the production of a Green Infrastructure Supplementary Planning Document (SPD) which will help to ensure that the planning framework for the town provides for an integrated green infrastructure network.

#### **Funding and Contributions**

**3.9** The delivery and management of essential infrastructure is funded through a variety of public and private sector sources in number of ways. Although contributions made through development provide an important element of this funding most infrastructure delivery is actually funded from existing spending streams. At present it is common that the work programmes and funding arrangements for individual

services differ from the delivery timetables established within the Core Strategy and other planning documents. It is hoped and expected that the Infrastructure Delivery Plan process will help to better align spending streams and work programmes with expected growth and development to provide a more robust, integrated and responsive infrastructure delivery strategy.

**3.10** At present the developer contributions towards infrastructure provision come through Section 106 Agreements / Planning Obligations attached to planning permissions. Informed by this document, it is expected that the Local Development Framework will bring forward additional guidance on development contributions through a new Planning Contributions SPD. This will take account of comments made during the consultation on the Draft Planning Contributions SPD (October 2007) and will also include detailed guidance on the application of affordable housing policies and the service and infrastructure requirements related to the statutory undertakings of West Sussex County Council.

### **The Future Approach**

**3.11** The Community Infrastructure Levy (CIL) is a proposed way of collecting money from development to help fund local and sub-regional infrastructure. CIL charges would be based on simple formulae which relate the size of the charge to the scale and character of the development paying it. In line with emerging guidance, it is expected that the IDP will form the first important step towards establishing a more detailed infrastructure delivery strategy for Worthing. Ultimately, if CIL (or any subsequent legislation) is brought into force and adopted by the Council, this infrastructure planning work will also help in the preparation of tariffs for future development and, therefore, funding for them.

## 4 What is Infrastructure Planning?

**4.1** Creating sustainable communities is about providing the necessary supporting infrastructure of utility services, transport, schools, open space, community, health and leisure services. These services are provided by a range of organisations but at present there is little or no integration of that provision to meet either the needs of existing communities or those in the future. Planning and delivery are the means by which identified infrastructure needs can be identified, planned for and implemented. The preparation of Infrastructure Delivery Plans will help that integration. By identifying what is being delivered, where, when and by whom they will be an essential tool to help ensure that the Council and its partners fulfil the place shaping role and help to support the objectives of tackling climate change and meeting health / quality of life targets.

**4.2** At the heart of this process is the development of land and buildings that provide the services for places and communities. Where expected development can be identified, the capacity of existing services to accommodate growth needs to be captured and any gaps in provision clearly set out.

**4.3** Two key sources of information are relevant when considering 'growth' in Worthing to 2026. These are population growth forecasts and expected levels of development (both commercial and residential).

### Total Population Forecast 2001-2026 (source WSCC)

YEAR	2001	2006	2011	2016	2021	2026
<b>TOTAL</b>	97,600	98,700	102,200	104,700	104,500	104,700

**4.4** The housing requirement for Worthing set out in the South East Plan (May 2009) is a total of 4,000 (net additional) dwellings. This equates to an annual average of 200 dwellings. In addition to residential development, the policies in the Local Development Framework need to play their role in delivering the borough's contribution to the regional jobs growth targets (30,000 jobs by 2026) as set out in the South East Plan. The Core Strategy provides the spatial strategy for the distribution of these development requirements.

**4.5** New development often provides with it the opportunity to deliver facilities and services that may be lacking in that particular location. Where sufficient capacity does not already exist to meet the need created by new residents or users of a development, the development should contribute what is necessary, either on site or by making a financial contribution towards provision or enhancement elsewhere. The delivery of new and improved services can therefore contribute towards addressing the strategic objective of reducing the social disparities that currently exist across the borough.

**4.6** Some elements, such as the delivery of utility infrastructure, will be an integral part of all new development. Other elements, particularly community, recreation and transport contributions will relate to the identified needs that would arise from a development in a particular location. These requirements will be informed by the infrastructure planning work and levels of contribution will be established within subsequent Local Development Documents (LDDs).

### **Main Delivery Mechanisms**

**4.7** There are principally four main delivery mechanisms - these are summarised below:

**4.8** Behavioural Change - The demand and use for infrastructure can be effected by behavioural change, particularly in relation to transport, water, waste and energy. Action can be taken at all levels including, at the local level, policies and guidance set out within the Local Development Framework. However, it may also need fiscal incentives and regulatory change at the national level in order to bring about the necessary scale of change required.

**4.9** Fiscal Incentives - Fiscal incentives initiated by national Government in order to bring about the necessary scale of change required in key areas. There are various fiscal mechanisms, either under consideration or being introduced, that may help to address the scale of charges needed e.g. the Regional Investment Fund (RIF) or Tax Increment Financing (TIF).

**4.10** Regulatory Framework - Some of the key infrastructure services are provided by the private sector within a regulatory framework, overseen on behalf of the Government by independent regulators or the Government itself. Those that are particularly relevant to delivering the Core Strategy are:

- water and sewerage companies overseen by Ofwat
- gas and electricity markets overseen by Ofgem
- Ofcom is the regulator for the UK communications industries
- ORR (Office of Rail Regulation), which is the independent safety and economic regulator for Britain's railways

**4.11** The ability of some services to take a long term view on the provision of additional infrastructure is an issue that is affected by the regulatory framework which commonly reviews a shorter time period than the Core Strategy. Where major increases in capacity are required, then costs may need to be spread over more than one cycle of the regulatory framework.

**4.12** Managing the Existing Infrastructure and Investment in Additional Infrastructure Capacity - Research indicates that new development represents a small proportion of the overall demand for infrastructure. Existing patterns of development and activity will continue to place the greatest demands on the region's infrastructure and the research concluded that the level of investment available to maintain the current asset base is insufficient. A continuation of this trend will be a major contributory

factor to a growing backlog of investment and it is therefore vital that existing infrastructure is managed and funded appropriately. This process will take three main forms:

- Maintenance of the physical stock. Failure to adequately maintain physical infrastructure is a major contributory factor to a growing backlog of investment. For example, the bulk of the estimated capital investment in the region's further education institutions reflects an historic lack of investment until the late 1990.
- Enhancements to improve service delivery – primarily revenue based expenditures to ensure the service remains attractive to the user or simply keep pace with changes in the population
- Managing the use of the infrastructure either through regulatory or pricing mechanisms. The latter may be used to facilitate behavioural change.

## 5 How has the IDP Been Prepared?

**5.1** Infrastructure planning is not a new process and there are a variety of sources of information relating to infrastructure requirements set out in existing studies and strategies. At the regional level this includes documents such as 'Delivering the South East Plan - Implementation Plan' (SEERA - Oct 2006) and 'The Cost and Funding of Growth in South East England' (Roger Tym and Partners - June 2005). At the local level a wide variety of work programmes and reviews of each service provider have helped to inform strategic planning. However, for the first time, the IDP seeks to collate all this information into one document to help deliver a comprehensive understanding of infrastructure provision and needs across the borough.

**5.2** As already explained, the Council cannot produce an IDP in isolation and partnership working with service providers such as the County Council, the utility companies and West Sussex Primary Care Trust is therefore essential. The production of an IDP will be central to good planning in Worthing and it will also yield significant benefits for partner service providers as it will create scope for greater efficiency in the management and delivery of individual service strategies. It will only be through bringing together the programmes of all service providers and agencies that gaps in provision, phasing and funding can be identified.

**5.3** West Sussex County Council is one of the key providers of a number of important services in Worthing. This includes: education; fire and rescue; supported housing; waste management; library services and highways and transport. To help further understand their work programmes and issues relating to service delivery the County Council is currently progressing an Infrastructure Schedule and Plan which focuses on the services that they provide in Worthing. This work will also help to co-ordinate and align service delivery with the expected levels of development set out in the Core Strategy. This emerging work has helped to inform this first version of the Infrastructure Delivery Plan and, when further developed, it will continue to inform the Local Development Framework.

**5.4** To help supplement, support, and in some cases update, existing information all key service providers were contacted by letter, email or in person. The proposed development strategy for the borough, including expected levels and location of growth (residential and employment) was explained to each provider and all of, or a combination of, the following questions were asked:

- Is the existing infrastructure capacity for your particular service adequate to serve existing development in Worthing?
- If yes, is there any spare capacity to absorb further development, and if so, can you estimate how much in broad terms?
- If no, what is the nature and extent of the shortfall in provision, and how serious or decisive is that in preventing further development?
- Are there any plans for infrastructure improvements already in your programme?

- What would need to be done to accommodate the levels of additional development outlined above, and is this realistically achievable?
- Are there any other major hurdles that would prevent the provision of such infrastructure taking place?

**5.5** The information gathered through the methods described above, in addition to responses received during the Revised Core Strategy consultation period (summer 2009), have informed Part B of this document – the Position Statements. The Position Statements, which are tabulated, are set out in thematic groups that relate to the definition of infrastructure set out in paragraph 2.2 of this document. For each service / element of infrastructure the individual tables provide: an overview of the lead organisation(s); main sources of information; existing and planned provision; sources of funding; key issues; and an overall summary that clarifies the role of Core Strategy and IDP.

**5.6** Guidance is clear in that infrastructure planning should be proportionate and realistic to the level of infrastructure that is needed to deliver a plan. For this reason, consideration has then been given to the tabulated information in Part B in order to identify which elements were deemed to be critical to the delivery of the Core Strategy. In these instances the detail relating to the delivery of each element has been worked up within the Infrastructure Implementation Plan (Part C). The Implementation Plan includes information on delivery dates, funding, delivery partners, risk and mitigation for each project / key objective. Again, the tables relate to the definition of infrastructure set out in paragraph 2.2. However, additional tables have been included at the start of this section to allow for the consideration to be given to the critical elements of infrastructure required to deliver the strategic development and Areas of Change that are identified in the Core Strategy (Policies 1 and 2).

**5.7** The tables in Part B and C provide the database / infrastructure schedule and these are at the heart of the IDP. The schedules, that help to summarise infrastructure investment in the borough, will be continually updated to provide core information to assist in all corporate and partner strategy planning.

## 6 Summary of Work to Date

**6.1** This first version of the Worthing Infrastructure Delivery Plan supports the publication and delivery of the Core Strategy. This document has sought to go beyond generalised and ambitious 'wish lists' which provide little indication of how viable schemes are, how critical they are to the delivery of the plan or whether there is reasonable prospect of implementation within the required timetable. Instead, the document has started to identify infrastructure deficits, needs (against expected growth) and mapped out a delivery schedule for the critical elements. It also signposts the 'direction of travel' and how this work will evolve and develop over time to broaden its scope and the level of detail provided.

**6.2** A Draft Infrastructure Delivery Plan for Worthing was published in April 2010 alongside the Publication Version of the Core Strategy (Reg 27 stage). All interested parties were informed of its publication and comments were invited on any element of the draft IDP. These comments were then taken into account and any necessary amendments were made before the publication of this document.

**6.3** Through the responses received during this infrastructure review, existing information held, discussions with stakeholders and formal consultation stages the Council has been able to collate a fairly comprehensive set of tables that set out details relating to a wide range of infrastructure. However, it must be acknowledged that there are still a number of gaps in information as there has been a mixed level of response. In many instances, there is disparity between the work programmes and / or geographies of service providers and that of the Core Strategy which has made it difficult to align the necessary information. In addition, up-to-date information for some services has been lacking at this point of time as they are currently going through a comprehensive service review.

**6.4** It is accepted by the Planning Inspectorate (PINS) that many authorities are finding the infrastructure element of delivery very challenging. For this reason, recent advice is clear in that Planning Inspectors will take a realistic view about what level of information can be provided so long as the Council has made reasonable attempts to engage with the infrastructure providers. Section B that follows, sets out all relevant information supplied by infrastructure providers and also provides clear indication as to the steps that have been taken to contact providers where relevant information is missing or is limited.

**6.5** Where the level of information has been mixed or uncertain the Council has sought to take a balanced, pragmatic approach. For example, in transport, where there are a number of 'unknown elements' a Statement of Common Ground has been prepared that sets out a joint approach for providing a transport improvement package over the plan period.

**6.6** Guidance also acknowledges that the amount of detail that is possible to supply with regard to infrastructure planning is likely to be less certain and comprehensive for the later stages of the plan period. This is reflected in the information that the Council has managed to collate.

**6.7** Where an element of infrastructure is critical but there is some uncertainty as to whether it can be delivered, the IDP deals with what the consequences are, what levels of intervention could be used and what contingency arrangements may be possible. This requirement, to deal with the 'what if' question, has been addressed within Part C of this paper and also within Chapter 9 'Implementation' and Appendix 2 'Strategic Risk Appraisal' of the Core Strategy.

### Summary of 'Critical' Elements

**6.8** The infrastructure planning work collated within this IDP indicates that there are no major strategic requirements or deficits that would prevent the delivery of development as proposed in the Core Strategy. However, that is not to suggest that there are no key and significant elements of infrastructure improvement and provision that must be delivered alongside development to support the overarching objectives. The majority of these (non-strategic) elements are dependencies that are generally resolvable at the local level, through direct provision and development contributions.

**6.9** Furthermore, the IDP demonstrates that the Core Strategy does not place undue reliance on elements of infrastructure where funding is unknown and that there is a reasonable prospect of critical elements of infrastructure being delivered in the Plan period.

**6.10** As previously explained, Section C of this IDP focuses on the elements of infrastructure that are considered to be critical / essential to the delivery of the Core Strategy. A broad summary of the key issues that have been identified in that section is set out below:

- **Identified Development Sites** - The delivery of these sites will help to contribute towards delivering the strategic objectives. Section C identifies the essential elements of infrastructure for each development opportunity that will need to be provided / addressed to ensure that these aims are met.
- **Transport** - Resolving transport issues will play a key role in contributing to the future economic and social well being of Worthing. Some of the transport infrastructure elements identified may not appear to be 'critical' in terms of the town's overall regeneration when viewed in isolation but they are key elements within an integrated approach to solving the town's existing and future transport problems through a package of measures.
- **Housing** - A key objective for Worthing is to ensure that an adequate supply of the right type of housing is delivered that meets the needs of all residents. This is reflected in Section C.
- **Education** - Although a review of education provision is on-going it is already known that infrastructure improvements in education are required and three of the identified development sites incorporate the delivery of new and improved facilities. There is also a key aspiration in Worthing to deliver 'Age of Transfer' changes.
- **Health** - Community clinics and health centres are amongst the least developed within the Primary Care Trust area. West Sussex PCT has identified a key need

to make services more accessible and more personalised and shift services from the traditional model to a world class model of primary care.

- **Green Infrastructure / Leisure** - Given the character of Worthing and the significant constraints to further development around the town it is crucial the a network of green infrastructure and leisure facilities are retained and improved. Section C identifies two projects that have a good delivery certainty and that demonstrate a long term commitment to deliver a package of improvements.
- **Flood Defences** - It is vital that Worthing ensures that it is protected against the significant environmental and economic damage that flooding can cause. The costs of mitigation against flood risk are considerable and key delivery strategies have been prepared.

## 7 What Happens Next?

**7.1** Infrastructure planning work must be a continuous process that must be practical, realistic and flexible. It needs to deliver a database that will grow and develop over time as corporate buy-in increases and more partners engage in the process and contribute more infrastructure categories and information. It is therefore intended that the IDP will be a 'live' document that will be updated as and when information becomes available. The implementation and effectiveness of the IDP will be monitored and reported on within the Annual monitoring Report.

**7.2** This first version of the IDP has largely focused on supporting the delivery of the Core Strategy. However, over time, the scope of the IDP will widen to incorporate the essential elements of infrastructure that will be required to deliver the objectives of other strategies. In particular, the IDP will be an important tool in the deliver of key objectives identified within the Joint Sustainable Communities Strategy, 'Waves Ahead'. It is also expected that it will help to achieve Local Area Agreement (LAA) targets and Comprehensive Area Assessment (CAA) ratings. The format of the IDP will also be revised so that it includes maps and links into the West Sussex County Council Infrastructure Plan for Worthing which is currently being progressed.

**7.3** Ultimately, this work will reach conclusions as to what services will be needed to meet the demands of future development and, importantly, how and when it will be delivered. It is also a foundation upon which the Council can prepare for the possible implementation of the Community Infrastructure Levy (CIL) or any subsequent legislation.



## Section B - Position Statements

## 8 Context

**8.1** To help inform the subsequent Infrastructure Implementation Plan (Section C) it is important to draw together all relevant material relating to infrastructure delivery. This section of the IDP collates relevant information on individual services and the responses received from service providers when questioned about their existing and future capacity to meet current needs and future growth. This process, including the questions asked, is summarised in Section 5 of this document.

**8.2** The information gathered has been tabulated into topic areas - which reflects the South East Plan definition. Clearly, there are some overlaps between the different topics and this should be kept in mind.

**8.3** The 'position statement' tables for each element of infrastructure sets out the following information:

- Lead organisations
- Main sources of information
- Existing provision
- Planned provision
- Sources of funding (costs)
- Key issues
- Summary - role of IDP / LDF

**8.4** The tables will identify all forms of infrastructure provision - some of which will be desirable and some that will be essential for the delivery of the Core Strategy objectives. Where the delivery of elements of infrastructure is considered to be essential/critical then the 'summary' section of the following tables clearly signposts Section C (the Infrastructure Implementation Plan).

## 9 Transport

Transport elements - Strategic Road Network	
Lead Organisations(s)	Highways Agency and West Sussex County Council
Main Sources of information	West Sussex County Council Local Transport Plan 2006-2016 MVA LDF Transport Study 2006 West Sussex Traffic Reduction Report 2000 Worthing + Adur Strategic Transport Model (WASTM) 2009-10 Delivering a Sustainable Transport System (DaSTS) 2010 Worthing LDF Core Strategy Testing Report 2010
Existing Provision	A27 – the east to west route running along the whole of the northern edge of Worthing A24 – north to south main route into the town centre ( The strategic role of the A24 is north of Offington Roundabout)
Planned Provision	<p>There have been long standing plans by the Highways Agency to resolve the congestion problems of the A27 corridor from Worthing through to Chichester. Delays in design and funding issues have made any improvements longer term rather than short to medium term. However, the current DaSTS work being produced will provide some infrastructure options in 2010/11.</p> <p>The Worthing and Adur Strategic Transport Model (WASTM) work has produced a validated working transport model for Worthing and Adur. The model has provided the basis for assessing infrastructure implementation plans and strategy options for the A27. This work will then form an integral part of the DaSTS programme.</p>
Funding Sources	Highways Agency will provide funding for any major work.
Key Issues	<p>The Borough Council is not the designated highways authority for the Town. West Sussex County Council has responsibility for the provision and maintenance of most of the town's local transport infrastructure. The Highways Agency is responsible for the A27 Trunk Road. The Trunk Road includes the section of road between Offington Roundabout and Grove Lodge Roundabout. Attempts to secure a bypass for Worthing have proved to be unsuccessful, due to a combination of excessive costs and adverse environmental effects. The Borough Council cannot solve the problems of road congestion in isolation.</p> <p>The opportunity to implement major road building schemes to relieve congestion on the A27 are very limited, due to the lack of space and proximity of the road to residential areas. Provisional estimates to widen the A27 stretch between Lyons Farm and the Offington roundabout are considered highly expensive in relation to the length of the road.</p> <p>The current view of the Government (and consequently, the Highways Agency), is that new road building is not the first option to be considered when assessing new infrastructure provision. It is now considered important to assess 'softer' deliverable options to reduce car use, such as increasing public transport use and promoting more cycling and walking. Only when it is clear that these options are not sufficient to reduce congestion will options be considered that could lead to major transport capital schemes.</p>

Transport elements - Strategic Road Network	
	<p>The major junctions at Lyons Farm, Grove Lodge and Offington are running at full capacity at peak times. The predicted increases in road traffic volumes in the next 10 years will only exacerbate this problem. Grove Lodge has been declared an Air Quality Management Area and it is now increasingly important to reduce predicted traffic pollution and hence congestion.</p>
Summary / Role of LDF and IDP	<p>The core principles of Worthing's Core Strategy revolve around the town's economic regeneration and providing the required levels of new house-building set out in the South East Plan. Major new development in the town will be necessary to implement the above principles and there will be some impact on the transport infrastructure, including the A27.</p> <p>Anticipated increases in road traffic volumes highlight the need for the LDF to take into account the above issues and promote effective long term measures to manage and reduce car traffic.</p> <p>The Borough Council needs to work in partnership with the Highways Agency and West Sussex County Council to pursue common transport goals, which will include potential new road infrastructure on or around the primary road network, as well as changing travel behaviours and promoting the use of more sustainable modes of transport. A Statement of Common Ground has been produced between WSCC and WBC that sets out agreed/ joint transport priorities and aims for Worthing.</p> <p>The infrastructure packages emerging from the WASTM study will be taken forward to the DaSTS work, in order to comply with the Government's 5 strategic goals for transport in the future. There are three packages that have emerged from the WASTM work:  <b>Low cost</b> - including 'soft' demand management measures.  <b>Medium cost</b> - including some larger scale road infrastructure schemes.  <b>High cost</b> - including railway crossing closures and more major road building schemes including new link roads.</p> <p>The delivery and viability of the above packages are subject to further scrutiny, for both funding and deliverability. However, they are all assessed further in Section C. The above packages contain references to infrastructure provision that are not solely related to the strategic road network. The following sections will provide details of the 'softer' options such as walking and cycling and also investment in public transport services and infrastructure.</p> <p>The costings set out have been estimated by the WASTM study and the County Council. Clearly some of the schemes are longer term and it is reasonable to assume that they are prone to amendment due to inflation and other extraneous factors. However, they are currently indicative of the size and nature of the appropriate infrastructure elements.</p>
Transport elements - Local Road Network	
Lead Organisation(s)	West Sussex County Council, Worthing Borough Council
Main Sources of information	<p>West Sussex County Council Local Transport Plan 2006-2016  MVA LDF Transport Study 2006  Worthing and Adur Strategic Transport Model – WASTM  Worthing Area Transport Plan  DaSTS 2010  Worthing LDF Core Strategy Testing Report 2010</p>

