



WORTHING BOROUGH  
COUNCIL

Community Infrastructure Levy (CIL):  
Infrastructure Investment Plan (IIP)  
2023 - 2026

## Contents

Section		Page
1	Background	2
2	Purpose of the IIP	3
3	Governance	4
4	Prioritisation of infrastructure projects	5
5	Estimated CIL receipts	8
6	Priority projects	8
7	'Other agencies' pot	12
Appendix 1	Estimated CIL receipts trajectory (2020-2029)	13
Appendix 2	Potential future 'priority projects'	15
Appendix 3	Request for CIL Funding Proforma	18

## 1.0 Background

- 1.1. This Infrastructure Investment Plan (IIP) covers the Worthing Local Plan area, excluding the parts of the Borough that fall within the South Downs National Park, for which the South Downs National Park Authority (SDNPA) are responsible for<sup>1</sup>.
- 1.2. Infrastructure can be funded through a number of different sources, for example:
  - Customer bills - to utility companies to supply the infrastructure to your home
  - Government Funding and Grants - e.g. to help provide school places, and provide road and rail infrastructure.
  - County and Borough Council Capital Investment Programmes
  - Planning obligations – Section 106 agreements provide infrastructure for site specific mitigation
  - Community Infrastructure Levy - CIL
- 1.3. The IIP will focus on which projects should be prioritised to receive funding from the Community Infrastructure Levy (CIL). The Community Infrastructure Levy (CIL) is a fixed, tariff-based planning charge, which allows Local Planning Authorities (LPAs) to require developers to pay a levy on liable development (per square metre). Whereas, section 106 (s106) contributions can either be provided on-site, for example through the provision of affordable housing, or off-site in the form of financial payments. Obligations can only be sought where they are directly related to the development, fairly and reasonably related in scale and kind to the development, and necessary to make the development acceptable in planning terms.
- 1.4. As expected, in the early years after the introduction of CIL in Worthing in October 2015 there was little money collected. However, once the amount of money collected from CIL steadily increased, as larger development projects were implemented, Worthing Borough Council produced the first Infrastructure Investment Plan (IIP) to detail how the CIL Strategic Pot will be spent.
- 1.5. The IIP prioritises infrastructure via a three year rolling programme. This version covers the period 2023-2026. The IIP programme is updated each year to reflect the most up-to-date housing trajectory and infrastructure requirements across the plan area.
- 1.6. Although there is some ability to forecast the level of money that may be collected through CIL, the uncertain nature of development means that the IIP

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<sup>1</sup> The SDNPA adopted the Community Infrastructure Levy (CIL) in April 2017

can never be precise about the amount of money that will be available; it is just the best estimate at any given point in time. As a consequence, the IIP is a 'living' document which will be kept under review, updated and rolled forward each year to reflect how much money has been collected and how much CIL is predicted to be collected from development.

- 1.7. As explained briefly below, when CIL funds are received by Worthing Borough Council (as the collecting authority) the money collected is split into three 'pots': administration costs (5%); the 'local proportion' (15%); and the 'strategic' pot (80%).
- 1.8. The 'local proportion' (15%) money is allocated to the 'CIL area' where the development took place, based on groups of wards. Community groups, in liaison with the Elected Members, will be invited to put forward projects that would benefit from funding from this pot. An assessment panel will then decide which applications are awarded funding. There is freedom placed on how this money will be spent. However, if it is seen as a local priority by the local community, the money collected within this pot could be put towards projects that fall under the listed priorities below.
- 1.9. The 'strategic pot' (80%) forms the main focus of this IIP. For clarity, Worthing Borough Council has agreed to 'top slice' this proportion, so that 70% of all CIL money received is spent on Worthing Borough Council and West Sussex County Council projects. The remaining receipts (10% of total CIL money collected) is allocated to 'other service providers' (such as NHS partners, Police, Ambulance Trust) once that part of the 'pot' has reached £100,000. It is also agreed that the minimum bid for funding from the 'other agencies' pot is set at £50,000.

