



Horsham  
District  
Council

# Horsham District Council Interim Infrastructure Delivery Plan

March 2025

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# 1 Introduction

- 1.1 This Interim Infrastructure Delivery Plan (IDP) has been produced by Horsham District Council (the Council) and is intended to set out the current understanding of the infrastructure provision in Horsham District (the District) and what infrastructure requirements have arisen as a result of recent development and are likely to be required to support development coming forward in the next three years.
- 1.2 As at February 2025, the Council does not have an up-to-date Local Plan and the most recent Infrastructure Delivery Plan (IDP) associated with a development plan requires updating to reflect the changes in the District since its adoption. The Council has, therefore, produced this Interim IDP to reflect the current picture of the District infrastructure provision to ensure infrastructure delivery can keep pace with recent and future development.

## 2 Policy Context

### National Planning Policy and Guidance

#### National Planning Policy Framework

- 2.1 As a local planning authority, Horsham District Council has to plan positively to ensure that the development and infrastructure needs of the District are met. To ensure that new development is delivered sustainably, the infrastructure, facilities and service needs of existing and future residents and businesses must be properly planned for.
- 2.2 The revised National Planning Policy Framework (NPPF) was published 12 December 2024. It sets out the Governments planning policies for England and how these are expected to be applied. The NPPF is a material consideration in the preparation of local and neighbourhood plans.
- 2.3 Paragraph 20 of the NPPF identifies that strategic policies should make sufficient provision for “(b) *infrastructure for transport, telecommunications, security, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat); (c) community facilities (such as health, education and cultural infrastructure; and (d) green infrastructure.*”
- 2.4 Paragraph 26 of the NPPF states that “*Effective and on-going joint working between strategic policy-making authorities and relevant bodies is integral to the production of a positively prepared and justified strategy. In particular, joint working should help to determine where additional infrastructure is necessary, and whether development needs that cannot be met wholly within a particular plan area could be met elsewhere.*”
- 2.5 Paragraphs 100 and 101 outline the responsibility on local planning authorities to work proactively with public service infrastructure providers, such as school promoters and those providing hospitals, further education colleges and criminal justice accommodation, to ensure the smooth delivery of sufficient infrastructure to meet requirements.
- 2.6 Paragraph 129 c) states that planning policies should consider “*the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use*”.
- 2.7 The NPPF is clear that local authorities must plan positively, working effectively in collaboration with partners to identify and co-ordinate the provision of infrastructure (paragraph 8 (a), 16 (c) and 24 – 27).

## Planning Practice Guidance

- 2.8 Planning Practice Guidance (Paragraph: 012 Reference ID: 25-012-20190901) states that CIL charging authorities should make use of the levy to ensure key infrastructure priorities are delivered to facilitate growth, and how CIL funds may be supplemented with other funding streams to facilitate the delivery of development. Paragraph: 144 Reference ID: 25-144-20190901 outlines the broad range of uses for the levy, subject to what needs to be delivered by the local authority to deliver the relevant plan. It states:

*“Local authorities must spend the levy on infrastructure needed to support the development of their area, and they will decide what infrastructure is needed.”*

*The levy can be used to increase the capacity of existing infrastructure or to repair failing existing infrastructure, if that is necessary to support development.”*

- 2.9 Paragraph: 059 Reference ID: 61-059-20190315 provides guidance on how a long planning authority can show that a plan is capable of delivery strategic matters, including the provision for housing and infrastructure and states:

*“A plan is an opportunity for the strategic policy-making authority to set out a positive vision for the area, but the plan should also be realistic about what can be achieved and when. This means attention to providing an adequate supply of land, identifying what infrastructure is required and how it can be funded and brought forward.*

*At an early state in the plan-making process strategic policy-making authorities will need to work alongside infrastructure providers, service delivery organisations, other strategic bodies such as Local Enterprise Partnerships, developers, landowners and site promoters. A collaborative approach is expected to be taken to identify infrastructure deficits and requirements, and opportunities for addressing them. In doing so, they will need to:*

- *Assess the quality and capacity of infrastructure and its ability to meet forecast demands. Where deficiencies are identified, policies should set out those deficiencies will be addressed; and*
- *Take into account of the need for strategic infrastructure, including nationally significant infrastructure, within their area.”*