Transport elements - Local Road Network	
	Rights of Way Improvement Plan (ROWIP)
Existing Provision	<p>The A259 is the main non strategic local roads and is the coastal route along running the southern edge of Worthing.</p> <p>The A2032 Littlehampton Road provides a more central arterial route through to the western fringes of the town.</p> <p>The A24 from south of Grove Lodge (A24) link in and out of Worthing)</p>
Planned Provision	<p>There are many improvement schemes for the non strategic road network that are set out in WSCC's Works Programme. These include:</p> <ul style="list-style-type: none"> <li>● County-wide measures include improvements to bus service infrastructure, safer routes to school initiatives, improved cycling facilities including new routes.</li> <li>● Traffic calming measures will be introduced where specified in WSCC infrastructure schedule and/or the approved Works Programme.</li> <li>● Carriageway resurfacing works are ongoing as part of the long term maintenance programme.</li> <li>● Some Infrastructure work may take place as a consequence of the WASTM strategy options outlined above.</li> </ul>
Funding Sources	<p>WSCC capital programmes.</p> <p>Developer contributions will provide a wide range of new transport infrastructure as part of the development process. Funding can include payment for new access and egress construction, public transport infrastructure such as bus stops and signage, pedestrian crossings and junction improvements.</p>
Key Issues	<p>The Borough Council is not the designated highways authority for the town. West Sussex County Council has responsibility for the provision and maintenance of most of the town's local transport infrastructure. The Borough Council cannot solve the problems of road congestion in isolation.</p> <p>There is a high demand for travel in Worthing and many factors contribute to the severity of transport problems. Worthing suffers from serious road congestion, especially at peak times.</p> <p>Ensuring accessibility to services and determining the best pattern of transport provision are inevitably amongst the most challenging spatial issues which the Council and the other service providers need to address.</p> <p>The County Council does receive limited funding from the Government for the Works Programme, but other sources of funding are required to deliver the Local Transport Plan. The condition of Worthing's roads remains in need of constant upgrade and repair and this has led to the ongoing maintenance programme in Worthing.</p>
Summary / Role of LDF and IDP	<p>The LDF needs to comply with national and regional policy and pay appropriate heed to the evidence based documents that have been produced. This includes study work completed that has identified the roads in Worthing that are prone to heavy congestion and also the effects of potential development on the town's road infrastructure.</p>

**Transport elements - Local Road Network**

	<p>Road capacity is limited within Worthing due to the predominantly urban nature of the town. This is particularly relevant within the town centre area, where much of the proposed development in the Core Strategy is likely to take place. Policies in the LDF aim to minimise the transport impact of new development, helping to make the most efficient and effective use of existing road capacity and maximising potential for alternatives to the car and support the initiatives in the Local Transport Plan.</p> <p>The LDF and IDP will assist the Borough Council and the County Council in identifying road transport infrastructure requirements and how they can be delivered, i.e. through developer contributions and other funding sources.</p> <p>Partnership working with WSCC will play a leading role in assessing the impact of new developments in the town developing new infrastructure and measures to reduce congestion. The Council commissioned work with the Highways Agency to model the impact of the Core Strategy's development scenarios on the local transport network. This work incorporates potential mitigation measures to alleviate the transport impacts of the future developments. This work also contributes to the joint Statement of Common Ground that highlights the common transport goals and policies.</p> <p>The summary details set out in the Strategic Road Network section above are relevant for some aspects of the local road infrastructure and are again set out in the Implementation Plan (Section C).</p>
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**Transport Element - Rail Services**

Lead Organisation(s)	Southern – train operating company Network Rail – main infrastructure provider
Main Sources of information	DfT Southern Regional Planning Assessment for the Railway 2007 Network Rail Initial Strategic Business Plan 2007 Network Rail: Rail Utilisation Strategy 2009  Sussex Route Utilisation Strategy 2010
Existing Provision	The primary routes go from east to west but there are several mainline services to London and Gatwick Airport. Worthing has 5 railway stations: Main station; East Worthing; West Worthing; Durrington on Sea; Goring.
Planned Provision	Station refurbishment at East Worthing 2013/14
Funding Sources	Funding for improvements to the main rail infrastructure, including stations is provided by Network Rail  Funding for the rolling stock is provided by the train operators
Key Issues	The existing timetable for the Coastway services does accommodate conflicting demands, but the nature of the route means there is little flexibility for change. The Coastway infrastructure is mainly a two track railway throughout with limited opportunities for overtaking of differing types of train services. End-to-end journey times struggle to provide a competitive alternative to the road network. West of Brighton, the only passing places are at Barnham for westbound services and at Worthing and Hove for eastbound services, and this can create reliability problems.

Transport Element - Rail Services	
	<p>This means there is little opportunity to enhance service levels with the current mix of fast and stopping services. Given demand volumes on the Coastway relative to the busy radial routes into London, it would be difficult to justify any route enhancements that require significant changes to infrastructure. However, there are local and regional aspirations to expand the role of the Coastway, by improving strategic inter-urban journey times and also by increasing accessibility to the network with new stations.</p> <p>The Government will continue to play a strategic role in the future of rail provision in the UK and hence the areas surrounding Worthing. Infrastructure levels, service frequencies and most fares can be determined by the Department for Transport through the franchising process.</p>
Summary / Role of LDF and IDP	<p>The LDF needs to take a co-ordinated approach to transport when assessing new development and refurbishing existing sites. This will include promoting alternative modes of transport to the car and hence, more use of public transport. This will include rail services.</p> <p>The use of rail services by Worthing residents and visitors will be part of an overall policy aim to increase the use of alternative modes of transport. However it is acknowledged that WBC has a limited role in determining the outcome of investment decisions on the local rail network.</p> <p>Partnership working with WSCC and the rail operators will play a leading role in developing new infrastructure and measures to increase rail passenger numbers.</p> <p>There is an ongoing issue with delays at the railway crossings in the Borough. All surface-level railway crossings in the County are the subject of an ongoing review to see if changes to or closures of certain crossings can be achieved in an attempt to improve rail services whilst maintaining safety and reducing congestion on the road network. However, any changes could have major implications such as delays on certain parts of the network, large-scale re-routing and would need to be modelled very carefully and further in-depth study work would be required to establish viability of any scheme/proposal. Also if crossings closed for car traffic alternative measures would have to be implemented for pedestrians &amp; cyclists. Impact on local shops and services (including emergency access) would also need to be carefully considered and overall appropriate mitigation put in place.”</p>

Transport Element - Bus Services	
Lead Organisation(s)	Worthing Borough Council, West Sussex County Council, Stagecoach South Bus Company, Compass Travel
Main Sources of information	Worthing Quality Bus Partnership (QBP) WSCC Local Transport Plan National strategic and policy initiatives set at Government level
Existing Provision	<p>The town has one major provider of bus services, Stagecoach South, who run routes to all areas of the town. Since the establishment of the Quality Bus Partnership (QBP) in 2005 there have been many improvements to service levels and infrastructure. Compass Travel provides services on a contracted basis where services are not commercially viable.</p> <p>A programme of investment to provide Real Time Passenger Information (RTPI) at selected bus stops has been completed.</p>

Transport Element - Bus Services	
	<p>New routes such as the 700 and Pulse have seen service frequencies pushed up to 10 minute intervals on the main routes coming into the town centre.</p> <p>New low floor accessible buses have been purchased by Stagecoach to service the new routes.</p>
Planned Provision	<p>The Coastal Transport System is currently being developed as part of a joint project between Brighton and Hove City Council and West Sussex County Council.. This will provide a comprehensive east – west link from Portsmouth to Brighton which will access Worthing.</p> <p>A system to show real time bus time information via text messaging (SMS) is currently being developed. This will allow text messaging and Internet enabled phones to be used for travel planning. This is being implemented in conjunction with Travelwise.</p> <p>In the longer term the QBP will assess the feasibility of providing some bus lanes in Worthing to ease bus movements and service efficiency.</p>
Funding Sources	<p>West Sussex County Council Developer funding from new development Government grants such as the Kickstart programme Stagecoach as part of their commitments to the QBP</p>
Key Issues	<p>Buses are the most used form of public transport for local journeys. The Government's aim is to drive up standards to provide a better quality service for those who already use buses and an attractive alternative for those who currently drive for short journeys. Working in partnership with the public and private sector, the County and Borough Council's also aim to increase the move toward bus use and increased passenger satisfaction.</p> <p>Since the deregulation of bus services in 1986 private operators provide the majority of bus services on a commercial basis. This is a key issue as bus operators run routes that are commercially viable. Routes can be withdrawn due to lack of public support and this raises the question of accessibility and equality.</p> <p>The County Council can subsidise the provision of 'socially necessary' bus services where these are not likely to be provided commercially. This is subject to budgetary pressures.</p> <p>The onset of Concessionary Fares has placed extra pressure on the bus companies in terms of extra bus patronage and issues for reliability and capacity. There has also been extra financial pressure placed on both the bus operators and the Borough Council with respect to funding a service that has led to a significant increase in patronage for the over 60 age group.</p>
Summary / Role of LDF and IDP	<p>The LDF has an important role to play in taking a spatial approach to improving accessibility and improving the attractiveness of alternative modes of transport to the car.</p> <p>New development where appropriate should contribute towards the provision of bus stops, bus shelters and other new and improved infrastructure public transport services.</p>

Transport Element - Bus Services	
	<p>The WASTM work has set out improvements to bus services, including the implementation of the CTS and Coastal Expressway public transport routes as well as improvements to more local services.</p> <p>The Quality Bus Partnership will also continue to work towards higher passenger numbers by providing better infrastructure and working across Council departments as well as with the bus companies.</p>

Transport Element - Community Transport	
Lead Organisation(s)	WBC, West Sussex County Council, Worthing Council for Voluntary Services- WCVS
Main Sources of information	WCVS Annual Reports WBC Dial a Ride Feasibility Reports 2009
Existing Provision	<p>The primary community transport service in Worthing is the Dial a Ride service, operated by the WCVS. The service is a member based one and it provides a transport service for the elderly and those people who cannot access 'normal' public transport services. It is run via a computerised booking service, which are normally made in the previous 24 hours.</p> <p>There are several other organisations that operate community provision in some form that are not funded on a regular basis by the Borough Council.</p> <ul style="list-style-type: none"> <li>● Broadwater Scout Group</li> <li>● British Red Cross Society</li> <li>● ChatsmoreCatholicHigh School</li> <li>● Guild Care</li> <li>● Nestledown Childcare</li> <li>● Rose Wilmot Youth and Community Centre</li> <li>● Worthing Mencap</li> <li>● Worthing Scope</li> <li>● Worthing Shopmobility</li> </ul>
Planned Provision	<p>A joint Adur/Worthing Dial a Ride service is being considered which will provide a comprehensive community transport system that can utilise economies of scale and provide a larger area wide service.</p> <p>Work has been completed on a feasibility study to provide the evidence base needed to support the viability of a joint Dial a Ride service.</p>
Funding Sources	WBC, West Sussex County Council, WCVS, Developer funding
Key Issues	<p>The provision of community transport is currently subject to WBC providing grant funding, primarily to enable the Dial a Ride service to continue in its present form.</p> <p>Worthing has a demographic profile that has been characterised by an ageing population. Although this is changing over time a dedicated community transport schemes is likely to remain an important resource to many sections of the community.</p>

Transport Element - Community Transport	
Summary / Role of LDF and IDP	<p>The LDF should ensure that vulnerable resident groups can use a transport system that is fair and accessible through a variety of travel options. This is particularly important for the more elderly population and the young.</p> <p>Community transport provision is an important part of the LDF process. It is undoubtedly true that community groups play an important role in providing social and community cohesion within the Borough. Effective transport for vulnerable groups to health centres, places of worship and community halls is an integral part of the LDF process.</p> <p>To ensure that community transport services continue to operate efficiently and well they need good equipment, especially modern and well adapted buses. The provision of new buses is therefore a key infrastructure requirement to maintain service levels. However, the operation of the schemes is a key requirement in itself.</p> <p>Community transport is an integral part of passenger transport provision and it needs to be co-ordinated with all of its key stakeholders to ensure that it is run effectively and efficiently.</p>

Transport Element - Walking and Cycling	
Lead Organisation(s)	West Sussex County Council Worthing Borough Council
Main Sources of information	West Sussex County Council Worthing Borough Council 15 year Cycling Strategy  WSCC Cycling and Walking Strategy
Existing Provision	There are several cycle routes that have been constructed in the last 5 years.
Planned Provision	A shared promenade cycle route is being planned for if a trial period in 2010/11 proves to be successful. There is a current capital programme to construct a town wide network of cycle routes as part of the Worthing Cycling Strategy.
Funding Sources	West Sussex County Council Developer funding from new development
Key Issues	<p>A key issue for the Core Strategy is increasing accessibility including enhanced pedestrian facilities in town centres and safer cycle routes, as well as improving safety, security and new cycle parking.</p> <p>Government policy is to increase levels of walking and cycling, recognising the positive contribution to priorities, including health, reducing urban congestion, and bringing economic and social benefits.</p> <p>The Government recognises the importance of improved environment for walkers and cyclists, particularly in giving priority to pedestrians and cyclists in town centres and ensuring the appropriate infrastructure for walking and cycling is built into new developments, with good networks for off-road and leisure cycling.</p>

Transport Element - Walking and Cycling	
	The County Council has published a Rights of Way Improvement Plan which sets out a strategic approach to managing public access. The overall aim is to enable the rights of way network to provide for the needs of walkers, cyclists and equestrians and those with mobility difficulties. Its objectives include improving accessibility, connectivity and quality.
Summary / Role of LDF and IDP	<p>The LDF has an important role to play in taking a spatial approach to improving accessibility and improving the attractiveness of alternative modes of transport to the car. Cycle route should be safe and provide an enjoyable and practical alternative to car use.</p> <p>The LDF can also support the Local Transport Plan in seeking Travel Plans from both small and larger development proposals, particularly commercial, including measures to encourage walking and cycling. Cumulative traffic impacts can be evident from both small and large scale development.</p> <p>The construction of more cycle routes will need to be supported by the construction of added transport infrastructure.</p>

Transport Element - Parking	
Lead Organisation(s)	West Sussex County Council Worthing Borough Council
Main Sources of information	West Sussex County Council Local Transport Plan
Existing Provision	<p>There are 13 car parks in or within close proximity to Worthing Town Centre, which are managed on a day to day basis by National Car Parks Limited (11 of which are managed on behalf of Worthing Borough Council). This includes 4 large multi-storeys, 3 of which are central to the Town (High Street, Grafton and Buckingham car parks) and the main shopping areas; the fourth, Teville Gate is located just to the north of the town within 10 minutes walk of the shops and near to the main Worthing railway station.</p> <p>These car parks offer nearly 2,500 spaces, including disabled parking. Although disabled parking is free within the disabled bays of the surface car parks, the standard charges apply in all other bays. Charges apply to all users in the multi-storey car parks, although disabled bays are available providing parking close to the access points.</p> <p>Around the town centre, there is an extensive choice of charged on-street parking bays – set out in Controlled Parking Zones.</p>
Planned Provision	There are no plans to construct more Pay and Display car parks but consideration is being given to Park and Ride sites at the western and eastern borders of the town.
Funding Sources	West Sussex County Council, Worthing Borough Council, National Car Parks - contracted service provider and developers.
Key Issues	<p>Car parking is a significant issue for local communities. Specific problems include:</p> <ul style="list-style-type: none"> <li>• The amount and cost of parking in the town centre and the perceptions of unfair enforcement.</li> <li>• The degree of traffic generation, partially resulting from the amount of available parking at both public and private non residential sites.</li> </ul>

Transport Element - Parking	
	<p>Pressure on residential parking space as a result of increasing car ownership and availability as well as other socio-economic factors, such as increasing numbers of smaller households. Permanent Park and Ride facilities have been considered as appropriate in Worthing but this has been hindered by the lack of available sites.</p> <p>The town needs to achieve a suitable amount of parking to meet demand as part of a wider approach to reduce reliance on the car is a careful balance. Private and non residential parking space can make a substantial contribution to meeting overall parking needs particularly in town centres which experience peaks in demand.</p>
Summary / Role of LDF and IDP	<p>The LDF needs to take a co-ordinated approach to combining development with accessibility and transport issues. Reducing the reliance on the car and providing alternatives are part of the overall strategy.</p> <p>The LDF needs to take a balanced approach in addressing the needs of new development arising in the town, recognising that provision for parking affects the character of an area and how accessible services and facilities are.</p> <p>Increasing housing provision and in particular increasing density in certain areas can exacerbate parking problems and a co-ordinated approach needs to be taken to address issues.</p> <p>The implementation of a car parking strategy will assist in setting a balance between providing sufficient numbers of car parking spaces, especially within the town centre in order to provide a vibrant and economically active area and the need to provide a cleaner and safer environment for residents and visitors.</p> <p>The WASTM's work has outlined the potential to implement a car parking strategy which will lead to some infrastructure provision on the local road network Construction of Park and Ride sites is also a viable consideration.</p>

## 10 Housing

Housing Mix and Need	
Lead Organisation(s)	Worthing Borough Council (WBC), Homes and Communities Agency(HCA), West Sussex County Council (WSCC), Registered Social Landlords (RSLs)
Main Sources of information	Coastal West Sussex Strategic Housing Market Assessment (SHMA) 2009; Strategic Housing Land Availability Assessment (SHLAA) 2009; Study of Economic Viability of Affordable Housing Options 2007.
Existing Provision	The current level of residential dwellings in the Borough is approximately 46,660, the majority of which are in private ownership. In terms of housing type, the SHMA established that the housing offer in Worthing is focused towards smaller properties, typically 1-2 bedrooms(40%). Flats account for almost one-third of the total housing stock.
Planned Provision	<p>The Core Strategy will facilitate the provision of at least 4,000 net additional dwellings in the Borough in the period 2006-2026. The evidence contained within the SHLAA indicates that there is an adequate supply of housing sites that is suitable available and achievable to meet Worthing's housing delivery requirements.</p> <p>A key objective is deliver affordable housing to meet the identified need (affordable housing is dealt with separately elsewhere in this section). Policies seek to ensure the right mix of homes to address the needs of the community such as supported housing, specialist housing and adaptable homes such as Lifetime homes.</p> <p>The policies of the Core Strategy also seek to address the imbalance in the housing mix by ensuring existing stock is retained, in particular existing family housing and to ensure that family housing takes precedence in the Areas of Change outside the town centre and within suburban areas.</p>
Funding Sources	HCA, WBC, WSCC, Developers
Key Issues	<p>Given the current availability of housing within the borough as identified by the SHMA and other local evidence and the demographic trends and forecasts, a main objective of the Core Strategy policy approach is to redress the imbalance in the housing mix.</p> <p>It is important to provide an appropriate choice of housing for all age groups particularly the elderly. This needs to include specialist accommodation, particularly in the form of supported and extra care housing (dealt with in more detail elsewhere within this section). It will require the delivery of accessible and adaptable accommodation for everyone from young families to older people and individuals with a temporary or permanent physical impairment, this will be achieved through the support and promotion of Lifetime homes.</p> <p>Addressing the needs of specific groups includes the needs for gypsy and travellers. Local studies have indicated that in comparison to other districts in West Sussex Worthing has the smallest quantity and demand for gypsy and traveller sites and as such does not justify the need for specific allocations for any designated traveller's site within the borough.</p>

Housing Mix and Need	
Summary / Role of LDF and IDP	<p>The Core Strategy needs to clearly set out how the borough will deliver the requirements of the South East Plan to 2026. For Worthing this means making provision for an additional 200 dwellings (net) per year (4,000 new homes between 2009-2026).</p> <p>The spatial approach for housing in Worthing must therefore take this requirement as a starting point but must demonstrate how the provision of housing contributes to the main vision and regeneration strategy. It must promote a wide choice of housing type, improve affordability and ensure a better balance between housing demand and supply.</p>
Affordable Housing	
Lead Organisation(s)	Homes and Communities Agency (HCA), Worthing Borough Council (WBC), Registered Social Landlords (RSLs)
Main Sources of information	Coastal West Sussex Strategic Housing Market Assessment (SHMA) 2009; Strategic Housing Land Availability Assessment (SHLAA) 2009; Study of Economic Viability of Affordable Housing Options 2007.
Existing Provision	In Worthing (2009) approximately 8% of the housing stock was in social sector ownership compared to 18% nationally. This equates to 3,787 properties of which 99% are owned by Registered Social Landlords (RSLs). The main providers are Worthing Homes (2490 properties 65%), Southern (576,15%), Servite (7%) and Affinity Sutton (3%).
Planned Provision	<p>The SHMA indicated that there is an acute affordable housing need. The housing needs assessment estimates that the net annual housing need is between 161-261 households with the lower estimate based on acute need and the higher based on those on the Council's waiting list. The approach to delivery of affordable housing through the LDF is via Core Strategy Policy 10 which seeks:</p> <ul style="list-style-type: none"> <li>● on sites of 6-10 dwellings, 10% affordable housing will be sought via a financial contribution</li> <li>● on all sites of 11-14 dwellings, 20% affordable housing will be sought via financial contributions</li> <li>● on all sites of 15 or more dwellings, 30% affordable housing will be sought</li> </ul> <p>The objective is to secure on site provision on those developments of 15 or more dwellings, subject to certain criteria. The council will work closely with RSLs to secure the delivery of affordable housing.</p>
Funding Sources	HCA, WBC, RSLs, Developers
Key Issues	<p>The overarching goal is to ensure that everyone has the opportunity of living in a decent home which they can afford, in a community they want to live.</p> <p>The need for affordable housing is as a result of a combination of market conditions, low earning bias and existing social housing stock.</p> <p>The delivery of affordable housing through the implementation of the Core Strategy policies will need to be monitored and reviewed as appropriate.</p>
Summary / Role of LDF and IDP	Local Planning Authorities should set out the range of circumstances in which affordable housing will be required. The policies of the Core Strategy can help to bring forward a balance of new housing in terms of both type and tenure.