## **2.0 Purpose of the IIP**

- 2.1. The delivery of the right levels and types of infrastructure (such as roads, flood defences, schools, children's playgrounds etc.) is essential to support new homes, economic growth and to protect the environment. One purpose of the IIP is to ensure that infrastructure to support growth is provided across the Borough when and where it is most needed. The IIP also helps to demonstrate how the spending of CIL reflects and responds to Council (Worthing Borough Council and West Sussex County Council) priorities.
- 2.2. The IIP has been prepared by Officers from Worthing Borough Council, with input from West Sussex County Council Officers and from Senior Councillors from each authority.
- 2.3. The Worthing Infrastructure Delivery Plan (IDP) provides an evidence base document to support the emerging Worthing Local Plan in meeting its vision

and the relevant strategic objectives for infrastructure. The latest IDP can be found on the Council's [website](#). The IDP, which also forms one part of the evidence that informs the IIP, identifies the extent of the funding gap. CIL will help to bridge the gap, but won't completely fill it. There will therefore be a need for prioritisation along with exploration of external funding opportunities and innovative approaches to financing which will require strong partnership working arrangements with a variety of infrastructure providers.

- 2.4 Reporting on CIL expenditure is done through the Infrastructure Funding Statement (IFS) which is to be published on the Council's website each December (from 2020 onwards). The IFS includes the list of infrastructure projects that are to receive CIL funding; a report into the amount of CIL money that has been collected and spent in the previous financial year; as well as a Section 106 report into the developer contributions received and spent in the previous financial year.

### **3.0 Governance**

- 3.1 The primary role of the CIL Board (previously known as JOMB) is to oversee the governance around the spending of CIL, which will include the development of the IIP to help set the prioritisation of infrastructure delivery over a three year period.
- 3.2 The CIL Board will agree the draft 3-year IIP and recommend the plan for adoption to the Joint Strategic Sub-Committee (Worthing). The original governance arrangements were agreed by the Joint Strategic Committee (JSC) on the 9<sup>th</sup> June 2020. The 2023-2026 version of the IIP was adopted by the Joint Strategic Sub-Committee (Worthing) on 14th March 2024.
- 3.3 Once the IIP is approved, a detailed request for funding would need to be submitted to the Community Infrastructure Officer (using the form in Appendix 3) and the relevant report prepared, depending on the amount of CIL requested. The decision maker(s) would consider the funding request in relation to the approved IIP and have regard to the delivery timetable of other priority projects and CIL spend available at the time.
- 3.4 As indicated earlier the strategic pot also incorporates 10% of the overall CIL collected to be used by other infrastructure or service providers (e.g. NHS, Police, Environment Agency). Unless the IIP identifies a strategic infrastructure project where the Council is working with one of our infrastructure partners, a separate bidding process for other service providers would be undertaken on an annual basis. This would be following the adoption of the IIP and only when the 10% pot exceeded £100,000. Submitted projects would be considered and evaluated by the CIL Board and a recommendation signed off in line with the Council's financial regulations.

3.5 The IIP concentrates primarily on the priority projects for the Strategic pot. However, there are separate governance arrangements for assessing the spend requests on community projects – ‘the neighbourhood pot’. An annual bidding process is to be undertaken when the CIL pot exceeds the threshold of £10,000 in a ‘CIL area’. A standard application form and guidance notes have been prepared for the local community group or organisation to use. Submitted bids will be evaluated by an assessment panel and proposal will be expected to meet the eligibility and evaluation criteria, some of which are summarised below:

- How will the project help to address local issues and benefit residents?
- Will the local community, residents, businesses and the environment see a large benefit from the project?
- What are the costs of the project (in particular the amount of CIL funding sought) against potential benefits for local communities?
- Are there any identified risks to project delivery? How will they be addressed?
- What is the plan for sustaining the benefit/operation of the project into the long-term?