- 2.10 Paragraph 060 Reference ID: 61-060-20190315 of Planning Practice Guidance also provides guidance on how strategic policy-making authorities demonstrate that there is a reasonable prospect that large-scale developments, such as new settlements, or significant extensions to existing villages and towns can be developed within a set timescale, stating that:

*“Strategic policy-making authorities will need to demonstrate they have engaged with infrastructure providers, ensuring that they are aware of the nature and scale of such proposals, and work collaboratively to ensure that the infrastructure requirements are not beyond what could reasonably be considered to be achievable within the planned timescales. The authority can use statements of common ground, or other evidence, to detail agreements with infrastructure providers which confirm this and set out the further work which they will undertake to support the long-term delivery of the strategy.*

## Local Planning Context

### Horsham District Planning Framework

- 2.11 The Horsham District Planning Framework (HDPF) is the Council's current Local Plan, providing strategies and policies to meet the requirements of the District for the period up to 2031 and was adopted on 27 November 2015.

2.12 Policy 39 of the HDPF is a Strategic Policy and focuses on Infrastructure Provision. This policy states:

- “1. The release of land for development will be dependent on there being sufficient capacity in the existing local infrastructure to meet the additional requirements arising from new development, or suitable necessary mitigation arrangements for the improvement of the infrastructure, services and community facilities caused by the development being provided.*
- 2. Where there is a need for extra capacity, this will need to be provided in time to serve the development or the relevant phase of the development, in order to ensure that the environment and amenities of existing or new local residents is not adversely affected.*
- 3. To ensure required standards are met, arrangements for new or improved infrastructure provision, will be secured by planning obligations / Community Infrastructure Levy, or in some cases, conditions attached to a planning permission, so that the appropriate improvement can be completed prior to occupation of the development, or the relevant phase of the development.”*

2.13 The Inspector appointed on behalf of the Planning Inspectorate, during the examination of the HDPF, stated that the review of this Plan should commence within three years of adoption.

2.14 The Local Plan Review commenced with the publication of the Issues and Options for Employment, Tourism and Sustainable Rural Development document for consultation between 6 April to 26 May 2018. The summary of responses and proposed next steps was published in 2018 and the document can be read by following: <https://www.horsham.gov.uk/planning/local-plan/local-plan-review-issues-and-options>. Following this, the Council progressed the Plan towards the Regulation 19 publication stage.

## Water Neutrality

2.15 On 14 September 2021, Natural England published a ‘Position Statement’ from Natural England. Evidence collected by Natural England shows that the abstraction of water to supply homes and businesses in having a negative impact on protected wildlife in the Arun Valley. It was advised that development in the North West Sussex water supply area (Figure 2) must not add to this negative effect in order for the affected authorities to comply with relevant environmental legislation. The Position Statement also impacts Crawley Borough Council, Chichester District Council, the South Downs National Park Authority and West Sussex County Council.