## 11 Education

Education - Nursery Schools (Early Years and Childcare)	
Lead Organisation(s)	West Sussex County Council and private sector and voluntary sector
Main Sources of information	WSCC - 'Childcare Sufficiency Assessment', providers
Existing Provision	There are a wide range of day nurseries, nursery schools/classes, crèches, childminders, pre-school playgroups, toddler groups and out of school care/holiday schemes within the Borough. There are six children and family centres located in Worthing located at The Strand, Durrington, Parkfield Road, Crescent Road, Lyndhurst Road, Broadwater and Parkfield Road. These centres are managed by West Sussex County Council, Children and Young People's Service (Early Childhood Service) except Worthing (Parkfield Road) which is a commissioned service run by Spugeons, a voluntary organisation. All centres are run on a 'not for profit' basis.
Planned Provision	The Council is not aware of any planned additional provision.
Funding Sources	Public and private sector
Key Issues	<p>In recent years there has been expansion and investment in early years education and every three and four year old now has the right to a free nursery place, which we will extend from 12.5 hours a week to 15 hours by 2010. WSCC recognise that there is a growing need for childcare for children for the existing population and for any increase in needs as a result of new housing and business development in the area. The need to additional full day care places (particularly 0-2s) and out of school provision has been identified for the Durrington and Northbrook areas.</p> <p>Children and family centres aim to achieve better outcomes for children (primarily under 5s), families and communities. This is an integrated approach to improve access to information, advice and support through health and other family support services, particularly for those in greatest need. Diversity of provision and parental choice are important.</p>
Summary / Role of LDF and IDP	Early years childcare provision is provided through a combination of means: County Council; voluntary services; and private groups. The Borough Council through the LDF has little influence in this area unless a specific location for a centre is being sought.

Education - Primary Schools (First and Middle)	
Lead Organisation(s)	West Sussex County Council (Children and Young People Services). providers
Main Sources of information	<p>West Sussex Asset Management Plan Local Policy Statement, November 2003</p> <p>West Sussex County Council School Organisation Plan, 2003-2008</p> <p>WSCC Primary Capital Programme Strategy for Change March 2009</p> <p>West Sussex Childrens and young Peoples Plan (2006-09)</p> <p>Coastal West Sussex - Education Led Regeneration - DTZ - January 2009</p> <p>Other sources of information available from West Sussex County Council</p> <p>The School Organisation Plan - WSCC - emerging 2010</p> <p>The Education Infrastructure Spatial Strategy - WSCC - emerging 2010</p>

Education - Primary Schools (First and Middle)	
Existing Provision	A detailed review of the existing provision of education infrastructure forms part of the wider School Organisation Plan which is summarised below.
Planned Provision	<p>Two documents are currently being prepared by the County Council to help inform planned provision for schools. These are summarised below. When published these will form the key elements for assessing the infrastructure needs for education in the town.</p> <p><b><u>The School Organisation Plan (SOP)</u></b> - Although now no longer a statutory requirement, the County Council has agreed that a modified version of the School Organisation Plan (SOP) would be progressed to help inform immediate and medium/long term planning. The need for the Plan has been reinforced by the demands that will be placed on school infrastructure by new housing planned across the County. A consultant has been appointed to assist in the plan preparation working with the CC's School Organisation and Development Team (SOAD). The SOP will follow a format of assembling a range of data, such as pupil projections and demographic and social/economic trends on a locality by locality basis. It will form a position statement on the physical education infrastructure. The SOP's primary aim will be to assist the County in meeting its statutory duty to plan the provision of school places and to secure an appropriate balance locally between supply and demand. It is intended to support the Children and Young People Plan (CYPP) as well as inform the prioritisation of the Capital Programme. It is expected that the draft SOP will be published for consultation in 2010.</p> <p><b><u>The Education Infrastructure Spatial Strategy (EISS)</u></b> - The EISS will translate the SOP into a spatial plan and overlay it with various options for housing and other development as these emerge from the LDF process. The EISS will then translate this into the need for pupil places, identify issues that will arise if development is proposed in the locality and identify potential mitigation requirements. Various options will be modelled over a time period extending until 2026 which reflects the time frame for the South East (Regional) Plan and the Worthing Core Strategy. The EISS will:</p> <ul style="list-style-type: none"> <li>● Identify capacity to accommodate growth in pupil numbers (and therefore number of units) based on current provision.</li> <li>● Identify opportunities to provide additional facilities within an existing site and the pupil numbers (and therefore number of units) that the site may then accommodate.</li> <li>● Identify the pupil numbers (and hence number of units) that would generate the need for a new site and facilities and the scale of facilities that would be appropriate to meet policy and locality requirements.</li> <li>● Assess the requirements to accommodate known development proposals.</li> </ul>
Funding Sources	Central Government grant and developer contributions. WBC requires developer contributions towards the cost of education provision for any development which gives rise to increased need.
Key Issues	<p>In Worthing there is a key aspiration to deliver the 'Age of Transfer' (AOT) changes that have happened in other areas of the County. AOT reorganisation is desirable because the two-tier system of education (primary and secondary schools) reduces the number of schools transfers which is known to adversely affect pupil progress. The AOT reorganisation would require significant funding and it could require a new secondary school. A bid was previously made to 'Building Schools for the Future' to deliver this plan but was not successful. If alternative sources of funding could be secured then the programme for delivery could be earlier.</p> <p>Birth rates have recently been quite variable and therefore for planning purposes the County estimates that births will remain fairly constant although inward migration is expected to increase. Overall, the number of pupils on the school roll has decreased slightly since 2000 and this trend is expected to continue gradually over the coming</p>

<b>Education - Primary Schools (First and Middle)</b>	
	<p>years although significant new development to an area will clearly have an impact on educational demands. The County Council indicates that minor fluctuations in pupil numbers could be accommodated through realignment of school catchment areas to create additional capacity or through the provision of temporary classrooms. The aim is to meet short-term demand but ensure that in the course of demographic trends facilities don't become surplus provision.</p> <p>There is far greater parental choice in terms of which school a child attends and this makes planning for and providing school places more difficult.</p> <p>There is currently very little spare space in Worthing or Durrington, so contributions would be sought on all developments, and any spare capacity at the time of the s106 agreement would be taken into account.</p> <p>The use of developers contributions can help to deliver improvements to existing facilities to cater for increased demand. The County Council's Child Product Standards sets out a formula for calculating the 'pupil yield' of a particular residential proposal based on various factors including the density and size of the proposed housing and the local characteristics of the inhabitants.</p>
Summary / Role of LDF and IDP	<p>The main implications will emerge from the SOP however the Age of Transfer changes remain a key aspiration and it is a reasonable assumption that given the current situation and expected levels of development in Worthing that additional and enhanced schools infrastructure will be required to meet demand.</p> <p>Although the SOP will further inform educational infrastructure requirements it is currently expected that a new (1FE) middle school will be required in line with the strategic development at West Durrington (Core Strategy Policy 1). First schools in the area have slightly more spare capacity but a further 1FE primary school (possibly located north of the proposed Titnore Lane site) may be required eventually in light of the other developments in the area. An alternative, which may be a more practical solution, may be to provide a 1FE 'first and middle school' (similar to Vale or Broadwater) on the site offered by the Titnore Lane developers.</p> <p>A new school is not a practical solution across the rest of the town given the expected level and location of development. The most pragmatic way of addressing the needs arising from new development is to seek contributions for all pupils produced from these developments and expand the schools where possible (most likely would be Thomas Beckett Middle, Downsbrook Middle, Whytemead First and Bramber First). Catchments areas would then need to be altered across Worthing to distribute pupils towards the schools with available capacity.</p>

<b>Education - Secondary Schools</b>	
Lead Organisation(s)	West Sussex County Council (Children and Young People Services), providers

<b>Education - Secondary Schools</b>	
Main Sources of information	West Sussex Asset Management Plan Local Policy Statement, November 2003 WSCC School Organisation Plan, 2003-2008 WSCC Primary Capital Programme Strategy for Change March 2009 West Sussex Childrens and young Peoples Plan (2006-09) The School Organisation Plan - WSCC - emerging 2010 The Education Infrastructure Spatial Strategy - WSCC - emerging 2010 Coastal West Sussex - Education Led Regeneration - DTZ - January 2009 Other sources of information available from West Sussex County Council
Existing Provision	A detailed review of the existing provision of education infrastructure forms part of the wider School Organisation Plan (SOP) which is summarised above.
Planned Provision	Two documents are currently being prepared by the County Council to help inform planned provision for schools. The School Organisation Plan (SOP) and the Education Infrastructure Spatial Strategy (EISS) are summarised within the 'Primary Schools' table above. When published these will form the key elements for assessing the infrastructure needs for education in the town.  In summary, it is expected that the SOP will identify that there is some room at Durrington (projected to fill to capacity over the next 4 years) and Worthing High School with all other schools filled to capacity. The only school which may have scope for expansion is Chatsmore Catholic High School, and if required, the County Council would seek to expand this Voluntary Aided School by 1-2FE. The SOP will help to review all opportunities for expansion / relocation.
Funding Sources	Central Government grant and developer contributions. WBC requires developer contributions towards the cost of education provision for any development which gives rise to increased need.
Key Issues	A number of key issues that apply to primary and secondary education are set out in the 'Primary Schools' table above.
Summary / Role of LDF and IDP	The main implications will emerge from with the SOP however, it is a reasonable assumption that given the current situation and expected levels of development in Worthing that additional and enhanced schools infrastructure will be required to meet demand.

<b>Education - Further and Higher Education</b>	
Lead Organisation(s)	West Sussex County Council / Learning and Skills Council, providers
Main Sources of information	West Sussex County Council-West Sussex Grid For Learning 14-19 Strategy "A new Phase, a New Opportunity" The School Organisation Plan - WSCC - emerging 2010 Coastal West Sussex - Education Led Regeneration - DTZ - January 2009 The Education Infrastructure Spatial Strategy - WSCC - emerging 2010
Existing Provision	A detailed review of the existing provision of education infrastructure forms part of the wider School Organisation Plan (SOP) which is summarised in the 'Primary Schools' table above. The SOP will consider and develop post-16 Education (14-19 educational policy) as the remit of the Learning & Skills Council has been passed back to the County Council.  The two principal providers of further and higher education in Worthing are Northbrook College and Worthing College:

Education - Further and Higher Education	
	<p><b>Northbrook College</b> - is the principal provider of work-related Further, Higher and Adult Education in the area. It has approximately 1,000 staff and 16,000 full and part time students located at two campuses in Worthing (Durrington and Broadwater) and a campus at Shoreham Airport. The College is also the largest provider of Higher Education for the creative and cultural industries in West Sussex. The College, additionally, has contracts for Apprenticeship training, Adult and Community Learning and provides courses in most work-related areas as well as those for personal development.</p> <p><b>Worthing College</b> - is primarily a large sixth form situated towards the west of Worthing on a 5.6ha site adjacent to Durrington-on-Sea railway station. In 1999, Worthing College became the first in the south-east to be recognised as an Accredited College. It is home to over 200 members of staff and over 1,500 pupils. The College offers a range of courses and facilities for sixth form students, adult students, those in employment and visiting international students - curriculums are planned collaboratively with Northbrook College to avoid overlap.</p>
Planned Provision	<p>Two documents are currently being prepared by the County Council to help inform planned provision for schools / education. The School Organisation Plan (SOP) and the Education Infrastructure Spatial Strategy (EISS) are summarised within the 'Primary Schools' section above. When published these will form the key elements for assessing the infrastructure needs for education in the town. However, it is known that both of the key providers have aspirations for development and progression over the Plan period:</p> <p><b>Northbrook College</b> -In 2008 the College reviewed their property portfolio in Worthing (sites at Durrington, Union Place and Broadwater). Construction is underway on a sheltered housing scheme at Union Place and planning consent has been given for a new campus at Broadwater. The intention was to release the Durrington site for development, to provide essential funding for the new campus. The redevelopment was also dependent on funding from the Learning and Skills Council. This has not come forward and therefore it has been necessary for the College to reassess its plans. There are two main options for the College to pursue. One is to continue with the original plan to dispose of the Durrington site and allow for investment in new college buildings on the Broadwater site, the other is to focus on the Durrington site and release the Broadwater site for development. The main challenge is in ensuring that the redevelopment of either of these sites deliver the spatial objectives of the Core Strategy, secures the long term future of the College through significant investment in much needed education infrastructure.</p> <p>In September 2010 plans for a £5m development of the Broadwater Campus were submitted to the Council. These plans would result in the replacement of 'huts' with a new 3-storey teaching block. The campus currently accommodates 3,100 students and this could increase by 100 once the up-grade plans are implemented.</p> <p><b>Worthing College</b> - To meet the objective of improved educational facilities the future of the College site will need to be reviewed, including the capacity for alternative uses to enable the necessary investment in future educational provision. Planning permission has already been granted to provide a significant amount of residential development (124 dwellings) on part of the site, to enable new education buildings to be secured alongside the residential development. The key objective is to secure an enabling development that will allow for the reinvestment in and enhancement of the education facilities offered. This can either enable the new educational facilities to be provided alongside the residential development or the relocation of the College to an alternative site.</p>

Education - Further and Higher Education	
Funding Sources	Learning & Skills Council, land and or financial contributions arising from development
Key Issues	<p>The West Sussex Strategy's key objective is to raise achievement by offering young people greater flexibility and choice in their studies. Building networks of schools and colleges provides greater choice.</p> <p>Northbrook College have applied for a grant from the Skills Funding Agency to help cover the costs of the September 2010 development proposals. The remainder of the costs would be financed by long term borrowing.</p> <p>The Coastal West Sussex Education-Led Regeneration Report (DTZ - Jan 2009) estimated that over the next 5-10 years around £580m of capital investment is likely to go into educational facilities along the West Sussex Coast - this represents a real opportunity to bring about transformational change in a deprived local economy. The report focuses on three key policy areas:</p> <ul style="list-style-type: none"> <li>• Improving skills / educational attainment among low skilled working age adults</li> <li>• Facilitating progression between different forms / levels of learning</li> <li>• Economic regeneration of the area</li> </ul>
Summary / Role of LDF and IDP	Although the outcome of the SOP will help to determine future provision it is already known that significant development and enhancement is required at both of the town's key further education providers if the long term aspirations of Northbrook and Worthing Colleges is to be met. For this reason the Core Strategy includes both Colleges as Areas of Change (The Strand / Worthing College - AOC 10 and Northbrook College - AOC 11). The Core Strategy and the Implementation Plan (Section C) provide further details in this regard.

Education - Adult learning	
Lead Organisation(s)	West Sussex County Council / Learning and Skills Council, providers
Main Sources of information	West Sussex County Council "Adult Learning Matters-The Strategy to Develop, Promote and Provide World Class Adult Learning" 2007-2010
Existing Provision	See Further / Higher Education Table above. In West Sussex, provision is focused on delivering learning close to where users live or visit in community locations and targeting potential learners in the most disadvantaged localities and 'hard to reach' groups.
Planned Provision	See Further / Higher Education Table above. In addition, WSCC has indicated that general discussions are taking place within the County to review assets available for adult and community learning.
Funding Sources	Funding for new capital projects is extremely limited.
Key Issues	<p>WSCC's policy is to share provision and accommodation wherever possible whilst aiming to work in partnership to achieve suitable new premises and co-location with services such as Colleges, the Library Service and schools.</p> <p>The County Council has recently confirmed its commitment to delivering a high quality Adult &amp; Community Learning service. As it is receiving progressively less government grant to support adult leisure learning, while also suffering from falling enrolments, the</p>

Education - Adult learning	
	<p>service has to be delivered more cost-effectively and the County is looking at delivering some courses at local community venues as well as reducing the number of dedicated adult learning centres. It is uncertain yet how this may impact on delivery in the Borough.</p> <p>The locations of Adult Community Learning (ACL) centres have been determined by the availability of premises. Some buildings are not fit for purpose and access for disabled people is very poor in a few centres. Future planning will be based on relocating provision from centres where access could not be easily provided. In the long-term the provision of a large number of dedicated sites may be inappropriate. The extended or community school concept may lead to more local provision but would rely on site improvement.</p>
Summary / Role of LDF and IDP	See Further / Higher Education Table above

## 12 Health

West Sussex Primary Care Trust	
Lead Organisation(s)	West Sussex PCT
Main Sources of information	Meeting with GP representatives Worthing (West Sussex PCT), 25 February 2010 West Sussex PCT Strategic Service Delivery Plan (Draft), Sep 2009
Existing Provision	Community clinics and health centres in the South East locality (Arun, Adur, Worthing) are amongst the least developed within the PCT and GP practices are amongst the most densely populated (m <sup>2</sup> per registered patient). Two community hospitals - Salvington Lodge (hospital for elderly people) and The Burrowes Central Clinic Durrington Health Centre
Planned Provision	New Durrington Health Centre - New primary care centre housing the three practices and community health services located within the existing surgery. New centre to be built on existing site adjacent to the current PCT owned building which is of poor quality. This facility would act as a main hub for Durrington, Goring and other residential neighbourhoods to the west of Worthing. Total accommodation requirements of 3,600m <sup>2</sup> . St Lawrence Surgery - extension project approved by West Sussex PCT but no approved planning application yet (Sept 2009). Phoenix Surgery replacing the existing practice based on the need for fit for purpose accommodation.
Funding sources	New primary care centre Durrington - Express LIFT or third party developer. St Lawrence surgery supported through Deanery funding. The Phoenix Surgery rebuild is being funded by third party developer MCD.
Key Issues	The primary and community health estate is acknowledged by West Sussex PCT to be in poor overall condition, and a number of practices have requested support for plans to extend or improve their surgeries.  The priority has to be to modernise the community health estate, and a proposal to rebuild the Durrington Health Centre provides an opportunity to create a 'mini hub' in the west of the borough, and build capacity for growth, which is likely to be in the west of the district.  The planned rebuild of the Phoenix Surgery needs to be commenced.  A central hub could/should also be developed providing services currently provided in Selden and Worthing Medical Group GP practices and this hub could be combined with relocation of services provided in Central Clinic.
Summary / Role of LDF and IDP	The LDF will help to facilitate the four projects mentioned above. They have been set out in Section C of the IDP.

Worthing Hospital	
Lead Organisation(s)	Western Sussex Hospitals NHS Trust

<b>Worthing Hospital</b>	
Main Sources of information	WBC Meeting held with Western Sussex Hospitals NHS Trust April 2010 Local Press
Existing Provision	Worthing Hospital, Lyndhurst Road
Planned Provision	For planned provision details see Key Issues. Redevelopment plans (£2 million) of the dilapidated west wing of Worthing Hospital have been approved. Long-term plans include revamping the top floor of the building and the catering block. A special children's area by the accident and emergency department for young patients is also being planned.
Funding Sources	Western Sussex Hospitals NHS Trust
Key Issues	It is understood that Western Sussex Hospitals NHS Trust will present their proposals for both Southlands and Worthing Hospital at Cabinet meetings for both councils in May 2010. This information will be incorporated within subsequent versions of the IDP.
Summary / Role of LDF and IDP	The LDF will, where appropriate, help to facilitate the Hospital's plans.