3.6 The final decision on the submitted bid would be taken by the Cabinet Member for Communities and Young People, following recommendations from the assessment panel.

#### **4.0 Prioritisation of Infrastructure Projects**

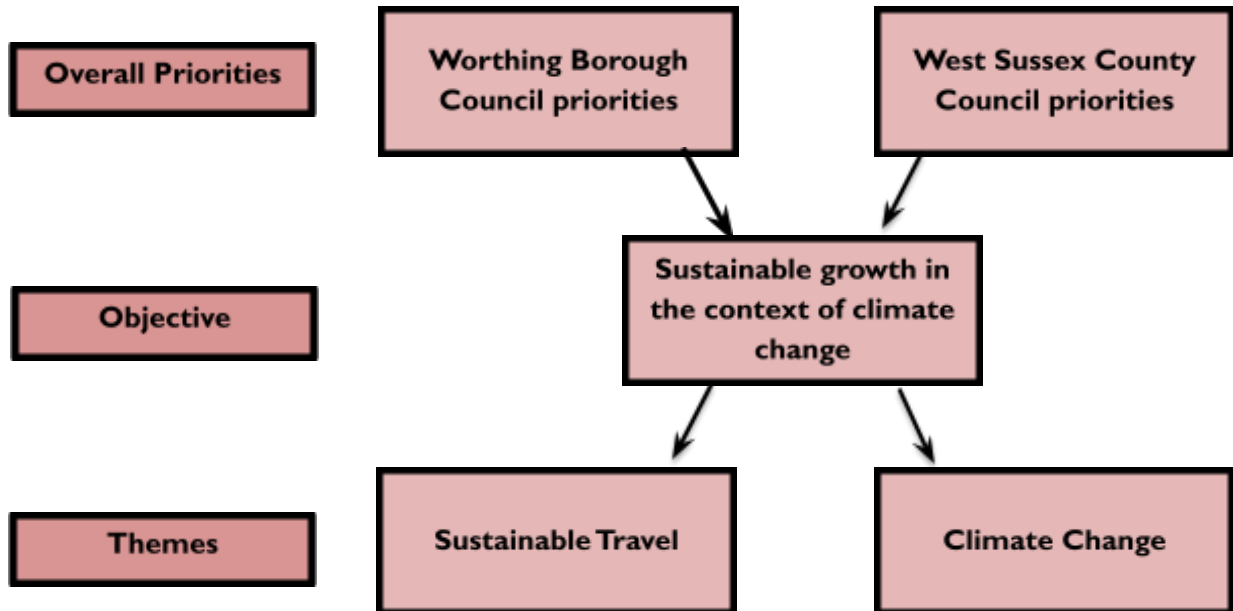
4.1 In order to be able to assess which projects should benefit from CIL funding it is important to assess what are the key priorities of Worthing Borough Council (WBC) and West Sussex County Council (WSCC). At appropriate stages, stakeholder consultation will take place to discuss priorities which will help inform which projects are allocated CIL funding.

4.2 A shared priority of both WBC and WSCC is ‘sustainable growth in the context of climate change’. In April 2019 WSCC pledged to work towards making the County Council carbon neutral (net zero carbon emissions by 2030) and prioritised a campaign to encourage residents and businesses to do more to help tackle climate change. In July 2019 Adur and Worthing Councils declared a climate change emergency which commits the Councils to demonstrate leadership to respond to the climate agenda and aims to see the authorities become carbon neutral by 2030.

4.3 Informed by this overarching objective, for the 3-year period 2023-2026, two main ‘themes’ have been identified to be the focus for infrastructure funding from the CIL strategic pot (70% of total CIL). As illustrated below, these are

'Sustainable Travel' and 'Climate Change'. Both of these themes are key goals for both Councils and rest under the overall objective, whilst providing some further focus as to the types of infrastructure projects that could receive CIL funding. An explanation of what is meant by the two themes is given below.