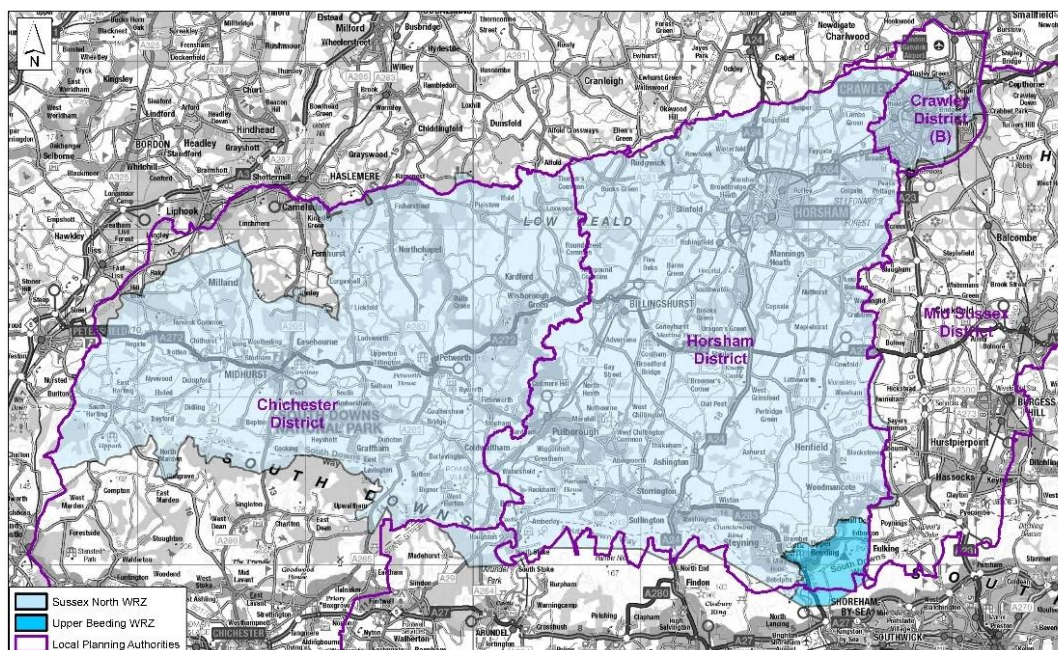


Figure 1: Sussex North Water Resource Zone



- 2.16 Water neutrality is defined as development that takes place which does not increase the rate of water abstraction for drinking water supplies above the existing levels. This covers both housing and employment development, and also infrastructure such as schools, GP surgeries and community centres.
- 2.17 The affected authorities have worked with Southern Water, the Environment Agency and Natural England to set up Sussex North Offsetting Water Scheme (SNOWS), a water offsetting initiative which will allow applicants to apply for water “credits” across the affected Water Resource Zone in order to deliver development to offset any water use on their developments after they have taken steps to reduced water use on site, subject to capacity in the scheme.

### **Horsham District Local Plan**

- 2.18 The Horsham District Local Plan 2023 – 2040 was formally submitted to the Planning Inspectorate in July 2024 for independent examination. Hearings commenced on 10 December 2024. However, on the 16 December the Inspector published a letter which cancelled the remaining programmed hearings and advised that a further letter setting out the Inspectors detailed findings would be sent to the Council as soon as possible. In early February the Inspector further informed the Council that the timescale for receipt of this letter would be end of February / early March 2025.
- 2.19 The Infrastructure Delivery Plan is a key document forming part of the evidence base of the Local Plan that assesses the quality and capacity of infrastructure within the local planning authority area and sets out the infrastructure likely to be required to support new development across the District. It also forms an important part of the evidence base which supports the Council’s Community Infrastructure Levy (CIL) Charging Schedule. It pulls together information provided by infrastructure providers to explain what infrastructure is likely to be required to support the development and growth across the District.
- 2.20 It is important to note that the IDP is a ‘live’ document that needs to be updated on a regular basis. Given the receipt of the Inspectors letter in December 2024, and the forthcoming detailed response, the Council have decided to produce a Draft Interim IDP to inform and support the delivery of development and associated infrastructure in the short to medium term.

## **3 Delivering Infrastructure**

### **How will Infrastructure be Delivered in the District?**

- 3.1 The Council has a strong track record of actively engaging with infrastructure and service providers to understand what infrastructure is required to meet the needs of residents and businesses and to support development in the District. The Council is not responsible, however, for the delivery of the majority of infrastructure services and facilities. It is important to note that development that comes forward cannot be expected to solve existing infrastructure difficulties, although it is essential that new development does not create additional burdens on these services and facilities and it can provide new infrastructure that existing communities can benefit from. This is considered to be an important element of sustainable development, contributing to successful, cohesive communities.
- 3.2 Some elements, such as the delivery of on-site utilities, will be an integral part of all new development. In most cases of providing on-site connections to existing networks, such as electricity supply or broadband connections will be borne by the developer.
- 3.3 Outside of any site itself, if sufficient infrastructure capacity does not already exist to meet the need created by new residents or users of a development, the developer may be required to deliver infrastructure provision off-site or make a financial contribution towards provision or enhancement elsewhere.