## 13 Social Infrastructure

Indoor Sports and Leisure facilities	
Lead Organisation(s)	WBC
Main Sources of information	WBC PMP Open Space study
Existing Provision	Aquarena complex West Park Leisure Centre Many of Worthing's schools and community centres provide the opportunity to use their indoor recreation/sports facilities. There are also private leisure facilities in Worthing such as a David Lloyd Centre and other smaller fitness suites.
Planned Provision	A new swimming pool complex is being progressed on / adjacent to the existing site, which will include new fitness suites, diving pool and play areas.  It is widely agreed that the leisure centre at West Park is in need of substantial refurbishment in the future.
Funding Sources	WBC Government grants Developer funding
Key Issues	Worthing need to ensure that it has sufficient indoor leisure activities and premises to cater for both residents and visitor requirements in the future. It is likely that demand for leisure facilities will increase in the future so it is key that this demand is met.
Summary / Role of LDF and IDP	The LDF will support this sector by maintaining the quality and quantity of existing leisure premises and providing the opportunities to develop new ones to cater for unmet future demand.  The IDP will set out any financial requirements and timescales for providing any major new indoor leisure facilities in the future.

Supported Housing	
Lead Organisation(s)	West Sussex County Council (WSCC), Worthing Borough Council (WBC)
Main Sources of information	A South East Region Needs Model which considers the current provision of, and future needs for, people in need of supported housing in West Sussex is currently being developed by West Sussex County Council in consultation with Districts and Boroughs. The model should be finalised by late Spring 2010. Strategic Housing Market Assessment (2009)
Existing Provision	The level of existing provision is variable within the Borough and across the County and one of the aims of the Needs Model is to enable a more strategic approach to the development of services to ensure there is not an over supply and/or under supply and that provision locally meets the specific needs of the population.

<b>Supported Housing</b>	
Planned Provision	The needs analysis has so far identified the vulnerable groups for whom an increase in existing provision will be required up to 2026 which in this area includes people with learning difficulties, people with physical and sensory impairment, offenders and people with substance misuse problems. More specific information relating to the number of units will be clearer as the results of the analysis are finalised.
Funding Sources	Developer funding, WSCC, Homes and Communities Agency, Registered Social Landlords (RSLs)
Key Issues	To help some of the most vulnerable members of our community lead fuller and more independent lives by ensuring suitable housing is available for them in which they can receive the support they need. The people on whom the Needs Analysis is focused require support to undertake day to day living but in recent years a significant a shift has occurred to give these people more say and choice about what support they need and how this is provided. Whatever services are provided as an outcome of the Needs Analysis currently being undertaken will have to conform with this ethos. In addition the demand remains for general needs housing which can be used on a versatile basis to complement the ongoing trend towards more floating support.
Summary / Role of LDF and IDP	Local authorities are required to plan for a mix of housing on the basis of the different types of housing that are likely to require housing over the plan period with a particular regard to the accommodation requirements of specific groups. The LDF policies and more specifically Policies 7 and 8 of the Core Strategy will help to deliver the mix of housing needed.

<b>Social and Community Services - Youth Development</b>	
Lead Organisation(s)	West Sussex County Council (WSCC), Youth Service, Worthing Borough Council (WBC)
Main Sources of information	Local Youth Offer (WSCC - Feb 2009) The Young Peoples Plan for West Sussex 2006-2009 and 2008 update. Every Child Matters Agenda. WBC Leisure Services Manager.
Existing Provision	<p>There are a number of youth clubs in existence that offer a variety of activities for young people such as: Tarring Young Peoples club; Sydney Walter Centre; Worthing Boys Club. There are also a number of other groups that provide a variety of activities for young people such as the Scouting movement of which there are some 13 groups across Worthing including sea scouts.</p> <p>In addition, leisure services play a significant role in providing opportunities for children and young people. The existing leisure facilities include: Worthing Leisure centre; the Aquarena swimming pool and leisure facility; Davisons Leisure Centre; and Field Place.</p> <p>Greater national emphasis on healthy eating and tackling childhood obesity issues has resulted in greater joint working between stakeholders to devise and support programmes aimed specifically at this group. In terms WBC leisure provision this has included developing schemes aimed specifically at children and young people such as the introduction of a Junior 'FIT4' leisure membership that allows use of a wide range of activities. This scheme was introduced 3 years ago and membership has grown significantly. Other schemes include holiday clubs and awareness raising events such as an 'Olympic Open Day' and working with NHS on promoting 'Healthy Eating' specifically for the young.</p>

<b>Social and Community Services - Youth Development</b>	
Planned Provision	<p>There are no specific plans for new premises specifically for youth services, however, there are proposals to provide additional or improved community facilities and leisure facilities that will be of benefit to this group. This includes:</p> <ul style="list-style-type: none"> <li>• plans to replace the existing Aquarena facility with a new pool and leisure facilities as part of a wider mixed use development as referred to in Section C -Area of Change 1 - Aquarena;</li> <li>• new community and leisure facilities proposed as part of the West Durrington development as referred to in Section C- Policy 1-West Durrington;</li> <li>• A number of the other areas of change also offer opportunities for new leisure and entertainment facilities will add to the variety of activities and facilities that the town has to offer for the wider community including young people and children.</li> </ul> <p>The provision of services offered to this group will be developed over time.</p>
Funding Sources	WSCC, Developer Contributions, WBC
Key Issues	The Children and Young Peoples Plan is a countywide strategy involving a wide range of organisations with the aim of identifying the key priorities for children and young people and how best to deliver them. A key element is ensuring that the right services are delivered in the right places and the right way.
Summary / Role of LDF and IDP	<p>The LDF has role in ensuring that children and young people have an input into the planning process to ensure that their needs are reflected in the objectives and policies of the Core Strategy.</p> <p>The LDF will play a role in protecting those sites and facilities that play a key role in delivering the needs of children and young people.</p> <p>To assist with securing developer contributions towards leisure and cultural/community facilities.</p>

<b>Social and Community Facilities - Community and Voluntary Services</b>	
Lead Organisation(s)	Worthing Borough Council (WBC), Worthing Council Voluntary Services (WCVS), Worthing Citizens Advice Bureau (CAB)
Main Sources of information	<p>Worthing CVS Annual Report 2008/9</p> <p>Worthing CAB Annual Report 2009</p> <p>West Sussex Compact -March 2005 (revised 2007)</p> <p>Liaison with WCVS</p> <p>(further information expected late Spring 2010)</p>
Existing Provision	<p>The Worthing CVS operates from two floors of a building in the Town centre which they consider to be a wholly inaccessible building to all but the reasonable fit. It therefore restricts the range of voluntary and community sector services that can be accessed by the public, WCVS also has eight neighbourhood based workers.</p> <p>Worthing CAB operates from 'inaccessible offices' in the town centre and provides outreach sessions in a number of different locations across the Borough: Maybridge Community Church, Durrington Health Centre and in association with Shelter Worthing County Court.</p> <p>The services provided are all subject to continued funding being found which can result in the level of service provision and available sessions being changed frequently.</p> <p>There is a help point in Worthing located within the town hall.</p>

Social and Community Facilities - Community and Voluntary Services	
	<p>The aim of the Help Point is to direct customers to the correct person within Worthing Borough Council or West Sussex County Council to deal with their enquiry or problem. Throughout West Sussex there are a network of Help Points that provide a single point of contact for any enquiry from the public about any local government or health authority service in West Sussex.</p> <p>There are a number of community centres and organisations across the town that offer a range of activities and events for all age groups.</p>
Planned Provision	<p>A need has been identified for a 'voluntary centre of excellence and a need for improved premises but there are no formal plans for meeting this need. A group of voluntary and community organisations in Worthing are working with WCVS to scope the potential for a shared 'hub' or facility from which they can work together to deliver well-being and community development services to the community. However, further joint working is currently being undertaken to establish what the needs are for this service. This may require further additional detailed work given the wide range of services and organisations that site under the umbrella of community and voluntary services. A shared building for voluntary and community sector groups will obviously not house all of them since there are over 900 local voluntary and community groups. It would however:</p> <ul style="list-style-type: none"> <li>• Accommodate some voluntary and community organisations and provide a strategic and practical showcase for their work and for the work of others</li> <li>• Provide support to them all in the form of infrastructure services, shared resources, and partnership capacity building and</li> <li>• Provide a gateway through which the public can obtain the services of voluntary and community organisations and information about those and other services which improve quality of life and well-being</li> <li>• Be an efficient and cost-saving way of providing support to the community and to the thriving third sector we all want to create an environment for.</li> </ul>
Funding Sources	WBC, SRB funding, contributions from local businesses, charitable donations.
Key Issues	<p>WCVS is a 'voluntary sector infrastructure body' which means it exists as an umbrella and link body to support and develop a thriving, influential strong and dynamic voluntary and community sector in Worthing. The role of WCVS is to:</p> <ul style="list-style-type: none"> <li>• Support and services for voluntary and community organisations</li> <li>• Liaison within and beyond the sector including advising other sectors about VCOs</li> <li>• enabling representation of the sector to other bodies and supporting its recognition</li> <li>• Development work identifying needs in the community (including hosting and developing projects which may be time-limited or go on to become independent)</li> <li>• Participation in strategic partnership and policy developments which impact upon the voluntary and community sector and the wider community</li> </ul> <p>Independent research carried out for the CVS from 2003/4 indicated over 175 registered charities in Worthing. A scan of the audited accounts submitted by just these charities in that year showed their combined income as £56 million. In 2006 up to 950 voluntary and community organisations (VCO's) were identified in the town. That same research calculated that there were as many as 26,000 volunteers in the town in 2006. The Place Survey carried out by government in 2009 identified 24,000 volunteers in Worthing.</p> <p>The CAB provides help in a wide range of situations. In the more complex areas extra help is available from both voluntary and paid staff, who specialise in debt, employment, disability, benefits and housing claims. The Bureau has access to specialist ancillary services and can also refer clients to appropriate agencies.</p>

Social and Community Facilities - Community and Voluntary Services	
	<p>It is a key objective of the Council, as set out in its Corporate Plan (2009 – 2012), to 'support and contribute to the health, safety and wellbeing of the area'. One of the measures for achieving this is to work with communities, voluntary groups and others to deliver general wellbeing by supporting an active and effective voluntary sector by working with them to deliver services in the community.</p> <p>National Indicator 7 in the West Sussex Local Area Agreement, which has been signed by Worthing Borough Council, is 'to create an environment for a thriving third sector'.</p> <p>The Council is a signatory of the West Sussex Compact. This agreement aims to benefit people in West Sussex through the development of improved collaboration, trust and respect between the VCS and statutory agencies. The Compact encompasses a set of shared values and principles, as well as a number of codes of good practise.</p> <p>The Local Government and Public Involvement in Health Act, which sets out a range of proposals to strengthen local communities, places a duty on local authorities to engage with other partners including the VCS.</p> <p>The Council's grant to Worthing CVS enables it to fulfil its objective to 'support an active and effective voluntary sector by working with them to deliver services in the community'. Central to the CVS's role is the work it does to support, advise and strengthen other voluntary organisations. Frontline VCS groups in Worthing look to the CVS for broad-based support services, advice on meeting unmet community needs, networking opportunities and representation, particularly on strategic partnerships such as Worthing Together.</p> <p>The Council is also a signatory of the countywide 5-year Service and Funding Agreement in respect of Worthing Volunteer Centre which is run by WCVS. This SFA runs till 31 March 2013. The need of frontline VCS organisations for volunteers is well known, but volunteering also benefits the wider community and volunteers themselves.</p> <p>Opportunities may exist to link a new central facility for the CVS to the central hub aspirations of the PCT (see 'Health' tables).</p>
Summary / Role of LDF and IDP	<p>The role of the LDF is limited but could assist in finding new sites for community and voluntary groups if the need arises.</p> <p>The consultation processes of the LDF have actively sought the involvement of such organisations as they have a significant role to play in representing the needs of a large number of people within community.</p>

## 14 Green Infrastructure

Green Infrastructure																											
Lead Organisation(s)	Worthing Borough Council, West Sussex County Council, Natural England, CABE																										
Main Sources of information	South East Plan PMP Outdoor Recreation Study  Natural England Green Infrastructure Guidance																										
Existing Provision	<p>A summary of Worthing's green infrastructure is set out below:</p> <ul style="list-style-type: none"> <li>● Parks and Gardens</li> <li>● Natural and Semi-Natural Green Space</li> <li>● Amenity Greenspace</li> <li>● Provision for Children and Young People</li> <li>● Sports Facilities</li> <li>● Allotments and Community Gardens</li> <li>● Cemeteries and Churchyards</li> <li>● Green Corridors</li> <li>● Beaches and seafront</li> </ul> <p><u>Quantity of green infrastructure</u></p> <p>Parks and gardens – 12.27 hectares -16 sites            Natural and semi natural green space – 114.57 hectares – 24 sites            Amenity green space – 32.23 hectares – 47 sites            Children and young people – 8.11 hectares - 43 play areas and activity sites            Sports facilities – 300.69 hectares – 62 sites            Allotments and community gardens – 15.77 hectares – 9 sites            Cemeteries and churchyards – no available data            Green corridors – no available data            Beaches and seafront – 157 hectares</p> <p><u>Existing provision v current guidelines</u></p> <table border="1"> <thead> <tr> <th>Green infrastructure element</th> <th>Existing total provision (ha)</th> <th>Current provision level per 1,000 population (ha)</th> <th>Balance - surplus / deficiency with provision standard</th> </tr> </thead> <tbody> <tr> <td>Parks &amp; gardens</td> <td>12.27</td> <td>0.13</td> <td>0.56</td> </tr> <tr> <td>Natural and semi natural green space</td> <td>114.57</td> <td>1.17</td> <td>-0.59</td> </tr> <tr> <td>Amenity green space</td> <td>32.23</td> <td>0.33</td> <td>-16.57</td> </tr> <tr> <td>Children &amp; young people</td> <td>8.11</td> <td>0.08</td> <td>-1.65</td> </tr> <tr> <td>Sports facilities</td> <td>300.69</td> <td>n/a</td> <td>n/a</td> </tr> </tbody> </table>			Green infrastructure element	Existing total provision (ha)	Current provision level per 1,000 population (ha)	Balance - surplus / deficiency with provision standard	Parks & gardens	12.27	0.13	0.56	Natural and semi natural green space	114.57	1.17	-0.59	Amenity green space	32.23	0.33	-16.57	Children & young people	8.11	0.08	-1.65	Sports facilities	300.69	n/a	n/a
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Green Infrastructure				
	Allotments & community gardens	15.77	0.16	0.15
	Cemeteries & churchyards	n/a	n/a	n/a
	Green corridors	n/a	n/a	n/a
	Beaches & seafront	157	n/a	n/a
Planned Provision	<p>The construction of new play areas and activity zones is continuing as part of the Council's ongoing maintenance and capital refurbishment programmes.</p> <p>A complete refurbishment of Palatine park including new sports pitches and pavilions is planned.</p> <p>As new development takes place as part of Worthing's regeneration process new green infrastructure will be needed to contribute to the quality of the surrounding environment of the development. Such development will be assessed during the planning process at the time.</p> <p>Suitable areas of parks to be re-sown with species rich grassland</p> <p>Landscape planting around existing and new build of native species</p> <p>Street tree replacement of native species.</p> <p>Less trampled beaches to be sown with coastal vegetation shingle species.</p>			
Funding Sources	WBC capital monies Developer contributions			
Key Issues	<p>The primarily urban and dense characteristics of Worthing places significant emphasis on the need to protect and enhance the greenspace land that the town currently has. Green infrastructure is of particular importance in Worthing given the nature on the urban fringe areas and ongoing development pressures in all areas of the town.</p> <p>Green infrastructure encompasses the full range of natural and historic landscape, including waterways, woodlands, and green corridors. It brings many social, economic and environmental benefits, attracting investment, jobs and people. For example, well-designed and integrated green infrastructure can assist with promoting a sense of community and providing opportunities for recreation.</p> <p>Natural England promotes green infrastructure as an important component of the infrastructure required to support sustainable growth. It also has an important role in enabling landscapes to become more responsive to climate change, such as absorbing CO2, heat and flood control. Green corridors, Public Rights of Ways and street trees are the green lungs of city life and reference must be made to this in any future Green Infrastructure guidance.</p> <p>Green infrastructure must be adequately resourced up front to meet capital and ongoing revenue needs. Funding will be an issue. Multi-functional land use is key to achieving value for money by planning, creating and managing areas to produce multiple public and environmental benefits, sharing resources between sites and combining investment from different sectors.</p>			

Green Infrastructure	
	<p>The requirement for open space, sport and recreation facilities is likely to be maintained, not least because the need to build at higher densities will require the continued provision of high quality open space.</p>
Summary / Role of LDF and IDP	<p>The Core Strategy recognises the importance of a green infrastructure network reflecting the recommendations of the PMP outdoor recreation study and the South East Plan. The principles of green infrastructure should be integrated elsewhere into the LDF to help achieve sustainable communities. Strategically significant potential routes and sites for green infrastructure should be safeguarded, where appropriate, within the LDF and development should make a significant contribution to the continuation and establishment of new green infrastructure. The design of green infrastructure should also help create a distinctive sense of place.</p> <p>The recommendations of the PPG17 Assessment have been taken into account in the preparation of the Core Strategy and will be used throughout the preparation of the LDF.</p> <p>There are areas in the town where there are deficiencies of green infrastructure in certain typography classifications, as set against national standards or the recommended standards set out in the Open Space, Sport and Recreation Needs Assessment Study. Some areas of the town fall below the recommended provision standard for natural and semi-natural open space and others fall below the provision standard for provision for children and young people. When this is the case it is appropriate to make good any under-provision, where it is appropriate and feasible to do so. The provision of new green infrastructure in tandem with new development will be a key aspect of the LDF.</p> <p>It is proposed through the Core Strategy that developers will be required to contribute towards the provision of open space, sport and recreation facilities and provide facilities on larger development sites. We will continue to seek opportunities through allocations documents to allocate sites for provision where particular deficiencies have been identified.</p> <p>A Supplementary Planning Guidance document will be produced in order to provide a detailed strategy for implementing the delivery of an integrated green infrastructure network.</p>

Natural Environment and landscape Character	
Lead Organisation(s)	West Sussex County Council WBC
Main Sources of information	Worthing Biodiversity Report West Sussex Biodiversity Action Plan Hankinson Duckett Landscape Capacity Study Worthing Shoreline Management Plan
Existing Provision	<p>Most of the land outside the built up area to the north falls within the recently designated National Park. The borough is also home to 11 Sites of Nature Conservation Importance and a Site of Special Scientific Interest (Cissbury Ring).</p> <p>Worthing also has two Biodiversity Opportunity Areas (BOAs), as highlighted in the Sussex Biodiversity Partnership – the North East Worthing Downs and the Clapham to Burpham Downs.</p> <p>There are Regionally Important Geological Sites (RIGS) at High Salvington and Charmandean Quarry.</p>

Natural Environment and landscape Character	
	<p>To the east and west of the Borough areas of valuable open countryside continue to represent long established breaks in development between areas.</p> <p>Worthing also benefits greatly from its coastal setting. The 7.5km of shoreline is home to a wide variety of flora and fauna.</p>
Planned Provision	There is no expected designation of any new SSSI's or SNCI's
Funding Sources	Developer contributions will be sought if new development has an adverse effect on local, existing areas of biodiversity. The enhancement of existing or the replacement of any loss of biodiversity will be sought from developers.
Key Issues	<p>It remains important to protect and where possible enhance areas that are important and valued for their nature, flora, fauna, geological and biodiversity conservation.</p> <p>Defined areas of valued landscape and environmental sensitivity should be safeguarded in order to protect the existing landscape character and biodiversity of the area.</p>
Summary / Role of LDF and IDP	<p>The spatial objectives of the Core Strategy highlight the need to ensure that the quality of the natural environment is protected, maintained and enhanced for future generations.</p> <p>WBC will work in partnership with landowners/farmers and potential developers to safeguard environmentally sensitive areas. A close working relationship with the emerging National Park Planning Board will also be a key aspect of the future LDF process.</p>

Allotments	
Lead Organisation(s)	WBC
Main Sources of information	Various sources including WBC - Leisure and Cultural Services and Continental Landscapes – management agents. WBC Open space, Sport and Recreation study PMP 2006. National Society of Allotments and Leisure Gardens (NSALG).
Existing Provision	<p>There are eight allotment sites within the Borough of Worthing with plots of varying sizes, totalling some 986 plots. The average size of a plot is 126.46sq meter (5 square rods). The allotments are:</p> <p>Chesswood Farm – 332 plots            Dominion Road – 46 plots            George V Avenue – 20 plots            Haynes Road – 21 plots            Hill Barn Lane – 22 plots            Humber Avenue -100 plots            St Andrews – 18 plots            West Tarring – 428 plots</p> <p>The total area of the allotments across the borough is 15.77ha which equates to 0.16ha per 1,000 population (PMP study 2006). The NSALG suggests a national standard of 20 allotments per 1,000 households or 1 allotment per 200 people. This equates to 0.125ha per 1,000 population based on average plot size of 250m<sup>2</sup>.</p>

Allotments	
Planned Provision	The current waiting list stands at 738 across all sites in the borough with 203 for West Tarring. Given the significant increase in demand for allotments a working group has been set up to look at the issue to see how this increased demand might be met.
Funding Sources	WBC Allotment annual charges
Key Issues	Allotment gardening makes an important contribution to the quality of people's lives. Allotment gardening has an important roll to play in creating and maintaining healthy neighbourhoods and sustainable communities. It can provide health benefits improving both physical and mental health. It provides a source of recreation and contributes to green and open space provision. They also help in adapting to and mitigating against the adverse impacts of climate change by encouraging the provision of locally sourced food.
Summary / Role of LDF and IDP	The LDF has a role in providing policies that will ensure that the Green Infrastructure of the borough which includes allotments. Policy 14 seeks to ensure that Worthing's existing areas of green infrastructure as set out in the Open Space, Sport and Recreation Needs Assessment Study will be protected and they will be improved and enhanced to improve their quality and accessibility.