**Figure 1: Explanation of priorities and themes chosen for prioritisation of infrastructure projects to receive CIL funding over the period 2023-26**



4.4 The key themes have been agreed on the basis of current priorities across both Worthing Borough Council and West Sussex County Council. The themes link in to a number of important policy documents including:

- [Adur & Worthing Growth Deal](#) – is a joint commitment between Adur District Council, Worthing Borough Council and West Sussex County Council to align resources to deliver sustainable growth and unlock opportunities for new homes and new employment floorspace. One of the priorities is the Worthing Town Centre regeneration programme.
- [Our Plan](#) – is a framework for Adur & Worthing Councils for the coming three years, which provides a chance to reflect, to make sure we know where we are headed and to think how we can do things differently or better. All four missions outlined in the plan, ‘thriving people’, ‘thriving places’, ‘thriving environment’, and ‘thriving economy’ all have a very close link to key priorities identified in this IIP.
- [Sustainable AW](#) - through this programme, the Councils are committed to protecting and improving the environment in Adur and Worthing and achieve carbon neutral status by 2030. By working with the local community and collaborating with partners, the Councils plan to tackle some of the biggest environmental issues of our time - from climate

change, biodiversity loss, clean energy and transport, to poor air quality, water efficiency, water quality, and waste reduction.

- [Local Cycling and Walking Infrastructure Plan \(LCWIP\)](#), [Walking and Cycling Strategy](#) & [draft Active Travel Strategy](#) - Adur & Worthing Councils, with key partners, have been preparing the LCWIP which promotes new and enhanced cycling routes and core walking zones. In addition, the West Sussex Walking and Cycling Strategy is designed to complement the Government's emerging Cycling and Walking Investment Strategy and sets out the County Council's aims and objectives for walking and cycling together with our priorities for investment in infrastructure improvements. The draft West Sussex Active Travel Strategy 2023-2036 builds on the work of the Walking and Cycling Strategy and looks towards building on increasing levels of active travel.
- [UN Sustainable Development Goals \(SDGs\)](#) - the Worthing Local Plan incorporated these Goals that will help to achieve a better and more sustainable future for all. They address a wide range of challenges including those related to poverty, inequality, climate change and environmental degradation. For example, United Nations Sustainable Development Goal 9: Industry, Innovation & Infrastructure includes the following target (No. 9.1) "Develop quality, reliable, sustainable and resilient infrastructure, including regional and trans-border infrastructure, to support economic development and human well-being, with a focus on affordable and equitable access for all".
- [Public Realm](#) - A key priority for both WSCC and WBC is a public realm improvement strategy focussed on a number of key locations around the town centre. It encompasses streets, parks, squares, pedestrian and cycle routes as a network of interconnected spaces. Good quality public realm that encompasses streets, parks, green infrastructure and pedestrian / cycle routes is essential in creating environments that people want to live and work in.

#### 4.5 What do we mean by 'Sustainable Travel' and 'Climate Change'?

- 'Sustainable Travel' includes how we ensure that people are travelling in ways which are sustainable and environmentally friendly. For example: Walking; Cycling; Electric cars, Trains, Boats and Scooters
- 'Climate Change' means ensuring that Worthing is as environmentally friendly and 'green' as possible. This includes all areas of the borough, including the seafront.

#### 4.6 A wide range of infrastructure projects come under the two themes above. However, to achieve the most significant impact it has been deemed appropriate that the CIL money collected should be used to fund 'large' infrastructure projects that provide a clear and tangible range of benefits to the



town and the people who use it. The projects listed in the section below have been identified as key infrastructure projects to be delivered in the next 3 years.

## **5.0 Estimated CIL Receipts**

- 5.1 The identification of likely cash flow provides an opportunity to review the projects which benefit from funding, based on the prioritisation of infrastructure projects set out above.
- 5.2 The trajectory has been informed by the Worthing Core Strategy/draft Local Plan housing trajectory. To ensure infrastructure delivery is aligned with growth, the phasing of development is then linked to its supporting infrastructure.
- 5.3 Based on a number of assumptions, the estimated CIL receipt income can be seen in the table in Appendix 1. Over the 3 year period 2023-2026, the estimated CIL receipt income in the Strategic Pot (70%) is just over £2,300,000.