- 3.4 Where relevant, the IDP indicates how the infrastructure will be expected to be provided and whether this is to be delivered direct by the developer, the infrastructure provider, through planning obligations, CIL contributions, another funding mechanism or through a combination of funding sources.
- 3.5 The funding raised through the collection of CIL monies is not expected to fully plug the infrastructure funding gap and is considered to be only one source of funding of delivering infrastructure. Other sources, such as S106 contributions, the direct provision of infrastructure by developers or investment in infrastructure from providers' capital spending programmes, all play an important role in delivery on- and off-site infrastructure and community projects.
- 3.6 Given that this Interim IDP is not intended as evidence to support a Local Plan, it has not been necessary to provide detail of projects which were previously included in order to demonstrate that the Plan strategy is deliverable. Where the responsibility lies with the developer and infrastructure provider to fund and deliver, for instance, these projects have not been included in this Interim document. Similarly, projects where the evidence showed investment was required to offset the cumulative impact of the Plan as a whole, such as mitigation on the strategic road network, have not been carried over. In both instances, impacts will need to be managed through the planning application process in the usual way.

## Funding and Delivery

- 3.7 Infrastructure provision within the District is funded in a number of different ways, as explained in the sections below.

### Community Infrastructure Levy (CIL)

- 3.8 Horsham District Council's CIL Charging Schedule came into effect on 1 October 2017 and sets out the following levy rates for the District, which are index-linked to take account of increasing costs associated with infrastructure delivery:

**Table 1: CIL Charging Schedule for Horsham District**

#### Residential Development

	CIL Charge £/m <sup>2</sup> (2017)	CIL Charge £/m <sup>2</sup> (2018)	CIL Charge £/m <sup>2</sup> (2019)	CIL Charge £/m <sup>2</sup> (2020)	CIL Charge £/m <sup>2</sup> (2021)	CIL Charge £/m <sup>2</sup> (2022)	CIL Charge £/m <sup>2</sup> (2023)	CIL Charge £/m <sup>2</sup> (2024)	CIL Charge £/m <sup>2</sup> (2025)
District Wide (Zone 1)*	£135	£147.74	£150.10	£157.66	£157.19	£157.71	£167.57	£179.84	£184.56
Strategic Sites (Zone 2)*	£0	£0	£0	£0	£0	£0	£0	£0	£0

Other Development (across charging areas)

	CIL Charge £/m <sup>2</sup> (2017)	CIL Charge £/m <sup>2</sup> (2018)	CIL Charge £/m <sup>2</sup> (2019)	CIL Charge £/m <sup>2</sup> (2020)	CIL Charge £/m <sup>2</sup> (2021)	CIL Charge £/m <sup>2</sup> (2022)	CIL Charge £/m <sup>2</sup> (2023)	CIL Charge £/m <sup>2</sup> (2024)	CIL Charge £/m <sup>2</sup> (2025)
'Large Format' Retail Dev't (A1 to A5)	£100	£109.44	£111.19	£116.78	£116.43	£116.08	£124.13	£133.22	£136.71
'Standard Charge'*	£0	£0	£0	£0	£0	£0	£0	£0	£0