## 15 Public Services

Libraries	
Lead Organisation(s)	West Sussex County Council (WSCC)
Main Sources of information	<p>Various sources of information and correspondence with WSCC. Report - 'Proposed redesign of library services' January 2010.</p> <p>Email sent to WSCC (Mar 2010) - awaiting response</p>
Existing Provision	<p>There are existing local libraries at; Broadwater, Durrington, Goring-by-Sea, Findon and the main Worthing town centre library. There is also a mobile library service provision which visits certain areas of the town on specified days.</p> <p>In terms of existing calculations used for the purposes of applying planning obligations WSCC are using a calculation of an average of 30m<sup>2</sup> per 1000 population. For communities/catchment populations up to 4,000, service provision will be expected to be by mobile libraries and where this is considered to be the best means of delivery for a specific development the developer/landowner will be expected to provide a suitable parking area. For populations above 4,000 a built library would be expected. And a fair proportion of costs would be expected. Where the existing capacity of a library does not serve the new development the contribution is calculated as 'Additional Population x Cost per Head of Improvements to Library Services'.</p>
Planned Provision	<p>West Durrington development – there is an agreement regarding land in West Durrington for a Library. The County Council by agreement has secured library provision as part of new community facilities.</p> <p>A recent review of library services was undertaken by WSCC using customer feedback. In February this year it was agreed that the new framework recommended by this review be approved. The aims of the redesign are to build a library service that makes the best use of modern technology whilst doing everything possible to shape its services to what individuals and communities most want from their local library.</p> <p>The proposed redesign includes changes in opening hours, self service check-in and check out systems, online book renewals etc. Under the proposed changes levels of stock and service would differ between libraries according to the size of the local community.</p> <p>There is a proposal to review the mobile service. The modernisation would also introduce trying out new flexible community focused services, such as collection and drop off points outside libraries and other local community buildings. It is expected that there will be savings across the County of approximately £1 million. Any savings made in this year can be reinvested in the service but will be removed from the libraries base budget from 2011/2012</p>
Funding Sources	WSCC, Developer Funding, growth area or growth point funding
Key Issues	'Archives for the 21st Century' is the Government policy on archives published in November 2009. The vision within this policy is for 'Access to publicly funded archives, and the historical information derived from them, should be available to every citizen'.

Libraries	
	<p>To create a more dynamic and sustainable archive sector that participates actively within the many diverse communities it serves, the policy sets out five recommendations:</p> <ul style="list-style-type: none"> <li>● Develop bigger and better services in partnership– working towards increased sustainability within the sector;</li> <li>● Strengthened leadership and a responsive, skilled workforce;</li> <li>● Co-ordinated response to the growing challenge of managing digital information so that it is accessible now and remains discoverable in the future;</li> <li>● Comprehensive online access for archive discovery through catalogues and to digitised archive content by citizens at a time and place that suits them;</li> <li>● Active participation in cultural and learning partnerships promoting a sense of identity and place within the community.</li> </ul> <p>The Department for Culture, Media and Sport (DCMS) funds the Museums Libraries Archives Council (MLA) as its strategic adviser for museums, libraries and archives. In response to the Government policy the MLA are working together to support the sector develop the five recommendations for archive services within the policy, and have published 'Archives for the 21st Century in action'.</p> <p>In the '<b>A standard charge approach</b>' document of the MLA which sets out the standards of provision that Local authorities should meet, it states that modern and attractive public library facilities should be:</p> <ul style="list-style-type: none"> <li>- Located in highly accessible locations, such as town and neighbourhood centres</li> <li>- Located in close proximity to, or jointly with, other community facilities, retail centres and services such as health or education</li> <li>- Integrated with the design of an overall development</li> <li>- Of suitable size and standard for intended users.</li> </ul> <p>The additional provision required as part of new development needs could be met through refurbishment, extension or replacement of buildings and associated services. In addition, some archive services could be developed in partnership and co located in shared premises.</p> <p>On 20 March 2010 the Department for Culture, Media and Sport (DCMS) published <a href="#">The modernisation review of public libraries policy statement</a>. The document contains proposals intended to help libraries achieve six aims:</p> <ul style="list-style-type: none"> <li>● Drive the quality of all library services up to the level of the best</li> <li>● Reverse the current trend of decline in library usage and grow the numbers using the library service</li> <li>● Respond to limited public resources and economic pressures</li> <li>● Respond to a 24/7 culture and to changing expectations of people who want immediate access to information</li> <li>● Grasp the opportunities presented by digitisation</li> <li>● Demonstrate to citizens, commentators and politicians that libraries are still relevant and vital</li> </ul>
Summary / Role of LDF and IDP	<p>The LDF has a role in providing policies that will ensure that library services meet the needs of the community. Policies are included that seek to protect and enhance such facilities and where appropriate supports the provision of new infrastructure. It also has a role in the identification and allocation of new sites for library services. WSCC will continue to review the library service on implementation, the new service framework is underway and initial results are awaited.</p>

<b>Cemeteries</b>	
Lead Organisation(s)	Worthing Borough Council
Main Sources of information	WBC Federation of Burial and Cremation Authorities (FBCA)
Existing Provision	There are number of cemeteries in Worthing some of which are no longer used for burials. Those that are still in use are:  Broadwater Cemetery (no new graves - only reopens and ashes) Durrington Cemetery Muntham Court - Worthing Crematorium (Cremations only) Worthing has a higher % of cremations (90%) compared to the national average (70%).
Planned Provision	There is agreement to upgrade current facilities at the Crematorium to comply with relevant legislation regarding abatement of mercury emission's and to improve service provision a budget of £2m has been agreed for this work. This includes the provision of new cremators and associated works.  Works are underway to extend Durrington Cemetery at a cost of £50k.
Funding Sources	WBC, Capital bids & possible joint provision or private sector
Key Issues	Increasing housing and a resulting increase in population coupled with an existing ageing population, may increase demand and reduce the level of remaining capacity at a faster rate. Authorities must decide individually whether to extend current provisions or provide new cemeteries.  Future provision will need to be addressed as it is important to provide burial facilities locally. The council has to maintain existing cemeteries, but it does not necessarily fall to the Council to provide the facilities or meet any any shortfall directly.  There is growing interest in 'greener burials' which would mean more use of woodland sites in rural areas. These need to be considered carefully as the environmental benefits can often be negated by an increase in the carbon footprint of travel to the site.  New greener methods of disposal i.e. resomation are encouraged.  The Ministry of Justice is currently working on new legislation to allow for the reuse of graves in older cemeteries.
Summary / Role of LDF and IDP	If necessary, there may be a limited role for the LDF in terms of identifying future sites if they are not secured by other means.

<b>Emergency Services - Police</b>	
Lead Organisation(s)	West Sussex Police Authority
Main Sources of information	West Sussex Police Authority 3 year strategy Policing Plans 2009

Emergency Services - Police	
Existing Provision	Worthing Police Station, 21 Chatsworth Road, Worthing, BN11 1LY
Planned Provision	Letter and questionnaire sent November 2009 Email sent March 2010 Meeting held in March 2010 <b>Awaiting response</b>
Funding Sources	
Key Issues	<p>Government priorities for the police service include: reducing overall crime; providing a community focused police service; increased public confidence in the police; and reducing people's concerns about crime and anti-social behaviour and disorder.</p> <p>The West Sussex Police Authority Strategy includes an aim to provide a high quality service by developing contact with communities, including the delivery of Targeted Neighbourhood Policing services. The service will target persistent offenders together with locations that cause particular concern to local communities. Working with the County Council, the police Service also seek to reduce those risk factors that lead people into criminality and to protect the most vulnerable people in our communities.</p> <p>The West Sussex Police have a number of Crime Prevention Design Advisors who champion a scheme called, 'Secure by Design'. Through design, the scheme aims to enhance security, reduce crime, create a safe and sustainable community and reduce remands on police resources. Design and assess statements that are required for many planning applications should demonstrate how crime prevention measures have been considered.</p> <p>An increase in population may increase needs for the service. However, given the potential for a long-term reduction in crime combined with the approach to funding which is already linked to population, it is considered that the development requirements will not have a significant impact on this service.</p>
Summary / Role of LDF and IDP	The role of the LDF is limited and there are currently no known plans for development of existing or new police stations within the Borough. In the design of new development, the LDF will need to ensure that opportunities to design out crime are implemented. Redevelopment proposals may in some areas offer opportunities to ensure anti-social behaviour is minimised.

Emergency Services - Fire and Rescue Service (FRS)	
Lead Organisation(s)	West Sussex County Council is the fire authority with statutory responsibility under the Fire and Rescue Services Act 2004.
Main Sources of information	<p>The Fire and Rescue Services Act 2004</p> <p>South East Regional Management Board</p> <p>West Sussex FRS Service Plan 2010-15</p> <p>West Sussex FRS Action Plan 2010-11</p> <p>West Sussex FRS County Profile 2009</p> <p>West Sussex FRS Organisational Assessment December 2009</p> <p>West Sussex FRS Integrated Risk Management Plan 2004-2009</p> <p>West Sussex FRS Integrated Risk Management Plan Proposals 2008-2009</p>
Existing Provision	Whole time and immediate response and retained duty fire station at Ardsheal Road. This is a five bay station constructed in 1962 - the service training centre is also based

Emergency Services - Fire and Rescue Service (FRS)	
	<p>here. It houses 3 x fire appliances, 1x heavy rescue tender, 1x aerial ladder platform and a service engineer vehicle.</p>
Planned Provision	<p>Planned works include the addition of a new training tower (possibly at Findon Fire Station to the north of the borough) at an estimated cost of £80,000.</p> <p>Appropriate contributions will continue to be collected towards the new 'Dimensions Facility' serving the whole County and surrounding areas. Contributions will also be sought for infrastructure already identified in the area as included in the Section 106 contributions to 2016 on the WSCC website. Note that identified items are subject to change to meet the fire service obligations required under the FRS Act 2004 and National Response Standards or any subsequent revisions. Contributions will be collected towards an additional fire appliance specialist vehicle and equipment - to operate in the south of the County - current estimate £250,000.</p>
Funding Sources	<p>Funding for the fire service comes from two principal sources:</p> <ul style="list-style-type: none"> <li>● Precept - this is simply an amount of money collected by a local authority, from individuals, via their council tax which goes towards the cost of funding the FRS.</li> <li>● Grant settlement - The remainder of FRS funding comes from a central government <i>grant settlement</i> paid to each fire authority. Each FRS has to negotiate its own grant according to size and demands on its services.</li> </ul> <p>Developers will also be required to contribute towards works that may be needed to fulfil the Fire Authority's duty to ensure the provision of an adequate access and supply of water for fire fighting. In addition, the developer may be required to make a proportionate contribution towards the provision of new fire fighting services or facilities to enable the FRS to meet its statutory requirements and prescribed standards of fire cover for the area. The costs are based on the additional population coming from the new development.</p>
Key Issues	<p>Worthing is the busiest station in West Sussex in terms of number of incidents attended by fire station area, with 1,531 in 2008/09. The special risks identified in the borough are: the large number of high rise buildings; Glaxo Smith Kline; Worthing Pier; Worthing hospital; the Connaught Theatre; and the major roads (A27, A24 and A259).</p> <p>The vision of the West Sussex FRS is: 'A Fire and Rescue Service serving its community, businesses and visitors by making West Sussex a safer place to live, work and visit.' Overall the level of satisfaction with the West Sussex FRS is very high. The 2020-15 Service Plan identifies five Strategic Aims:</p> <ul style="list-style-type: none"> <li>● Reducing the number of emergency incidents and their consequences</li> <li>● Working with partners to build a safer, stronger, healthier and more sustainable community</li> <li>● Safe, healthy and competent employees</li> <li>● Value for money services</li> <li>● Reducing the service's impact on the environment</li> </ul> <p>West Sussex Fire and Rescue Service now deal with fewer fires but an increasing number of vehicle collisions and floods. Greater emphasis is also now placed on undertaking work on fire prevention and community safety. Forthcoming challenges and opportunities for the service include: the delivery of Regional Control Centres; implementation of the new FireLink Communication System; and changes to the response standards and Emergency response Activities.</p>

Emergency Services - Fire and Rescue Service (FRS)	
	Significant levels of new housing provision impacts on the fire and rescue service. However, it is considered that the level of development planned for Worthing is unlikely to have a significant impact on the fire and rescue services in the town. Although the increase in population may lead to an increase in incidents it is unlikely the response times will increase significantly given the location of planned developments.
Summary / Role of LDF and IDP	<p>Overall requirements will be drawn from the Fire and Rescue Capital Plan which is currently being updated to take account of changing population forecasts.</p> <p>Developers will need to continue to liaise with the County Council Highways Department to ensure that suitable access to a new development is provided. There may also be the need to carry out work to ensure that sufficient supplies of water in terms of volume and pressure are available. The developer should provide the infrastructure required to serve a new development at no cost to the service. The LDF may have a role to play in terms of infrastructure contributions to new buildings, extensions, equipment and services for the future.</p>

Emergency Services - Ambulance	
Lead Organisation(s)	South East Coast Ambulance Service NHS Trust (SECAmb) - formed in July 2006, as a result of the merger between the former ambulance trusts in Kent, Surrey and Sussex.
Main Sources of information	<p>Annual Health Check for 2008/09 (published October 2009)</p> <p>'Standards for Better Health' - Dept of Health publication 2004</p> <p>Self-assessment for April 2009 – October 09 (submitted to Care Quality Commission Nov 09).</p> <p>The Trust's Declaration of Compliance with the core standards 2009-10</p> <p>SECAmb Business Plan 2008/09</p>
Existing Provision	Worthing Ambulance Station, Yeoman Road, Worthing, West Sussex, BN13 3NT
Planned Provision	<p>Letter and questionnaire sent November 2009</p> <p>Email sent March 2010</p> <p><b>Awaiting response</b></p>
Funding Sources	
Key Issues	<p>The Trust responds to 999 calls from the public, urgent calls from health professionals and in Kent and Sussex, provides non-emergency patient transport services (pre-booked patient journeys to and from healthcare facilities). The Service:</p> <ul style="list-style-type: none"> <li>● covers a geographical area of 3,600 square miles (Brighton &amp; Hove, East Sussex, West Sussex, Kent, Surrey, and North East Hampshire)</li> <li>● serves a resident population of 4.5 million</li> <li>● operates from 63 ambulance stations and three Emergency Dispatch Centres</li> <li>● responded to more than 500,000 emergency calls in 2008/09</li> <li>● employs more than 3,000 staff</li> </ul> <p>The vision is that SECAmb will be: clinically focussed; responsive to patient need; innovative; team-based; high performing; and matching (and exceeding) international excellence. To help turn the vision into reality action for the short and medium term,</p>

**Emergency Services - Ambulance**

	<p>objectives have been developed in the Business Plan. The objectives also take into account the requirements of the Healthcare Commission around achievements of performance targets and compliance with the Standards for Better Health.</p> <p>'Taking Healthcare to the Patient' (the Bradley Report, 2005) seeks to transform the service from focusing primarily on resuscitation, trauma and acute care towards becoming the mobile health resource for the whole NHS- taking healthcare to the patient in the community. This includes providing an increasing range of other services alongside improving the speed and quality of the service provided to patients in emergencies.</p> <p>The future direction of the South East Coast Ambulance Service are unknown until the outcome of the wider NHS Fit for the Future Programme has established strategic plans.</p> <p>There have been increasing demands on the ambulance service and it is predicted that these will continue to rise.</p>
Summary / Role of LDF and IDP	This is currently unknown but is likely to be limited.

**Places of Worship**

Lead Organisation(s)	Various
Main Sources of information	Various
Existing Provision	There are many places of worship within the borough the vast majority of which are Christian.
Planned Provision	The Council is aware of demand for some expansion. In most cases this is due to the provision of wider services/activities being provided to the community rather than an increase in worshipper numbers.
Funding Sources	Various
Key Issues	Faith can help create a sense of community and aid social cohesion. Some faith communities have significant resources (people, networks, organisations, buildings) and an important and distinctive role in the voluntary and community sector.
Summary / Role of LDF and IDP	Places of worship are essentially deemed as private provision and as such the role of the LDF is limited. It can however, it protect such community uses from redevelopment (see section 4 of this report). In addition, the LDF has an important role to play in ensuring that the organisations that represent large numbers of people in the community are engaged in the planning process and have the opportunity to contribute to the wider role of planning for the needs of the borough.

**Waste Management**

Lead Organisation(s)	West Sussex County Council
Main Sources of information	WSCC, Waste Management

<b>Waste Management</b>	
Existing Provision	<p>WSCC as Waste Disposal Authority is responsible for arranging the safe disposal of household and other similar waste collected by Worthing Borough Council (the Waste Collection Authority) and the public. WSCC also provides recycling/re-use and waste transfer sites.</p> <p>WSCC - Household Waste Recycling Site (HWRS), to receive waste and recyclables directly from the public, located in the south east of the borough off Dominion Way operated by Viridor (to be closed in 2010).</p> <p>WSCC - There is no Waste Transfer Station (WTS) in Worthing. The nearest is in Lancing (Adur District Council) and is located off Chartwell Road. This is used by Adur &amp; Worthing Council Services to receive waste and recyclables collected by those councils.</p> <p>Worthing Borough Council - Meadow Road Depot (transfer).</p>
Planned Provision	West Sussex County Council - Replacement Household Waste Recycling Site in the south east of the Borough off Willowbrook Road operated by Viridor (opening is planned for Autumn 2010)
Funding Sources	West Sussex County Council / Worthing Borough Council
Key Issues	<p>The catchment of the Worthing Household Waste Recycling Site extends into neighbouring districts (Adur, Arun and Horsham Districts) so further residential development in those districts, in addition to further development in Worthing Borough, had a cumulative effect on waste infrastructure. New development is expected to place additional strain on the HWRS network.</p> <p>At this time, a need for additional HWRS provision, as outlined above, is anticipated requiring developer contributions. The housing development currently forecast suggests that this additional infrastructure would not be required before 2015. Concerning transfer station infrastructure, that is something that needs to be monitored.</p>
Summary / Role of LDF and IDP	<p>The Waste Disposal Authority (West Sussex County Council) is required to make arrangements for the disposal of waste collected by the Waste Collection Authority (Worthing Borough Council) and provide places where the public can take their own household waste for disposal.</p> <p>A need for additional waste infrastructure at the existing and/or other location(s) to serve future development has been identified with developer contributions being secured through the LDF and IDP.</p>

<b>Minerals and Waste Policy</b>	
Lead Organisation(s)	West Sussex County Council
Main Sources of information	WSCC, Minerals and Waste Policy
Existing Provision	WSCC is responsible for the minerals (and waste) planning of waste, recycling/re-use and waste transfer sites. This is set out in the Minerals and Waste LDF which is currently being progressed. It will review waste management capacity shortfall across the whole

Minerals and Waste Policy	
	<p>of West Sussex until 2026. WSCC Minerals and Waste Policy is responsible for making provision for future extraction and waste management and disposal activities.</p> <p>See waste management section.</p>
Planned Provision	<p>See Waste Management section</p> <p>The figures below are for the whole of West Sussex and correct as at December 2009)</p> <p><u>Recycling and composting</u> Municipal Solid Waste - Shortfall will be 0.01mtpa. Provided the Mechanical Biological Treatment (MBT) at Brookhurst Wood, Warnham is built there is no requirement for a MSW recycling capacity in West Sussex. It will also provide <u>treatment</u> capacity for the plan period.</p> <p>There is shortfall in Commercial and Industrial Waste (0.28mtpa at 2026) and Construction and Demolition Waste (0.17mtpa at 2026) recycling capacity within West Sussex. West Sussex County Council does not have a statutory responsibility for the collection and management of C&amp;I waste.</p> <p><u>Treatment</u></p> <p>The amount of C&amp;I waste treatment capacity required will be between 0.8mtpa-0.12 mtpa depending on the recycling rates achieved.</p> <p>The amount of inert waste treatment capacity required will be between 0.2mtpa and 0.27mtpa depending on the recycling rates achieved.</p> <p><u>Landfill</u> There will be a need to identify non-inert capacity for between 3.1 and 9.8mt and between 6 and 8.1mt of inert landfill capacity.</p> <p>The Minerals and Waste Development Framework will identify sites to meet the waste capacity shortfalls as outlined above until 2026.</p>
Funding Sources	West Sussex County Council. Waste Operators.
Key Issues	There is close liaison between Planning Policy and Minerals & Waste Policy at WSCC. Decoy Farm has been identified as a potential strategic waste site in the emerging Minerals and Waste Development Framework, subject to further assessment.
Summary / Role of LDF and IDP	<p>Waste (&amp; Minerals) policy and strategy for the period up to 2026 is set out in the county-wide Minerals and Waste Framework which is a separate planning Local Development Document.</p> <p>Worthing Borough Council is required to include safeguarded waste sites and allocations on the Proposals Map once the Minerals and Waste LDF has been adopted.</p>

## 16 Utility Services

Southern Water	
Lead Organisation(s)	Southern Water
Main Sources of information	Southern Water, Environment Agency, WSCC (waste water treatment)
Existing Provision	<p>Southern Water confirm that the existing infrastructure capacity is adequate to serve existing development.</p> <p><b>Water resources</b> - Southern Water is responsible for the supply of drinking water in the Worthing Area.</p> <p><b>Water distribution system</b> - The existing system works under pressure which allows flexibility in the provision of new mains required to serve new development. There is limited spare capacity.</p> <p><b>Wastewater Treatment</b> - There is a facility at East Worthing Wastewater Treatment Works. This facility serves parts of Adur and Arun as well as all of Worthing Borough.</p> <p><b>Wastewater sewerage system</b> - Southern Water is the statutory sewerage undertaker for most of West Sussex. There is a sewerage system, which operated mainly under gravity, throughout Worthing with limited spare capacity.</p>
Planned Provision	<p><b>Water resources</b>- Sufficient capacity to accommodate development identified in Worthing's Local Plan. Further investment will be required to meet demand from proposed development as set out in the Core Strategy.</p> <p><b>Water distribution system</b> - It is likely that investment will be required to serve the development proposed in the Core Strategy. Where capacity is insufficient, developers will need to requisition a connection to the nearest point of adequate capacity.</p> <p><b>Wastewater Treatment</b> - Increase in capacity for existing East Worthing Wastewater Treatment Works. Provided consent from EA is approved there will be sufficient hydraulic and biological process capacity up to 2015. In March of 2010 an increase in the dry weather flow for the consent was approved. Next review is in 2014. Additional treatment capacity will be needed to meet anticipated demand from new development to 2021. The location, scale and timing of new development must be known for WWTWs to be planned. Therefore, funding and investment can only take place when LDFs have been adopted (Adur, Arun and Worthing).</p> <p><b>Wastewater sewerage system</b> - Investment will be required to meet demand from the development proposed in the Core Strategy.</p>
Funding Sources	Developer contributions / Ofwat / Southern Water
Key Issues	<b>Water distribution system</b> - It is likely that investment will be required to serve the development. Southern Water's final water resources management plan was published in October 2009, and sets out Southern Water's final strategy for meeting demand for water for the next 25 years.