## **6.0 Priority Projects**

- 6.1 Walking and Cycling Improvements - Worthing Borough Council, jointly with West Sussex County Council, are considering improvements to enhance cycling and walking through the Local Cycling and Walking Infrastructure Plan (LCWIP). This would include specific projects such as the cycle lane from George V Avenue to Sea Lane which would extend the National Coastal Cycle Route 2 (estimated cost £1.2 million) but also include assessing the potential to implement other smaller scale schemes to improve cycle access. There is an opportunity to utilise our Parks and Gardens to improve off road cycle routes and the localised use of twittens particularly to improve safe routes to schools.
- 6.2 Public Space Regeneration - Enhancing public facilities within our defined town centre that will ensure all areas are clean, safe and green. Improvements could include improved seating, lighting or waste collection. To ensure not only the town centre is improved, a number of 'out of town' shopping parades also need similar attention in respect of enhancing public facilities to ensure all areas are clean, safe and green. The work may involve improving cycle storage facilities, providing additional benches and further public realm improvements.
- 6.3 Safe walking, cycling and horse route to Titnore Lane - WSCC Improvements Team are delivering a safer crossing point over C37 Titnore Lane Northbrook Worthing, via a Community Highway Scheme (CHS) application supported by local community and WSCC Area Highways Operations. The plan is to better connect the existing network of footpaths (east side), with PROW path 2139 (west side) and beyond, all connecting to residential, educational, business and social hubs. The design is to bring the crossing point further south (approx 20m)

to improve visibility and safety for all users, provide a new footway (approx 35m) aiding the reduction of pedestrian and vehicle conflict generated by the local business (Eurogreen), in the area of the farm access.

- 6.4 Coastal Flood Defences - A joint project between the Environment Agency (EA) and Worthing Borough Council (WBC). Worthing Capital Maintenance Works Project is to extend the life of existing deteriorated timber groynes for a period of approximately ten years, when a larger groyne replacement project can be considered. The works will include various structural repairs (timber pile extensions/replacements, wailing and land tie replacements, rock groyne root replacements (under shingle to stop outflanking) to timber groynes between Heene Road and Brooklands.
- 6.5 Whilst the above are the key priority projects, the IIP is reviewed and updated on an annual basis, to ensure that the appropriate prioritisation of projects is being taken alongside the CIL income trajectory. The projects that are selected for each financial year are dependent on the amount of CIL money that has been collected. Money can only be allocated if it is in the pot (not borrowed against projected income). Therefore projects will only be able to spend CIL money that it has been allocated for the financial year.
- 6.6 In addition to the main 'priority projects' summarised within this IIP there may be additional CIL funding available for other projects. Each of these projects would need to be evaluated against the overarching objective and themes for funding. However, given the focus established in this IIP it is unlikely that funding from the 'strategic pot' would be available for smaller projects within this 3 year period unless any of the larger infrastructure projects identified are delayed.
- 6.7 To ensure efficient but robust processes this IIP establishes a clear and focussed set of priorities that highlight a small number of projects that will best reflect the overarching objectives. However, a degree of flexibility is required to allow for any change in priorities and to reflect the, often uncertain, nature of the development industry (and therefore the level of CIL receipt).
- 6.8 With this in mind, Appendix 2 sets out a number of 'live' or longer-term projects that, whilst not being prioritised in this IIP, do meet many of the over-arching objectives. As such they may be prioritised for CIL funding in subsequent versions of the IIP, particularly when the next 3 year funding period (2026-2029) is considered. This appendix also includes reference to the new Local Plan and other emerging strategies that will, once adopted, define other priority infrastructure projects across the Borough.
- 6.9 The table below shows the projects which have been selected to be funded from the 'Strategic pot' of the CIL income over this three year IIP period

(2023-2026), by year the project will receive the funding. Each project is given a unique code in the title to ensure consistency with reporting.