\*Please see CIL Charging Schedule for definitions

3.9 Figure 2 shows the geographical boundaries of the different CIL charging zones

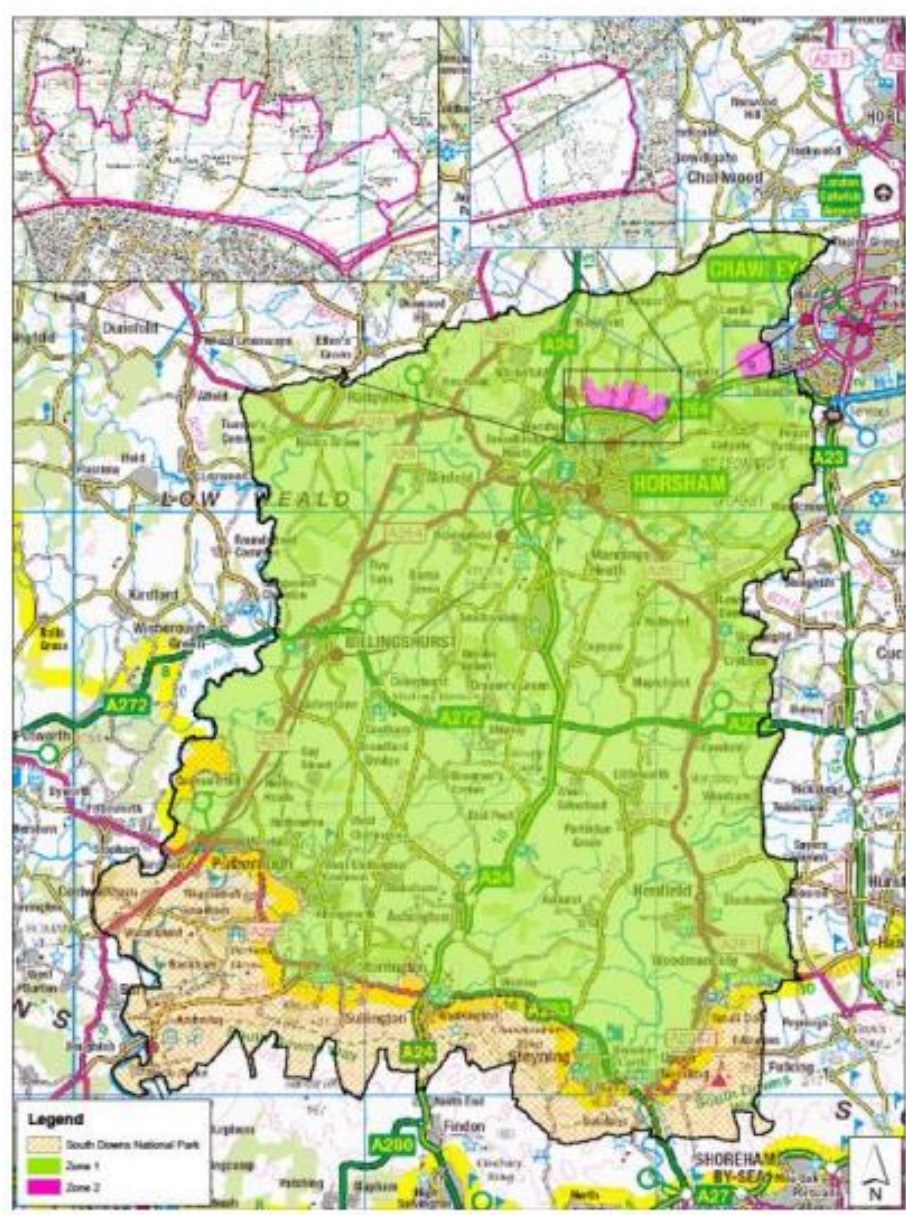


Figure 2: The CIL charging area and the charging zones



- 3.10 The Zone 2 sites highlighted in pink on the map are the strategic sites Land North of Horsham and Kilnwood Vale. Based on viability evidence undertaken in preparation for the current Local Plan, the HDPF (2015), it was found that these sites, if liable for CIL, together with Section 106 payments, would potentially make development unviable. Therefore, it was subsequently determined that these sites would be 'zero-rated' for CIL and exempt from levy.
- 3.11 With the exception of the area that lies in the administrative area of the South Downs National Park Authority, the remainder of the District lies within Zone 1 (green area shown on Figure 3) and for 2025 attracts a CIL charge of £184.56 per m<sup>2</sup>. The charges set out in the Charging Schedule are index-linked which means that the rates are adjusted in line with information published by the Royal Institute of Chartered Surveyors (RICS) to ensure that these continue to reflect the costs of infrastructure provision that the levy will be used to fund. The adjustment to charge rates is applied from 1 January each year, using the index figure published by RICS for the previous 1 November.
- 3.12 It is the Council's responsibility to prioritise the spending of CIL. CIL must be spent on infrastructure to support the overall development of the area, although, it is important to bear in mind that CIL is not expected to cover the costs of delivering all infrastructure within the District.
- 3.13 On 28 November 2019, Cabinet approved the Council's CIL Governance Arrangements which establishes a clear CIL Governance Structure to oversee the collection, auditing and spending of CIL monies. CIL spending will continue to be managed in line with any updates to the CIL governance arrangements.
- 3.14 Regulation 121A of the Community Infrastructure Levy Regulations 2010 (as amended) requires authorities that receive developer contributions to produce an Infrastructure Funding Statement (IFS) each year. The IFS summarises developer contributions and sets out how the Council intends to use those contributions. Horsham District Council's [Infrastructure Funding Statement 2023/24](#) is available on the Council's website.