Southern Water	
	<p>Southern Water believe that the provision of necessary infrastructure is achievable provided there is good forward planning and co-operation between the planning authority, Southern Water and other parties.</p> <p>Southern Water deem it necessary that any constraints in the local sewerage system are recognised, especially when major new development is planned. Prospective developers should be made aware of the funding requirements and the necessary infrastructure needed for major development.</p> <p><b>Waste water treatment</b> - Enough capacity up to 2015 (provided consent for an increase in capacity). Additional treatment capacity will be needed to meet anticipated demand from new development to 2021. Any required improvements to the works to accommodate development beyond the newly consented limits would need to be funded, installed and commissioned prior to connection.</p>
Summary / Role of LDF and IDP	<p>The local authority will need to identify the location, scale and timing of development in the Local Development Framework to provide evidence for periodic reviews of prices carried out by Ofwat. The next periodic review is in 2014.</p> <p>Ofwat generally agrees to fund strategic investment required to service new development provided there is planning certainty. Adopted local plans and local development frameworks (LDFs) provide this certainty, because they have been through the public examination process. Southern Water will need to seek funding through the periodic review process to provide additional water resources and wastewater treatment capacity.</p> <p>The local authority will need to provide site specific policies in the Local Development Framework to ensure that developers requisition a connection to the sewerage system and the water distribution system in line with evidence provided by Southern Water. To this end Southern Water will need the opportunity to carry out site specific assessments when precise locations and scale of development have been refined.</p> <p>The requisition process is in accordance with Ofwat's view that improvements which are required to local infrastructure as a result of new development should be funded by the development. This ensures that the infrastructure is paid for by those who directly benefit from it, and reduces the financing burden on existing customers, who would otherwise have to pay through increases in general charges.</p> <p>Core Strategy Policy 15 deals with flood risk and sustainable water management.</p>

Gas supply	
Lead Organisation(s)	Scotia Gas Networks
Main Sources of information	Scotia Gas Networks (SGN)
Existing Provision	Scotia Gas Networks confirm that the existing network is adequate to serve existing development.
Planned Provision	If more capacity is required, reinforcement to the network can be carried out to whatever extent is required. This means that essentially SGN can accommodate any level of development.

Gas supply	
	There are replacement/reinforcement works planned in Worthing for the coming next few years. More may need to be raised for the developments outlined.
Funding Sources	Developer contributions, Ofgem, Scotia Gas Networks
Key Issues	<p>If more capacity is required reinforcements to the network can be made to whatever the extent is required.</p> <p>If extra sources were required then there is the issue of purchasing land to build a source on, this may take time.</p>
Summary / Role of LDF and IDP	<p>The local authority will need to identify the location, scale and timing of development in the Local Development Framework. This can be incorporated in SGN's strategic design.</p> <p>SGN can then plan reinforcements etc that are required so that if the sites do become live through the connections process we have a contingency in place to deal with any capacity issues.</p>

Electricity supply	
Lead Organisation(s)	EDF Energy Networks
Main Sources of information	EDF Energy Networks
Existing Provision	EDF confirm that the existing network capacity for the Worthing area is adequate for meeting existing customer's demand.
Planned Provision	Whenever presented with new development proposals for Worthing, the EDF Energy Projects Gateway Team will examine the proposal, its impact on the existing network and provide an economic design for connection.
Funding Sources	Developer contributions / Ofgem / EDF
Key Issues	<p>New developments will be assessed when they come forward.</p> <p>Ofgem discourages Electricity Distribution Companies from investing speculatively in their infrastructure ahead of new development especially large developments as identified in the LDF.</p> <p>EDF's asset replacement programmes provide the opportunity to rethink the way in which the infrastructure is developed to meet future customer needs, particularly for connections to green and renewable energy sources.</p>
Summary / Role of LDF and IDP	<p>The local authority will need to identify the location, scale and timing of development in the Local Development Framework. This can be incorporated in EDF's economic design.</p> <p>Policy 18 of the Core Strategy aims to deliver energy efficiency measures and promote renewable energy sources.</p>

Telecommunications	
Lead Organisation(s)	Mobile Operators Association / various broadband providers
Main Sources of information	Various / Internet
Existing Provision	Each of the major networks provides standard coverage across the borough.  Broadband via BT's copperwire phone network is available in all areas of the borough.
Planned Provision	Not known
Funding Sources	These services are provided by the companies as required at their own cost.
Key Issues	<p>The mobile network is under expansion with more base stations required as part of the programme to enhance the infrastructure for the existing mobile generation (2G) and create a new network for 3G. New base stations are required as each cell can only support a finite number of mobile calls at any one time. Mobile phone operators publish rollout plans every year identifying existing and proposed base stations in the area, however these do not give a clear indication of long-term spatial requirements. The companies responsible for telecommunications services will normally be able to provide the requisite infrastructure to serve new development through exercising their statutory powers and by agreement with the relevant parties.</p> <p>The broadband network now covers most households although at varying speeds and the Government is committed to ensuring that everyone can benefit from the new services that technology such as this can provide.</p>
Summary / Role of LDF and IDP	Although not a significant issue for the LDF, it is recognised that the availability of high speed broadband reduces the need to travel. Telecommunications may be considered if a Development Management Policies DPD is progressed.

## 17 Flood Defences

Flood Defences																																
Lead Organisation(s)	Worthing BC, Adur DC, Arun DC & The Environment Agency (EA)																															
Main Sources of information	Beachy Head to Selsey Bill Shoreline Management Plan Arun to Adur Flood Management Strategy Worthing Strategic Flood Risk Assessment																															
Existing Provision	Existing flood defence provision includes: protective groynes; sea walls; and shingle banks.																															
Planned Provision	<p>The flood defence provision that is planned in the future is based on an approach called 'holding the line' whereby the aim is not to increase the current risks of flooding than those existing at present. The approach has been set for 100 years but capital works have been planned for the shorter to medium term as set out in the Arun to Adur Flood Management Strategy.</p> <table border="1"> <thead> <tr> <th>Frontage</th> <th>REF</th> <th>Option</th> </tr> </thead> <tbody> <tr> <td>(Rustington to Goring, excl Ferring Rife)</td> <td>OMU3</td> <td>Sustain</td> </tr> <tr> <td>Marine Crescent, Worthing</td> <td>OMU5</td> <td>Sustain</td> </tr> <tr> <td>Worthing Coastal</td> <td>OMU6</td> <td>Sustain</td> </tr> </tbody> </table>		Frontage	REF	Option	(Rustington to Goring, excl Ferring Rife)	OMU3	Sustain	Marine Crescent, Worthing	OMU5	Sustain	Worthing Coastal	OMU6	Sustain																		
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Funding Sources	<p>Funding for the 100 year protection of the coast is estimated to be £271m with funding for the first 20 years of the overall Strategy estimated to be £109m. To be provided by the partners in the above strategies (WBC, Adur DC, Arun DC and the EA).</p> <table border="1"> <thead> <tr> <th rowspan="2">Organisation</th> <th rowspan="2">Element</th> <th>Total Cost Yrs 0-19(£m)</th> </tr> <tr> <th>2009- 2029</th> </tr> </thead> <tbody> <tr> <td rowspan="2">Environment Agency</td> <td>Capital</td> <td>30,952</td> </tr> <tr> <td>Maintenance</td> <td>4,581</td> </tr> <tr> <td rowspan="2">Adur District Council</td> <td>Capital</td> <td>8,696</td> </tr> <tr> <td>Maintenance</td> <td>2,156</td> </tr> <tr> <td rowspan="2">Arun District Council</td> <td>Capital</td> <td>4,500</td> </tr> <tr> <td>Maintenance</td> <td>1,165</td> </tr> <tr> <td rowspan="2">Worthing Borough Council</td> <td>Capital</td> <td>16,535</td> </tr> <tr> <td>Maintenance</td> <td>1,796</td> </tr> <tr> <td colspan="2"><b>Total (inc. risk)</b></td> <td><b>70,381</b></td> </tr> <tr> <td colspan="2"><b>Total (inc. risk &amp; inflation)</b></td> <td><b>109,372</b></td> </tr> </tbody> </table>		Organisation	Element	Total Cost Yrs 0-19(£m)	2009- 2029	Environment Agency	Capital	30,952	Maintenance	4,581	Adur District Council	Capital	8,696	Maintenance	2,156	Arun District Council	Capital	4,500	Maintenance	1,165	Worthing Borough Council	Capital	16,535	Maintenance	1,796	<b>Total (inc. risk)</b>		<b>70,381</b>	<b>Total (inc. risk &amp; inflation)</b>		<b>109,372</b>
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Flood Defences	
Key Issues	Failure to provide adequate flood defences could lead to extensive property damage and possible land loss within Worthing. The onset of climate change needs to be mitigated for and the implementation of a long term, deliverable strategy will help to achieve this.
Summary / Role of LDF and IDP	The LDF will provide the policy framework to mitigate against the adverse effects of climate change by locating new development in areas of the town that are less prone to flooding. This will include development on the coast where a lack of adequate seas defences could lead to property damage. The IDP will set out what major capital works are needed to ensure that future risks to property and land loss are minimised.



## Section C - Infrastructure Implementation Plan

## 18 Context

**18.1** The Implementation Plan that follows is the key component of the IDP. Using the information collated within Section B the framework that follows sets out more detail relating to the delivery of key items of infrastructure that are considered to be vital for the delivery of the Core Strategy. The Implementation Plan is, in effect, a form of business plan for the borough as it helps to identify planned and proposed infrastructure projects. Over time, this framework will also form a monitoring tool against which progress and delivery can be assessed.

**18.2** The framework, that adapts a table produced by the Planning Advisory Service, sets out details of infrastructure projects, planned and proposed, that relate to the Core Strategy plan period (to 2026). In addition, an introductory paragraph for each element has been included to summarise the key issues and add reference to the primary Core Strategy policies and objectives.

**18.3** As with Section B, the information gathered has been tabulated into topic areas which reflect the definitions used within this document. The key difference is that an additional sub-section has been added at the start which relates to the development areas identified within the Core Strategy (West Durrington strategic development and the twelve Areas of Change). Where an issue is addressed within a development area these are identified in this initial section rather than the thematic areas - for example, issues relating to the upgrading of Northbrook College are addressed within the Area of Change 11 table rather than under 'education'.

**18.4** The information contained in the tables is key as it helps to provide clarity as to what each policy / project is aiming to achieve. It also summarises the current status of each project, the potential implementation mechanisms and the lead agencies that would be involved in their delivery. The framework also provides an overview of risks and associated contingency for each project. Where known, information is also supplied relating to the expected delivery timetable and sources of funding / expected costs.

### Framework Notes

- **'Status'** - Provides an overview of the current position e.g. on-going, commenced, under investigation etc.
- **'Costs'** - Estimated costs have been taken from the plans and work programmes of service providers. When an estimate can not be made the table states 'unknown'.
- **'Risk'** - The risk of the project / programme not proceeding is ranked 'low', 'medium' or 'high'. This is based on a number of factors including, but not limited to, the level of issues involved, whether timescales are known and the scale / significance of the project in relation to the overall strategy.
- **'Delivery timeframe'** - This sets out the expected delivery timeframe and any phasing that may be required. This is broken down into: short term (five years to 2015), medium term (2015 - 2020) and long term (2020-2026). The table will state 'on-going' if a project will be delivered throughout the course of plan period.

## 19 Identified Development Sites

### West Durrington Strategic Allocation - Core Strategy Policy 1

**19.1** The site is allocated for residential development (now expected to be approximately 700 dwellings) and a range of infrastructure, leisure, social and community facilities. A consistent element of the scheme is that it has never been about simply building houses - it is based on creating an extended, thriving mixed sustainable community that provides new and improved facilities. It has an important role to play in the social regeneration of this relatively deprived area. This site will help with the delivery of the objectives of the Core Strategy, particularly SO4, SO5, SO6 and SO7 and Policies 1, 7, 8, 10, 12, 16, 17 and 19.

Project / Infrastructure element	Summary / Outcome	Status	Key stakeholders	Costs and sources of funding	Risks	Contingency	Delivery time-frame
Affordable Housing	25% affordable housing units and 5% low cost open market dwellings	Site to deliver up to 175 affordable housing units and up to 35 low cost open market dwellings. Section 106 agreement will seek to ensure range of house type and tenure and for low cost element to remain in perpetuity.	WBC Consortium of developers Housing Associations	Consortium of developers Housing Associations	<b>Low/Medium</b> The Consortium of Developers are committed to bringing the site forward and where contributions previously agreed are	WBC to work closely with the Consortium on new Masterplan for the West Durrington Urban extension.  Work with the Consortium of developers and key stakeholders to ensure that any	Short-medium

Project / Infrastructure element	Summary / Outcome	Status	Key stakeholders	Costs and sources of funding	Risks	Contingency	Delivery time-frame
Education	Land reserved for a primary school (approx. 2 hectares) within the development and additional financial contribution.	Current education requirements are for a First School with an area of approximately 1.1 ha. However, the County Council still wishes to consult the public on changing the age of transfer when the funding situation allows. A change from a 3 to 2 tier school system would require a primary school requiring 2 ha of land. Negotiations have therefore sought some flexibility to reflect this uncertainty with an additional area of land being reserved to enable a larger school to be built if required.	WSSC Consortium of developers	Consortium of developers (Contribution based on child product for market and low cost housing). Other funding opportunities for education.	still required are to be reduced pro rata to reflect the reduction to 700 dwellings. At the present time the reduced level of development has not affected the scope to deliver a range of community and leisure facilities. However, the current uncertainty of future public spending cuts may impact on scope for the Borough Council and other partners to	revised scheme still delivers the appropriate mix / package of infrastructure to support the existing and new development. Negotiations with local community groups to determine whether they can manage or help manage new community/leisure facilities	
Community Facilities	Provision of a community resource centre/youth facility with 0.6ha of land or financial contribution towards provision of community facility.	The construction of a larger community centre as part of the Tesco/District Centre development gives an opportunity to provide a slightly different youth	Consortium of developers WSSC WBC	Consortium of developers currently proposing to build new facility. Discussions regarding future management of the			

Project / Infrastructure element	Summary / Outcome	Status	Key stakeholders	Costs and sources of funding	Risks	Contingency	Delivery time-frame
		orientated/community resource centre on site to meet the needs of the local community and complement the activities and facilities to be provided by the soon to be expanded Community Centre currently being built.		facility between WSCC, Borough Council and local Community Partnership. (Previous contribution of £650,000 secured as part of the previous proposal for 875 dwellings). WSCC libraries are currently reviewing requirements for the area following a fundamental Service Review. It looks unlikely that WSCC could justify or fund a second library for the area; however, the scope to provide a library facility within one of the community facilities may be a possibility. A contribution to facilitate this would be required.	deliver facilities and or manage new leisure/youth facilities.  Failure to secure planning permission for the revised scheme.		

Project / Infrastructure element	Summary / Outcome	Status	Key stakeholders	Costs and sources of funding	Risks	Contingency	Delivery time-frame
Medical Centre	Area of land to be reserved (0.2ha) for provision of medical centre if required. If not required land to be used for alternative community uses.	Awaiting confirmation from NHS West Sussex that need for medical centre still required. A new LIFT Company has been formed and is currently reviewing the requirements and priorities for the delivery of new medical centres across the town and West Sussex.	NHS West Sussex	(A contribution of £164,032 towards library facility and £187,500 for a youth facility was previously secured). NHS West Sussex Consortium had previously agreed to reserve land for this purpose.			
Transport and Highways	Contributions and highway improvements/provision of cyclepaths. Travel Plan and Travel Change Behaviour Scheme (TCBS).	Negotiations currently underway regarding revised Transport Assessment and Environmental Statement to determine those junctions requiring	Consortium of developers WSCC	Consortium had previously agreed to: Pay bus subsidy to extend existing 'Pulse service.			

Project / Infrastructure element	Summary / Outcome	Status	Key stakeholders	Costs and sources of funding	Risks	Contingency	Delivery time-frame
	Funding for, and delivery of, identified highways improvements.	<p>improvements and improvements to sustainable transport:</p> <p>Previous proposal included following measures which may still be required:</p> <p>Provision of right hand turn facility at Titnore Way;</p> <p>Traffic calming of New Road if required post development;</p> <p>Improvements to Yeoman Road and Durrington Laneroundabouts.</p> <p>The provision of works in connection with the Worthing Cycle Strategy within the Northbrook and Durrington area, which may include the provision of works on Columbia Drive.</p>		<p>Development contribution of £125,000 for cyclepath at Columbia Drive.</p> <p>If 15% trip reduction not achieved up to £210,000 to be implemented on additional measures.</p> <p>Consortium to implement TCBS cost of approximately £100,000.</p>			

Project / Infrastructure element	Summary / Outcome	Status	Key stakeholders	Costs and sources of funding	Risks	Contingency	Delivery time-frame
Sports facilities	<p>Consortium to pay contribution towards an off site floodlit Artificial Pitch and changing rooms.</p> <p>Provision of a multi use games area (MUGA) and adult grass pitch. Changing rooms to be provided possibly within/attached to youth facility.</p> <p>Provision of one LEAP and one NEAP.</p> <p>Consortium to contribute towards provision of off site skateboard facility in advance of the development.</p>	<p>Improvements and/or contributions to public footways serving the site.</p> <p>Current negotiations and agreement in principle to the measures outlined.</p> <p>Borough Council is considering scope for provision of facility on land to the north of Fulbeck Avenue (owned by the Council).</p>	<p>Consortium of developers</p> <p>WBC</p>	<p>Consortium to construct MUGA, provide grass pitch and changing rooms and transfer to Borough Council with commuted sum for future maintenance.</p> <p>Consortium to provide LEAP and NEAP and transfer to Borough Council with commuted sum for future maintenance.</p> <p>Previous contribution secured £150,000 for skateboard facility</p>			

Project / Infrastructure element	Summary / Outcome	Status	Key stakeholders	Costs and sources of funding	Risks	Contingency	Delivery time-frame
Sustainability initiatives	<p>Various elements: Code for Sustainable Homes level 3. 25% improvement in energy efficiency over current building regulations 10% on-site renewable energy generation Use of sustainable construction techniques</p>	<p>Consortium of developers is committed to delivering the levels and targets (Planning Statement Nov 2009).</p>	<p>Consortium of developers</p>	<p>Consortium of developers And other funding opportunities.</p>			
Other key elements	<p>Public art Ecology and habitat protection. Swimming pool contribution. Provide land and provide infrastructure to extend existing allotments.</p>	<p>Negotiations with Consortium of developers continuing. Need for additional allotments identified and scope for extension to existing allotments being investigated.</p>	<p>Consortium of developers WSCC WBC</p>	<p>Public art contribution of £50,000. Contribution towards cost of employing Environmental Clerk of works. Development contribution towards provision of replacement swimming pool of £250,000. Consortium of developers</p>			

**Aquarena: (Core Strategy Area of Change 1)**

This site will bring forward a comprehensive development of mixed uses including a new swimming pool complex and a complementary mix of residential and commercial units. The delivery of a new pool is a Council priority. Stage 1 of the development will see the construction of the pool complex. Stage 2 will see the demolition of the old pool and the development of the new residential and commercial uses. This site will help with the delivery of the objectives of the Core Strategy particularly SO2, SO3 ,SO5 and SO6 and Policies 2, 3, 5, 11, 16 and 17.