**Table 1: Infrastructure projects to be funded from ‘strategic pot’**

	2023/2024	2024/2025	2025/2026
1 <sup>st</sup> April b/fwd	£97,000	£595,000	£639,000
<b>Income</b>			
Estimated CIL income	£548,000	£574,000	£1,244,000
<b>Funds available</b>	<b>£645,000</b>	<b>£1,169,000</b>	<b>£1,883,000</b>
<b>Expenditure</b>			
<b>IIP005</b> – Walking and cycling improvements			
I) Cycle lane from George V Avenue to Sea Lane		£200,000	£1,800,000
II) Other sustainable travel projects emerging from the LCWIP refresh			
<b>IIP006</b> – Public Space Regeneration	£50,000	£150,000	£50,000
<b>IIP007</b> – Safe walking, cycling and horse route to Titnore Lane (WSCC project)		£80,000	
<b>IIP008</b> - Coastal Flood Defences		£100,000	
<b>Total Expenditure</b>	<b>£50,000</b>	<b>£530,000</b>	<b>£1,850,000</b>
<b>31<sup>st</sup> March c/fwd</b>	<b>£595,000</b>	<b>£639,000</b>	<b>£33,000</b>

*Note - figures for the amount of CIL funding for each project are only estimates at this stage as projects are still being developed and costed. The IIP and progress on the projects would, in any event, be reviewed on an annual basis.*

6.10 The above expected CIL receipts assume that a number of large developments progress in the three year period. If any of the schemes were to be delayed, then the likely amount of CIL receipts available in 2023-26 would be lower than the figures in the table above.

## 7.0 'Other agencies pot'

- 7.1 There is currently just over £100,000 in the 'other agencies' (10%) pot. To ensure that the process is efficient, it had been agreed that this pot would not be opened up to bids until it had reached a sufficient level of CIL receipts (£100,000).
- 7.2 Infrastructure projects provided by 'other agencies' will be prioritised in line with the overarching themes and objectives as described above. The range of 'other agencies' who would be eligible to receive CIL funding from this pot include, but are not limited to, the following:
- NHS Sussex Integrated Care Board
  - South East Coast Ambulance Service NHS Foundation Trust (SECAmb)
  - Sussex Police & Crime Commissioner
  - Environment Agency (EA)
- 7.3 The emerging priority areas are coastal flood defences and CCTV cameras in our town centres. These projects will need collaboration between Worthing Borough Council and the Environment Agency and Sussex Police & Crime Commissioner. Therefore, work will be undertaken to determine how the CIL 'other agencies' pot can be best utilised during the period 2023-2026.

**Estimated CIL receipts trajectory**

The figures set out in this receipts trajectory table are based on a number of assumptions (set out below). It represents a running total that assumes ‘no spend’. The table will be updated and revised in future iterations of the IIP, particularly once money has been allocated to priority projects.

**Table 2: Estimated CIL receipts trajectory**

Financial Year	Total CIL receipts	Strategic Pot (70%)	Neighbourhood Pot (15%)	‘Other Services’ Pot (10%)	Admin Pot (5%)
Carried f/wd	£4,060,000	£2,797,000	£661,000	£489,000	£113,000
2023/24	£4,843,000	£3,345,100	£778,450	£567,300	£152,150
2024/25	£5,663,000	£3,919,100	£901,450	£649,300	£193,150
2025/26	£7,440,000	£5,163,000	£1,168,000	£827,000	£282,000
2026/27	£9,289,000	£6,457,300	£1,445,350	£1,011,900	£374,450
2027/28	£10,199,000	£7,094,300	£1,581,850	£1,102,900	£419,950
2028/29	£10,476,000	£7,288,200	£1,623,400	£1,130,600	£433,800