Project / Infrastructure element	Summary / Outcome	Status	Key stakeholders	Costs and sources of funding	Risks	Contingency	Delivery time-frame
Leisure - new swimming complex	The new pool complex will include a six lane, 25m pool, a learner/diving pool, indoor leisure pool with flume, outdoor waters, a health and fitness centre, café and flexible studio space for other activities. Provision of adequate parking and facilities to allow access by sustainable modes of transport.	Stage 1 Currently going through the design and planning process	WBC	WBC and developer funding Cost approx. £17m	<b>Low</b> - reduction in Council funding. Failure to attract a suitable developer.	The Council could borrow money to fund the scheme however the payback period would be long term and at risk of fluctuating money markets.  Explore other funding opportunities	Short-term
Residential Retail/commercial	New retail and commercial units on the ground floor of the residential complex	Stage 2	WBC Developer	Developer funding Costs unknown at present	<b>Low/medium</b> - failure to attract a suitable developer.	Publish a revised Development Brief Ensure that the range of uses is flexible to ensure viability.	Medium-term

**Marine Parade: Stagecoach Site (Core Strategy Area of Change 2)**

This site provides a significant opportunity to develop a mixed use location for residential, retail and cultural uses. This will help to provide a pedestrian friendly flow between the seafont and the retail areas around Warwick Street. The site delivery and infrastructure requirements will be influenced by the ability of the site owner to find an alternative location for the bus company's operation. The site will help with the delivery of the objectives of the Core Strategy, particularly SO2, SO3 SO4 SO6 and SO7 and Policies 2, 3, 5, 6, 7, and 19.

Project / Infrastructure element	Summary / Outcome	Status	Key stakeholders	Costs and sources of funding	Risks	Contingency	Delivery time-frame
Relocation of bus company and delivery of residential, retail and cultural units	New flats with some affordable provision New retail and cultural uses Improved access and egress from both the southern and northern ends	Site is currently privately owned but informal discussions with the site owners have alluded to the possibility of a business transfer to another site	WSSC WBC Site owners	Costs unknown Developer funding	<b>High</b> - failure to find an alternative suitable site for Stagecoach relocation  Continued downturn in housing and commercial market may deter the company from relocating.  Failure to attract a suitable developer	Work in partnership with all key stakeholders to consider and promote any suitable relocation of the bus company.  Progress Development Brief for the site to ensure the right mix of uses are delivered and that the surrounding area is protected and enhanced.	Long-term

**Grafton Site (Core Strategy Area of Change 3)**

A strategic town centre development opportunity delivering mixed uses with a focus on entertainment and leisure uses (to create an 'active seafront') together with residential and retail. It presents an opportunity to create a new landmark on the seafront and upgrade the Lido, enhance the public realm and promote better pedestrian links between seafront and Montague Street. This site will help with the delivery of the objectives of the Core Strategy, particularly SO2, SO3, SO4 and SO6 and Policies 2, 3, 5 and 7.

Project / Infrastructure element	Summary / Outcome	Status	Key stakeholders	Costs and sources of funding	Risks	Contingency	Delivery time-frame
Delivery of residential, leisure, entertainment and retail elements	<p>The focus of the development will be on entertainment and leisure to provide for an active seafront to include new retail units fronting onto Montague Street.</p> <p>The site also has the potential to accommodate approximately 250 dwellings including affordable housing.</p> <p>There is an acknowledged lack of capacity in the local sewerage system to serve this site. Additional sewerage capacity is therefore required to accommodate development and the developer will be required to liaise with Southern Water regarding</p>	<p>Ongoing- the site was sold privately to a developer but is now back in Council ownership until a new buyer can be found.</p>	<p>Worthing Borough Council Developer WSSC Southern Water</p>	<p><b>Costs - Unknown</b> <b>Funding sources - developer</b></p>	<p><b>Low - Medium</b> Continued downturn in commercial and residential market.  Failure to attract a suitable developer</p>	<p>Produce a more detailed Development brief/masterplan for the site</p>	<p>Medium-term</p>

Project / Infrastructure element	Summary / Outcome	Status	Key stakeholders	Costs and sources of funding	Risks	Contingency	Delivery time-frame
	connection to the system at the nearest point of adequate capacity.						

**Union Place South (Core Strategy Area of Change 4)**

Redevelopment of the Guildbourne Centre and surrounding areas including Union Place South will create a new retail heart. Mixed uses will connect the new retail facilities with the existing shopping area. A total of 250 units including affordable housing could also be provided on the site alongside enhanced leisure and entertainment facilities. This site will help in the delivery of the objectives of the Core Strategy in particular Strategic Objectives 2, 3, 4, 6, 7 and policies 3, 6, 7, 8, 10, 16 and 17.

Project / Infrastructure element	Summary / Outcome	Status	Key stakeholders	Costs and sources of funding	Risks	Contingency	Delivery time-frame
Land Assembly	There are a number of different uses and ownership is spread. Uses included residential, commercial, NCP car park. The Council owns the lease for the Guildbourne centre. Ownership issues will need to be addressed before a comprehensive scheme is progressed.	Development Brief published. No marketing has started.	WBC / (in partnership with) Developer	Most costs will be involved with the land assembly. Funding: private sector	<b>High</b> - Biggest risk and difficulty will be the land assembly with an array of different uses and owners.  A buoyant market is needed for the sale of the existing residential and commercial properties.	Continue to work with partners to ensure that a comprehensive development is delivered.  CPO may be needed but this should be last resort as it is a time-consuming process.  Update Development Brief / contribution assumptions so that they are flexible enough to ensure scheme viability.	Medium / Long-term

Project / Infrastructure element	Summary / Outcome	Status	Key stakeholders	Costs and sources of funding	Risks	Contingency	Delivery time-frame
Pedestrian links / Public Realm	The pedestrian links are needed to connect the new retail core with the rest of the Primary shopping area. Without these the development would be a stand-alone development.		WBC / WSCC Developer	Funding: Section 106 money / Possible national Regeneration Projects funding	<p><b>Low</b> - The pedestrian links with the rest of the town centre are an integral part of the new retail core. Without them the focus of the A1 shopping area would just shift and certain areas would have numerous vacancies from shops having moved to the new retail core.</p>	<p>Continue to work with partners to ensure that a comprehensive development is delivered and that access arrangements and links are enhanced.</p> <p>Ensure schemes do not come forward on an 'ad-hoc' basis that would jeopardise the long-term strategy.</p>	

**Teville Gate: (Core Strategy Area of Change 5)**

A major mixed use site in a sustainable location. The area is part of the main gateway into the town centre and has been in need of regeneration for many years. The main development will comprise of residential, commercial and leisure uses, including a Multiplex cinema and a bowling alley. The site is edge of town centre but it will provide good linkages into the central areas. Transport infrastructure improvements will be essential in order to cater for extra traffic and people movements. This site will help with the delivery of the objectives of the Core Strategy, particularly SO4, SO5 and SO6 and Policies 3,7,11,16,17 and 19.

Project / Infrastructure element	Summary / Outcome	Status	Key stakeholders	Costs and sources of funding	Risks	Contingency	Delivery time-frame
Delivery of a mix of uses to regenerate the site - to include housing, leisure, public art / realm, retail.	New multiplex cinema, bowling alley, hotel and retail uses. Approx 250+ residential units to include affordable housing. Paved and landscaped areas with artwork  There is an acknowledged lack of capacity in the local sewerage system to serve this site. Additional sewerage capacity is therefore required to accommodate development and the developer will	Planning application is imminent to develop the site	WBC WSCC Developer Southern Water	Developer funding  Costs unknown at present and not committed	<b>Medium</b> - Continual downturn in the housing market.  Costs too high to make the site economically viable	Development Brief / consider the mix of uses to ensure that the scheme is viable and that this key regeneration site is 'unlocked'.	Medium-term

Project / Infrastructure element	Summary / Outcome	Status	Key stakeholders	Costs and sources of funding	Risks	Contingency	Delivery time-frame
	be required to liaise with Southern Water regarding connection to the system at the nearest point of adequate capacity.						
Comprehensive package of transport improvements	Improvements to: bus services/ shelters and cycle links. Upgrade the underpass. Improvements to A24 / Newlands Rd, other local junctions and potentially the Teville Rd foot crossing. Signal controlled junction onto Teville Rd	Planning application is imminent to develop the site	WBC WSCC Developer	Developer funding Costs unknown at present and not committed - other funding opportunities	<b>Medium</b> - insufficient funding to deliver all elements of the transport package.  <b>Low</b> - Potential deterioration of air quality. May result in identification of AQMA and need for additional mitigation.	Prioritise transport schemes to ensure critical elements are delivered.	

**Newland Street Superstore Site (Core Strategy Area of Change 6)**

This site forms part of the northern gateway into the town. The superstore has a large car park of which the eastern part could be developed. The site has potential for mixed use development incorporating office and residential uses and deliver environmental improvements and pedestrian/cycle links with Teville Gate and the wider area. This site will help in the delivery in the objectives of the Core Strategy in particular Strategic Objectives 3, 4, 6, 7 and policies 3, 6, 7 and policies 3, 6, 7, 8 and 16.

Project / Infrastructure element	Summary / Outcome	Status	Key stakeholders	Costs and sources of funding	Risks	Contingency	Delivery time-frame
Retail extension	Extension of superstore	Planning application expected in has been received (April 2010).	Developer	Private	<p><b>Low</b> - if extension developed separately, risk of reducing likelihood of redevelopment of part of car park.</p> <p><b>Low</b> - Potential deterioration of air quality. May through monitoring result in identification of AQMA and need for additional mitigation.</p>	Partnership working. Future development as part of Gateway Project. Wider project brief.	Medium-term

**British Gas Site: Lyndhurst Road (Core Strategy Area of Change 7)**

The site has potential for mixed residential use development including affordable housing. This site will help in the delivery of the objectives of the Core Strategy in particular Strategic Objectives 1, 2, 4, 6, 7 and policies 7, 8, 10 and 16.

Project / Infrastructure element	Summary / Outcome	Status	Key stakeholders	Costs and sources of funding	Risks	Contingency	Delivery time-frame
Environmental mitigation works	Site is likely to be contaminated and will require further investigation and mitigation measures as appropriate.	No application yet. Some of the site still in use.	WBC / Developer	Developer	<b>Low</b> - Cost of remediation works is excessive	The council will ensure flexibility of other elements of the development and consider exploring options through future community infrastructure tariff.	Medium- term
Transport and Highways	There currently is no suitable access to the site. A solution that addresses adequate access will be required.	No application yet. Some of the site still in use.	WBC / WSCC	Developer + other funding opportunities	<b>Medium</b> - Cost and land assembly issues for new access are excessive		

**Land Adjacent to Martletts Way (Core Strategy Area of Change 8)**

The site presents an opportunity to deliver a mixed use employment and residential helping to deliver a sustainable economy and contributing to the mix of homes. The evidence base continues to support this site for employment uses with the potential to deliver in the region of 40-50,000 square feet of new employment floorspace. Given the planning history on this site, the physical constraints, the land ownership status it is considered that the way forward is through the production of a master plan that would consider access solutions and the position and quantum of land uses. Residential uses will assist in funding highway improvements for the benefit of all three land areas. This site will help with the delivery of the objectives of the Core Strategy, particularly SO3 and SO4 SO5 and Policies 3 and 7.

Project / Infrastructure Element	Summary / Outcome	Status	Key stakeholders	Costs and Sources of funding	Risks	Contingency	Delivery time-frame
Land assembly	The site is in multiple ownerships which has affected the deliverability of this area. A comprehensive solution is required.	Ongoing	Worthing Borough Council (WBC), Land Owners, West Sussex County Council (WSCC)	Unknown	<b>Medium</b> - failure to get collaborative working between the three land owners. Lack of developer interest.	Early production of Development brief/masterplan for the site.  Prolong delivery timescale.  Early collaboration with lead agencies to address the issues.  Reconsideration of the appropriate mix of uses to ensure viability.	Medium-term

Project / Infrastructure Element	Summary / Outcome	Status	Key stakeholders	Costs and Sources of funding	Risks	Contingency	Delivery time-frame
Highways and transport	The current access arrangements are not ideal and options are limited. The access issues requires land uses and land ownership to be resolved.	Ongoing	WSCC, Developer	Unknown	<b>Medium</b> -failure to adequately address access issues.	Early collaboration with lead agencies to address the issues.  Early production of Development brief/masterplan for the site.	
Environmental mitigation works	Site is likely to be contaminated. This will require further investigation and mitigation measures as appropriate.	Ongoing	Developers,	Unknown	<b>Low</b> -Contamination issues are worse than expected.	As above and reconsideration of land uses to enable a viable development in spite of any 'abnormal' costs.	

**The Warren: Hill Barn Lane (Core Strategy Area of Change 9)**

This is an existing employment site in a prominent location which offers an opportunity to improve the employment offer for the town. This is a large site covering 8.7 hectares and contains 121,500 sq ft of floorspace. The property is on the market on both a freehold and leasehold basis. The evidence base suggests that the site is likely to be more suitable for multiple occupation rather than by a single occupier or complete redevelopment. Where a comprehensive refurbishment of the existing B1 buildings is not financially viable a mixed use office led solution would be considered with other employment generation uses. This site will help with the delivery of the objectives of the Core Strategy, particularly SO3, SO5 and SO7 and Policy 3 and Policy 19.

Project / Infrastructure element	Summary / Outcome	Status	Key stakeholders	Costs and sources of funding	Risks	Contingency	Delivery time-frame
Transport and highway issues	Current road congestion issues on the A24/A27 will require a 'greener' transport solution to maximise the potential of the site. There is an AQMA at Grove Lodge that may be affected and there may also be impact upon another potential AQMA at Downlands Parade.	Ongoing	Highways Agency, West Sussex County Council, Worthing Borough Council  Developers	Unknown	<b>Low / Medium</b> - Even with a 'green transport plan' the level of traffic is not acceptable without major infrastructure improvements that could make the reuse of this site unviable.	Production of a Development Brief to reassess the mix of uses and provide a more sustainable alternative.	Short / Medium-term
Employment	Single occupier or mix of smaller units/business park.	The site is currently vacant and being marketed.  Ongoing	Developers, WBC	Unknown	<b>Low / Medium</b> - Lack of developer interest in employment generating uses.	Consideration of mixed use solution to ensure viability, this could potentially include educational and leisure uses.  Production of a Development Brief.	

**The Strand (Core Strategy Area of Change 10)**

This site presents a regeneration opportunity with a mix of housing, commercial and supporting community uses in area that encompasses Worthing college and the former Lloyd's TSB building at the Causeway. The main opportunities for change focus on these two sites which have the ability to deliver significant urban regeneration and renewal in this part of the town. This site will help with the delivery of the objectives of the Core Strategy, particularly SO3, SO4, SO5 and SO6 and Policies 2, 3, 7, 8 and 10.

Project / Infrastructure element	Summary / Outcome	Status	Key stakeholders	Costs and sources of funding	Risks	Contingency	Delivery time-frame
Worthing College / Education	<p>The key objective is to secure an enabling development that will allow for the reinvestment in and enhancement of the educational facilities offered. This will be provided either on the current site or relocated elsewhere.</p> <p>The site has the opportunity to bring forward a choice of housing including affordable housing. Consideration will be given to the need for additional community/health facilities required for the development.</p>	<p>To meet the objective of improved educational facilities for Worthing College the future of the site will need to be reviewed including the capacity for alternative uses to enable the necessary investment in future educational provision.</p> <p>Planning permission has already</p>	<p>West Sussex County Council (WSCC), Worthing College, funding mechanism to replace 'Building Schools for the future', Learning Skills Council Worthing Borough Council (WBC)</p>	<p>Developers, other funding opportunities for education, Registered Social Landlords (RSL) In September 2010 the College was awarded £225,000 in Government funding - the College is currently finalising plans for how it will be spent.</p>	<p>Failure to secure enabling development. Continual downturn in the housing market. Failure to secure additional external funding to secure redevelopment of college.</p>	<p>Production of development brief</p>	<p>Medium-Long</p>

Project / Infrastructure element	Summary / Outcome	Status	Key stakeholders	Costs and sources of funding	Risks	Contingency	Delivery time-frame
Former Lloyds TSB Building at the Causeway / Employment	A key element to the delivery of continued employment use on this site will be securing the necessary investment to refurbish the existing building.	been granted for a significant amount of residential development (124 dwellings) on part of the Worthing College site.	WBC, Developers	Developers	Failure for the necessary investment required to come forward.	Reconsideration of uses necessary to bring about the regeneration of this site.  Production of development brief to promote and review appropriate uses and enabling development.	

**Northbrook College, Durrington and Broadwater Sites (Core Strategy Area of Change 11)**

The key challenge for Northbrook College is to secure the longer term future of the College and deliver investment in improved educational facilities. In 2008 the College reviewed their property portfolio and planning consent was given for a new campus at Broadwater. The intention was to release the Durrington site for development, to provide funding for the new campus. This was also dependent on external funding which has not come forward as expected and therefore the College is reassessing its plans. A flexible approach is now needed as there are two main options for the College to pursue. One is to continue with the original plan or to focus on the Durrington site and release the Broadwater site for development. Both sites are in prominent sustainable locations and both can accommodate a significant amount of development (including approximately 100 dwellings). This opportunity will help with the delivery of the objectives of the Core Strategy, particularly SO3, SO4, SO5 and SO6 and Policies 2, 3, 7, 8, 10, 11, and 12.

Project / Infrastructure element	Summary / Outcome	Status	Key stakeholders	Costs and sources of funding	Risks	Contingency	Delivery time-frame
Development at either the Durrington or Broadwater site that delivers the required investment in educational facilities.	Durrington - a mix of residential and employment generating uses supported by any necessary community infrastructure Or Broadwater - a residential led development supported by any necessary community infrastructure	Planning consent granted but have not been implemented due to funding difficulties.  Redevelopment opportunities are now being reassessed.  Sep 2010: plans for a £5m up-grade of Broadwater Campus were submitted. To result in the replacement of 'huts' with a new 3-storey teaching block to	WSSC, Northbrook College, Learning Skills Council, other funding opportunities for education  In September 2010 the college secured a £1m grant from the Skills Funding Agency for the long awaited redevelopment. The remainder of the costs would be financed by long term borrowing.	Northbrook College, Learning Skills Council, other funding opportunities for education  In September 2010 the college secured a £1m grant from the Skills Funding Agency for the long awaited redevelopment. The remainder of the costs would be financed by long term borrowing.	<b>Medium</b> - Funding opportunities do not come forward as expected.  <b>Low</b> - Failure to secure planning permission that (risk low - given previous consent granted)	Assess development options that could be achieved without external funding options but that would still deliver improved education facilities  Produce development brief for one of both sites to provide further detail and aid in the delivery of appropriate permissions	Medium-term

Project / Infrastructure element	Summary / Outcome	Status	Key stakeholders	Costs and sources of funding	Risks	Contingency	Delivery time-frame
		increase teaching capacity from 3,100 to 3,200 students.					

**Decoy Farm (Core Strategy Area of Change 12)**

Decoy Farm provides an opportunity to develop a range of commercial activities, most likely in the areas of light industrial or warehousing. However, in terms of infrastructure needs the area is poorly served by its lack of suitable access and egress into and out of the area and this needs to be addressed if development is to take place. Also the previous uses a landfill area will undoubtedly lead to the need to mitigate against contamination issues. This site will help with the delivery of the objectives of the Core Strategy, particularly SO4 and SO7 and Policies 3 and 19.

Project / Infrastructure element	Summary / Outcome	Status	Key stakeholders	Costs and sources of funding	Risks	Contingency	Delivery time-frame
Transport and Highways	Improved access and egress to the site at Dominion and Willowbrook Road	Developers have expressed interest in using the site for a variety of uses including retail, commercial and leisure. To date there have been no concrete proposals	WBC WSCC Potential developers	Developer funding and other funding opportunities for transport  Costs £500K. This is an estimate that cannot be assessed until any detailed schemes are progressed.  Not committed	<b>High</b> - failure to adequately address junction problems into the site	Consider alternative uses for the site e.g. Leisure & Recreation that do not require major financial investment.	Long-term

Project / Infrastructure element	Summary / Outcome	Status	Key stakeholders	Costs and sources of funding	Risks	Contingency	Delivery time-frame
Environmental mitigation works	Drainage, contamination and flood risk protection measures.	As above Risk management options for the Teville Stream will be considered in the future as part of the River Adur Catchment Flood Management Plan	WBC Potential developers	WBC Developer funding Cost: £1-2m estimate. Not committed	<b>High</b> -contamination issues are worse than expected.	Consider alternative uses for the site e.g. Leisure & Recreation that do not require major financial investment or the need to undertake contamination mitigation.	

## 20 Transport

Transport will play a key role in contributing to the future economic and social well being of Worthing. Some of the infrastructure elements below may not appear to be 'critical' in terms of the town's overall regeneration when viewed in isolation but they are key elements within an integrated approach to solving the town's existing and future transport problems. The problems of road congestion and poor accessibility to transport services cannot be wholly solved by delivering major road construction and other high cost capital projects, even if the financial resources were available. There is a need to deliver major schemes in tandem with smaller, 'softer' measures, such as providing better public transport services. This will complement any major schemes and hence alleviate problems on the local road network, which the majority of residents use in their everyday business. These elements will help with the delivery of the Transport Statement of Common Ground and the spatial objectives of the Core Strategy, particularly SO3, SO5 and SO7 and Policies 3 and 19.

### Strategic Road Network: Low Cost Package options

Project / Infrastructure element	Summary / Outcome	Status	Key stakeholders	Costs and sources of funding	Risks	Contingency	Delivery time-frame
Capital works on the A27	Minor junction alignments at Grove Lodge and Offington corner  Air Quality Action Plan elements	Assessed as part of WASTM and DaSTS work	WSCC Highways Agency WBC	£211k -estimated costs from WASTM Report - not committed expenditure  WSCC Highways Agency Developer funding	<b>Medium</b> -Reduction in HA funding from Central Government  Schemes removed from on WSCC transport priority list.	Ensure schemes remain a priority.  Defer transport schemes until funding can be obtained.	Medium-term

### Strategic Road Network: Medium Cost Package options

Project / Infrastructure element	Summary / Outcome	Status	Key stakeholders	Costs and sources of funding	Risks	Contingency	Delivery timeframe
A27 capital works	A27 dualling with central barrier	Assessed as part of WASTM and DaSTS work	WSCC Highways Agency WBC WSCC	£29.88m -estimated costs from WASTM Report - not committed expenditure HA funded	<b>High</b> -Reduction in Highways Agency funding from Central Government	Alternative funding sources would need to be sought. This could entail attracting EU funds and lobbying Government in partnership with the neighbouring authorities as part of the ongoing process to upgrade the east to west A27 corridor.	Longterm
A27 capital works	Major junction improvements Offington Corner, Grove Lodge roundabout. Air Quality Action Plan elements.			Dualling scheme - £4.67m A27 barrier - £462k Estimated costs from WASTM report - not committed expenditure HA funded			

**Strategic Road Network: High Cost Package options**

Project / Infrastructure element	Summary / Outcome	Status	Key stakeholders	Costs and sources of funding	Risks	Contingency	Delivery time-frame
A27 Capital works	A27 link Road	Assessed as part of WASTM and DaSTS work	WSCC Highways Agency WBC	£19.83m - estimated costs from WASTM Report - not committed expenditure  HA funded	<b>High</b> - Reduction in Highways Agency funding from Central Government	Alternative funding sources would need to be sought. This could entail attracting EU funds and lobbying Government in partnership with the neighbouring authorities as part of the ongoing process to upgrade the east to west A27 corridor.	Long-term

**Local Road Network**

Project / Infrastructure element	Summary / Outcome	Status	Key stakeholders	Costs and sources of funding	Risks	Contingency	Delivery time-frame
Capital works on local roads	Local junction improvements - signalisation at a number of junctions.  Air Quality Action Plan elements	Assessed as part of WASTM and DaSTS work	WSCC WBC	£754k - not committed monies but assessed by WSCC as part of	<b>Medium</b> - schemes removed from WSCC works programme	Prioritise schemes in order to achieve the highest cost benefits or delay schemes until funding streams can be met.	Medium-term

Project / Infrastructure element	Summary / Outcome	Status	Key stakeholders	Costs and sources of funding	Risks	Contingency	Delivery time-frame
Capital works on local roads	Allocated future works Programme for repairs and maintenance to local roads and new infrastructure. To include carriageway re-surfacing, bridge repairs, footway construction, cycle paths, Safer Routes to School and traffic management schemes at Heene Rd, Columbia Drive, Mill Rd	Ongoing WSCC works programme	WSCC WBC	the Blue Book capital programme Developer funding	Reduction of WSCC funding streams	Continue to foster effective partnership working with WSCC in order to keep Worthing's essential transport requirements at the forefront of future spending streams.	
				£500k -estimated costs as part of WSCC ongoing maintenance programme. Developer funding	<b>Low</b> -Schemes removed from WSCC transport works programme Reduction of WSCC funding streams	Prioritise schemes in order to achieve the highest cost benefits or delay schemes until funding streams can be met. Continue to foster effective partnership working with WSCC in order to keep Worthing's essential transport requirements at the forefront of future spending streams.	Short / Medium-term

Project / Infrastructure element	Summary / Outcome	Status	Key stakeholders	Costs and sources of funding	Risks	Contingency	Delivery time-frame
Air Quality Issues	Mitigation measures and the promotion of sustainable modes of transport are helping to reduce levels of pollution at 'hot spots' including the Grove Lodge Air Quality Management Area.	An AQMA has recently been identified at Grove Lodge (A27) an it is possible that, through monitoring, others may also be identified.	WBC WSCC Highways Agency	Developer contributions (where appropriate)  WSCC, HA and other funding opportunities	<b>Medium</b> - modal shift insufficient to resolve problem / reduce pollutions levels.	Ensure air quality issues are given sufficient priority.  Ensure funding opportunities to help address issue are maximised.  Promote more sustainable modes of transport.	Short - Long term

### Rail Services

Project / Infrastructure element	Summary / Outcome	Status	Key stakeholders	Costs and sources of funding	Risks	Contingency	Delivery time-frame
Capital works at railway crossings	Closure of West Worthing crossing and South Farm Road crossing	Assessed as part of WASTM and DaSTS work	WSCC WBC Network Rail	£32k for each crossing - estimated costs from WASTM Report - not committed expenditure  Developer funding	<b>High</b> - Increased road congestion on the surrounding roads  Funding not available	Work in partnership with Network Rail to provide partnership funding,	Long-term

Project / Infrastructure element	Summary / Outcome	Status	Key stakeholders	Costs and sources of funding	Risks	Contingency	Delivery time-frame
Capital works at stations	Station refurbishment at East Worthing station	Assessed in the Rail Utilisation Strategy	Network Rail	£unknown Network Rail	<b>Medium</b> -Lack of funding from Network Rail	Work in partnership with Network Rail to provide partnership funding, perhaps from developer funding that has been allocated for promoting sustainable transport	Medium-term

## Bus Services

Project / Infrastructure element	Summary / Outcome	Status	Key stakeholders	Costs and sources of funding	Risks	Contingency	Delivery time-frame
Extensions to local bus services	Extension of existing Pulse service to West Durrington	Assessed as part of WASTM and DaSTS work.  West Durrington Developer Consortium committed to providing	WSCC WBC Stagecoach Developers Consortium	£200k+ - estimated costs from WASTM Report - not committed expenditure  Developer funding	<b>Low</b> -Reduction of WSCC funding streams.  Delay in West Durrington Development	Alternative funding sources would need to be sought. This could entail developer funding allocated to sustainable transport  Pro-active partnership working with the	Medium-term

Project / Infrastructure element	Summary / Outcome	Status	Key stakeholders	Costs and sources of funding	Risks	Contingency	Delivery time-frame
		£200k+ to extend service.				bus operators could secure more funding	
Capital works to speed up bus services	Bus priority along the A259.	Assessed as part of WASTM and DaSTS work  A Major Scheme Business case is being developed to bid for a significant funding contribution from Government from the Regional Transport Fund.	WSCC WBC BHCC	£250k - estimated costs from WASTM Report - not committed expenditure  Developer funding  Bus operators	<b>Low</b> - Reduction of WSCC funding streams	Allocate Section 106 monies to the scheme that have been targeted towards sustainable transport.	Medium-term
New cross boundary bus service	Integration of the Coastal Transport System.	Assessed as part of WASTM and DaSTS work.	WSCC WBC Adur DC Stagecoach	£1m - estimated costs from WASTM Report - not committed expenditure	<b>Medium</b> - Reduction of WSCC/Adur DC/WBC funding streams	Alternative funding sources will need to be sought which	Medium-term

Project / Infrastructure element	Summary / Outcome	Status	Key stakeholders	Costs and sources of funding	Risks	Contingency	Delivery time-frame
Provision of capital equipment	Real Time Passenger Information at bus stops, including SMS traffic information systems will deliver a high quality bus-based public transport service, build on the success of existing services and promote integration with rail services and development.	Part of the Quality Bus Partnership	WSCC WBC Stagecoach	Developer funding Bus operators Government funding	Insufficient Government funding allocation	could involve acquiring EU funding.  The scheme could be implemented in stages and expanded when adequate funds are obtained.	Short-term
				£50k -estimated costs as part of WSCC ongoing maintenance programme.  Developer funding	<b>Low</b> -Reduction in borough and county funding streams	Install the technology at the bus stops with the greatest usage to obtain the highest cost benefits.  Secure extra funding from the Quality Bus Partnership	

### Community Transport

Project / Infrastructure element	Summary / Outcome	Status	Key stakeholders	Costs and sources of funding	Risks	Contingency	Delivery time-frame
Provision of capital equipment	New buses for the Dial a Ride service	Assessed as part of a wider Community Transport review in Worthing and Adur	WBC Adur DC Worthing Council for Voluntary Services	£50k -committed as part of Tesco S106 agreement  Adur DC Developer funding	<b>Low</b> - Reduction in borough and county council funding streams	Consider funding from WCVS perhaps through increases in customer charges	Short term

### Walking and Cycling

Project / Infrastructure element	Summary / Outcome	Status	Key stakeholders	Costs and sources of funding	Risks	Contingency	Delivery time-frame
School safety through Safer Routes to School Schemes and School Safety Zones	Schools: Chesswood / Davisons / Springfield / St. Andrews / Lyndhurst / Durrington First Zones: Littlehampton Rd - Boulevard / Field Place - Marlborough Rd	WSCC Works Programme	WSCC WBC	£120k committed as part of WSCC ongoing road safety programme  Developer funding	<b>Low</b> - Reduction in borough and county council funding streams	Phase the works over a longer time period or if funding is not forthcoming prioritise the schemes that are needed most.	Short- Medium term
Cycling Routes	Littlehampton Rd - East Worthing Goring to Durrington and Broadwater The Boulevard + Shaftesbury Ave			£139k committed as part of WSCC prog. to promote sustainable transport.  Developer funding		Use developer funding from sites that have been allocated for sustainable transport.	

### Car Parking

Project / Infrastructure element	Summary / Outcome	Status	Key stakeholders	Costs and sources of funding	Risks	Contingency	Delivery time-frame
Park & Ride facilities	New Park & Ride sites on the eastern, northern and western outskirts of Worthing	Assessed as part of WASTM and DaSTS work.	WBC WSCC HA	£10m - est costs from WASTM Report - not committed  WBC, WSCC, HA, Developers	<b>High</b> - Reduction in borough and county council funding streams  No funds available from the HA  No suitable land becomes available.	Construct the sites in stages to stagger the costs over a longer period.	Long term

## 21 Housing

The policies of the Core Strategy seek to deliver the Vision of ensuring an adequate supply of housing that meets the needs of all residents. The South East Plan requires Worthing to deliver at least 4,000 additional dwellings between 2006 -2026 (remaining requirement 2009-2026 is 3,094). A key aim is to ensure that the new housing delivered meets the identified needs of the community. The evidence base has informed the mix of housing required and has identified a range of housing needs including: affordable housing, adapted housing (such as lifetime homes), family housing, specialist and supported housing and housing to meet the needs of other specific groups e.g. gypsies and travellers. These elements will help with the delivery of the objectives of the Core Strategy, particularly SO4 and SO5 and Policies 7, 8 and 10.

Project / Infrastructure element	Summary / Outcome	Status	Key stakeholders	Costs and sources of funding	Risks	Contingency	Delivery time-frame
Meeting housing need - to include: Lifetime homes; specialist housing; family housing and supported housing.	<p>Delivery of at least 4,000 net additional dwellings between 2006-2026.</p> <p>The annual housing requirement is for 200 homes per annum in the SEP.</p> <p>No specific targets set but the Council will support and promote the Lifetime Homes.</p>	Ongoing	Developers, RSLs, WBC, HCA	Various	<p><b>Low</b> - Failure of sites to come forward.</p> <p><b>Medium</b> - Failure of the sites coming forward to deliver the type and variety of housing to meet identified community needs possible due to political and economic priorities / objectives.</p> <p>(See also specific identified development sites)</p>	<p>Review of the SHLAA and SHMA to ensure that up-to-date evidence is used to forecast needs.</p> <p>Monitoring of all sites being delivered.</p> <p>Ensure the need for a variety housing remains high on both political and corporate agendas given its role in delivering a</p>	On-going

Project / Infrastructure element	Summary / Outcome	Status	Key stakeholders	Costs and sources of funding	Risks	Contingency	Delivery time-frame
Affordable Housing	The SHMA identified acute affordable housing need. The housing needs assessment estimated the net annual housing need is between 161-261 households.	Core strategy policy seeks	RSLs, WBC, HCA	Unknown	<p><b>Medium</b> - Failure to achieve the necessary levels of provision on all eligible sites. Achieving affordable housing will be dependant on the application of policy and how stringently it is applied will depend upon the economic viability and political / strategic priorities at the time of decision.</p>	<p>sustainable community and economy.</p> <p>Continue to promote the need for affordable housing on the political and corporate agenda given its role in delivering sustainable communities and a sustainable economy.</p> <p>Explore all funding / delivery opportunities.</p>	Ongoing
Gypsy and Travellers	The SEERA consultation on gypsy and travellers sites and pitches in the south east identified a need for between two and four additional pitches in Worthing between 2006 and 2016.	On-going	WBC LPAs in West Sussex Gypsy and Traveller Groups	Unknown	<p><b>Low</b> - Level of need would not support a viable and managed site. However, despite this, the Council must ensure that identified need is met (to be addressed on a sub-regional basis).</p>	<p>Ensure continued collaboration with lead agencies to address this issue.</p> <p>Take all opportunities to ensure that this issue is retained and promoted at a sub-regional</p>	Ongoing

## 22 Education

Two documents are currently being prepared by the County Council to help inform planned provision for schools - the School Organisation Plan (SOP) and the Education Infrastructure Spatial Strategy (EISS). When published these will form the key elements for assessing the infrastructure needs for education in the town. However, as explained in Section B, it is already known that infrastructure improvements in education are required and three of the identified development sites above incorporate the delivery of new and improved facilities (West Durrington Strategic Development, The Strand and Northbrook College). In addition to these, and other requirements to be identified through the SOP there is a key aspiration in Worthing to deliver the 'Age of Transfer' (AOT) changes that have happened in other parts of the County. These elements will help with the delivery of the objectives of the Core Strategy, particularly SO5 and SO6 and Policies 11 and 12.

Project / Infrastructure element	Summary / Outcome	Status	Key stakeholders	Costs and sources of funding	Risks	Contingency	Delivery time-frame
Age of Transfer (AOT) changes	The two tier system of education (primary and secondary schools) is far less land hungry than the three tier system (first, middle and high) currently used in Worthing. The reduction in the number of school transfers that pupils will have to undergo can help improve educational attainment.	Key aspiration of WSCC. A bid was previously made to 'Building Schools for the Future' to deliver this plan but was not successful. The future funding programme is uncertain and will be the subject	WSCC Department for Education Partnerships for Schools (Funding mechanism to replace Building Schools for the Future).	AOT would require significant funding for new primary and secondary school.	<b>Medium</b> Insufficient school sites of sufficient size to meet preferred pattern of school operation together with insufficient funds to deliver the	Alternative sources of funding could be sought - and if secured, the programme for delivery could be earlier.  Use the SOP and EISS to help determine the long term strategy for education in Worthing that help facilitates AOT.	Medium / long - term

Project / Infrastructure element	Summary / Outcome	Status	Key stakeholders	Costs and sources of funding	Risks	Contingency	Delivery time-frame
		of a review by the coalition government.			associated demands		

## 23 Health

Community clinics and health centres are amongst the least developed within the PCT and GP practices are amongst the most densely populated (m<sup>2</sup> per registered patient) within West Sussex. There has been comparatively little investment in the the South East locality (Arun, Adur, Worthing) compared with other parts of West Sussex. West Sussex PCT has therefore identified a need to make services more accessible and personalised to become a world class model of primary care. Four key projects will help to contribute towards this aim and will help with the delivery of the objectives of the Core Strategy, particularly SO5, 6, 7 and Policies 11 and 12.

Project / Infrastructure element	Summary / Outcome	Status	Key stakeholders	Costs and sources of funding	Risks	Contingency	Delivery time-frame
Durrington Health Centre	New Health Centre to be built on existing site incorporating three practices and community health services located within the existing surgery. This will form the main hub for the west of the borough, including Durrington, Goring and other residential neighbourhoods. It will also build capacity for growth which is likely to be in the west of the borough.	PCT proposal	West Sussex PCT	Express LIFT (Public private partnership scheme for PCTs) or third party developer	<b>Medium</b> -Service to be continued from poor buildings, not fit for purpose. Running out of space, service delivery hampered by being cramped into small space.  Delay in providing world class model of primary care which is more accessible, provides wider quality care.	Continue partnership working. If PCT/health-related funding should not come through consider exploring options through future community infrastructure tariff.	Short to medium-term
St Lawrence Surgery	Extension project	Approved by West Sussex PCT, but no	West Sussex PCT	Supported through Deanery funding	Failure to secure land/sites and funding.		Short-term

Project / Infrastructure element	Summary / Outcome	Status	Key stakeholders	Costs and sources of funding	Risks	Contingency	Delivery time-frame
Phoenix Surgery - Sea Lane	Part of Sea Lane housing development	approved planning application yet (Sept 2009) Approved by PCT. Planning application approved.	West Sussex PCT	Third party developer MCD			Short-term
New central Worthing hub	Providing new accommodation for Seiden and Worthing Medical Group including wider care. This could/should be combined with the services currently provided in the Central Clinic.	Site search. GPI, an infrastructure provider in the primary care sector are actively looking for sites with the Council.	West Sussex PCT	Express LIFT/Opt-out of LIFT. GPI.			Short-term

## 24 Green Infrastructure / Leisure

Given the character of Worthing and the significant constraints to further development around the town it is crucial the a network of green infrastructure and leisure facilities are retained and improved. Providing high quality outdoor leisure facilities not only adds to an area's character and community value it also promotes health living. A network of green infrastructure also helps to promote integration between neighbouring areas and hence provide community linkages and partnership. These elements will help with the delivery of the objectives of the Core Strategy, particularly SO2, SO5 and SO6 and Policies 11 and 14.

Project / Infrastructure element	Summary / Outcome	Status	Key stakeholders	Costs and sources of funding	Risks	Contingency	Delivery time-frame
Children's playground	Play areas at: 1) Victoria Park 2) West Park 3) Maybridge Community 4) Queen Street 5) West Parade  Also: Beach Play area (Big Lottery) and proposal for play area / splash pad at Beach House Grounds	Part of ongoing capital programme for children's play areas.	WBC BIG Lottery Developers	1) £50,000 2) £45,000 3) £45,000 4) £45,000* 5) £140,000  WBC BIG Lottery funding Developer contributions  *Worthing Homes	<b>Low / Medium</b> - The developer funding is in place. The capital monies from WBC could be transferred elsewhere as a result of changing priorities. BIG lottery funding could also change.	If the above happen then the only viable contingency would be to defer or reduce the schemes until funding has been obtained.	Short-term
Football facilities at Palatine Park	New pavilion, pitches and drainage installation	Joint partnership between WBC and Football Foundation currently being progressed	WBC Football Foundation Worthing Town Football Club	£1.6 million WBC Developer funding Football Foundation	<b>Low</b> - Withdrawal of Football Foundation funding as the scheme is a match funding project	Implement smaller revised scheme if external funding is reduced / withdrawn.	Short-term

## 25 Flood Defences

Worthing needs to ensure that it protects itself against the significant environmental and economic damage that flooding can cause. The costs of mitigation against flood risk are considerable and will inevitably be longer term as the effects of climate change become more widespread. However, strategies have been developed now to set out the infrastructure and costs of mitigation. Some of the works outlined below overlap between Worthing and the surrounding areas and some of the costs will be attributable to the neighbouring authorities. The total spend for Worthing has been calculated to be £18.33 million for the first 20 years of the Strategy. These elements will help with the delivery of the objectives of the Core Strategy, particularly SO1 and Policies 13 and 15.

Project / Infrastructure element	Summary / Outcome	Status	Key stakeholders	Costs and sources of funding	Risks	Contingency	Delivery time-frame
Rustington to Goring Phase OMU3	Replace 27 Groyne and beach nourishment	Phased in Arun to Adur Flood & Erosion Management Strategy	WBC Arun DC Environment Agency	£6.2 million WBC Arun DC Environment Agency	<b>High</b> - Failure to attract sufficient EA funding	Work with partners to prioritise these works or try to identify alternative sources of funding.	On-going
Goring Coastal defences OMU5	Replace 20 groyne and beach nourishment		WBC Environment Agency	£3.3 million WBC Environment Agency			
Worthing Coastal OMU6	Replace 60 groyne and beach nourishment		WBC Environment Agency	£9.8 million WBC Environment Agency			