These projections are based on the following assumptions:

- For all permissions to be granted after 2021, we use the CIL rates within the revised CIL Charging Schedule 2021.
- Unless superseded by a live planning application the delivery timeframes are aligned to the housing land supply trajectory set out in the most recently published Annual Monitoring Report (AMR). The AMR is published each December to cover the preceding financial year.
- An affordable housing rate of 30% has been applied to all major developments – which is nil rated for CIL
- For previously developed sites (with existing buildings) an adjustment for existing floorspace (50% discount) has been made.
- A 30% discount has been applied to the ‘windfall’ allowance. Whilst only a small proportion of these will be major developments (10+ dwellings) that deliver affordable housing it is felt appropriate to retain this level of discount as some of the dwellings delivered will be self-build (exempt from CIL) and a significant proportion of these schemes will involve the redevelopment of existing buildings / floorspace. ‘Windfall’ allowance is not included for the first 3 years from the base date of the calculation
- Greenfield sites will deliver 3 bed houses @ 90 sqm

- Apartment schemes will deliver 2 bed flats @ 66sqm
- Windfalls will deliver 2 bed houses @ 77 sqm
- 'Other SHLAA Sites' are taken at an average number of completions per annum over the next five years. It is assumed they will be schemes of less than 10 units, so therefore charged at £125/sqm
- Payments have been calculated/phased in line with the Council's adopted Instalment Policy
- No index linking has been applied to account for inflation over time

## Potential Future Priority Projects

The table below sets out a number of emerging plans that are identifying new infrastructure projects as well as larger strategic redevelopment projects that, whilst not being prioritised in this IIP, are likely to meet the overarching themes. As such they may be prioritised for CIL funding in subsequent versions of the IIP, particularly when the next 3 year funding period (2023 - 2026) is considered.

**Table 3: Potential future priority projects**

<b>Emerging Strategies</b>	<b>Comments</b>
The Local Walking and Cycling Improvement Plan (LCWiP)	The Plan, adopted during 2020, highlights priority projects for investment to help cycling and walking across the Borough.
Sustainable Transport Improvement Plan (STIP)	The STIP has been established to facilitate the identification, prioritisation, development, and implementation of strategic highway and other transport infrastructure. Such schemes are important strategically, i.e. either they are important at a 'larger than local' level or they are necessary to support future development of an area. The West Sussex Transport Plan 2022-2036 has identified STIP active travel infrastructure including Worthing north – south cycling corridors as medium term (2027 – 2032) active travel priorities for delivery.
The new Local Plan for Worthing	The Plan, which was adopted in 2023, allocates sites for development and is accompanied by a new Infrastructure Delivery Plan (IDP) which sets out the key infrastructure improvements necessary to support sustainable growth.
<b>Future Projects</b>	<b>Comments</b>
Active Travel	Active travel is using physically active means for your everyday journeys, such as walking or scooting to school and cycling to shops. Advantages to active travel include increased fitness, cheaper journeys and environmental benefits. West Sussex County Council are working on delivering a range of active travel schemes across the County, including in Worthing.
Annual Delivery Programme (ADP)	The Annual Delivery Programme sets out highways and transport projects for the coming year. It brings together funding streams from Highway Maintenance and transport Improvement Grants, supported by other external contributions such as development funding and WSCC corporate capital funding. The ADP includes projects from the STIP, Local Transport Investment Programme and

	Community Highway Schemes. Projects include those that are identified to mitigate specific developments and support development in the area.
Creative Industries	Research has shown that this is a growth sector in the area but there is a lack of affordable floorspace to support and grow this sector in Worthing. It is likely that public sector funding including a contribution from CIL would be required to maximise the employment potential from creative and cultural industry.
Redevelopment of Leisure Centre, Shaftesbury Avenue	The emerging Open Space, Sport and Recreation Strategy identifies the need to redevelop this site to provide enhanced indoor sport and recreational facilities.
Redevelopment of Grafton Multi Storey car Park	The Council has identified the car park is in need of redevelopment as it is not economic to continue to repair the structure. It is likely that the costs of redevelopment will require some level of public subsidy.
Future School Provision	The emerging Local Plan will increase the town's population and this may require additional education provision including primary and secondary schools and/or expansion of existing schools/facilities.
Coastal Defence	Climate change will require significant investment in coastal defence as sea levels rise.
Regeneration of Worthing Seafront	A number of projects are being considered to enhance the offer of Worthing Seafront to assist the objective of enhancing Worthing's economy and help support the viability and vitality of the town centre. Some of the emerging projects may require pump priming investment. Examples include the Pier, Lido and Promenade lighting. Other ideas that may come through this is further investment into shelters, decked areas, leisure areas etc.
West Durrington	The urban extension at West Durrington of 700 dwellings has been extended recently by the grant of outline planning permission for a further 240 dwellings. Reserved matters applications have been submitted and there is a need to deliver cycle path links (including to Goring station to improve the sustainability of the site).
Climate Change	A number of community led projects as well as Council led projects (such as rewilding and tree planting) will come forward to help meet the climate change challenge and the Council's commitment to be carbon neutral by 2030.
Colonnade House	The creative hub on the corner of Warwick Street and High Street is set for a major expansion to keep up with demand. There will be an upgrade to the current facilities,



	as well as new homes, a café and additional meeting and exhibition space.
Public Art	The role and value of public art is recognised as a key component in cultural, economic, social and community regeneration. It can enhance the built environment, create meaningful places where people feel comfortable and relaxed, and increase the use of open spaces and reduce vandalism.
Sports Facilities	A number of sites in Worthing need replacements or refurbishments to the sports facilities, including Hill Barn Rec, Rotary Ground, and Manor Sports Ground.
Worthing Heat Network	As part of the Climate Change Emergency, work is being undertaken to connect a number of buildings in Worthing Town Centre to a new District Heat Network. This work involves ensuring that all buildings are energy efficient. A number of these buildings are owned by WBC/WSCC and used by members of the public, for example Connaught Theatre, Worthing Museum, and Worthing Library.

CIL Funding Request Proforma  
Infrastructure Investment Plan period 2023 - 2026

This form should be completed when requesting any expenditure of CIL funds held by Worthing Borough Council, for projects that have been approved CIL funding in the Infrastructure Investment Plan period 2023 – 2026.

**1. Contact details for this project**

Full Name	
Position and organisation	
Address for correspondence	
Phone Number	
Email	

**2. Project title & IIP reference**

Project Title	
IIP Reference	

**3. Project summary**

Brief description of the project	
Total cost of project	
Amount requested from CIL	

**4. Project details (Part A)**

Is the infrastructure Project identified in the adopted Infrastructure Investment Plan?	Yes <input type="checkbox"/> proceed to question 5 No <input type="checkbox"/> continue below
Does the project meet one of the overall themes of the IIP, if so which?	

What other funding has been identified to help deliver the infrastructure project?	
Is the infrastructure necessary to deliver a Local Plan allocation for employment or housing?	

## 5. Project details (Part B)

Attach Project plan/Project feasibility study/ committee reports/other relevant information	
Date project will start	
Date project will finish	
Key milestones (with anticipated dates)	
Details of how the project will be managed	
Details of who will be responsible for future maintenance	
Likely annual costs of future maintenance	

## 6. Project Costs & Management

Project Breakdown		How the project is funded	
Item or activity	Item/activity cost	CIL Contribution	Other contributions (£amount & source)

Totals	£	£	£

**7. Confirmation**

<p>I confirm that I have been authorised by the organisation to apply for this funding and that to the best of my knowledge all the information I have provided is true.</p> <p>I understand that WBC may use your project as an example to other applicants on how CIL funds can be used.</p>	
<p>Sign &amp; Date</p>	