## Planning Obligations

- 3.15 Planning obligations are the main mechanism for meeting critical infrastructure requirements and are used to reduce the impact of a new development and to make sure it does not place an unnecessary burden on existing infrastructure.
- 3.16 These contributions are secured through a Section 106 legal agreement or a Section 106 unilateral undertaking. However, planning obligations may only constitute a reason for granting planning permission if it is determined that they are necessary to make the development acceptable in planning terms, directly related to development and fairly and reasonably related in scale and kind. Planning obligations cannot therefore be used to resolve existing capacity issues in infrastructure provision.
- 3.17 Horsham District Council adopted its Planning Obligations and Affordable Housing Supplementary Planning Document on 21 September 2017 in accordance with the Planning and Compulsory Purchase Act 2004 (as amended) and the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended) (Regulation 14). This document provides details on the provision of affordable housing, services and facilities and the priorities of provision that will be required when land is proposed for development and where planning obligations would be sought. This document will be updated in due course subject to the adoption of the Horsham District Local Plan.

## Other Funding

- 3.18 It is important to note that not all infrastructure will be funded through the above mechanisms and CIL cannot deliver all the necessary infrastructure to support the growth and development of communities. Some infrastructure funding can be secured through public and private sector investment through working with Local Enterprise Partnerships (LEPs), grant funding and funding through Government schemes such as the New Homes Bonus. Many infrastructure providers also have rolling programmes of investment, typically over a 5-year period where investment in critical infrastructure is programmed to support growth. For example, Southern Water sets out a 5-year business plan and

programme for investment in their Asset Management Plan cycles. Southern Water's Asset Management Plan 7 covers the period 2020 – 2025. A number of organisations operate in this way and understanding how infrastructure providers programme infrastructure investment and upgrades is crucial in ensuring that the infrastructure necessary to support growth is delivered in a timely manner that keeps pace with development.

## 4 Process of Preparing this Interim Infrastructure Delivery Plan

### Preparing the Interim Infrastructure Delivery Plan

- 4.1 The Interim IDP has been prepared by Horsham District Council making use of information gained through engagement with other Government bodies and relevant infrastructure delivery agencies in preparation of an IDP to support the delivery of a Local Plan.
- 4.2 At the time of publication this Interim IDP contains the best, most current available data. The Interim IDP is a 'live' document and is designed to change and develop, anticipating growth and development within the District. It is intended to provide a list of projects which can be considered for CIL funding through the process set out in the CIL Governance Arrangements. There is a recognition in the production of the document that projects may not be progressed enough for all detail on cost, delivery and timescales to be known, however it is expected this information will be established over time.
- 4.3 The steps the Council has taken in preparing this document are set out as follows:
  - 1) Identification of the relevant organisations providing infrastructure services and facilities.
  - 2) Information gathering and review of current plans and strategies. Identifying the existing infrastructure provision within the District and existing deficiencies.
  - 3) Contacting infrastructure providers to arrange initial meetings with follow up engagement as the Plan progressed. These meetings and subsequent engagement have helped to inform the Infrastructure Delivery Schedule submitted to support the Local Plan of this document. The Council has also engaged with parish and neighbourhood councils, and the Horsham Blueprint Neighbourhood Forum, to gain a more in depth understanding of local infrastructure issues.
  - 4) In order to produce the Interim IDP and support the spending of CIL, the schedule has been reviewed in detail to establish which infrastructure projects are not required to offset a specific site allocation, or set of site allocations, in the Local Plan itself, but are reflective of an of what infrastructure the Council understands is likely to be needed to support new growth within this District in lieu of a Local Plan. This forms the basis of the information provided in Section 6 of this document. This should be treated as a 'snapshot' and not an exhaustive list, with a number of unknowns, both in terms of the infrastructure required and the associated costs and timescales for delivery, which are also impacted by water neutrality.
- 4.4 As already set out, it has not been considered appropriate to include items which were included in the Local Plan IDP to mitigate the cumulative impacts of the plan as a whole, or those which were made reference to on-site mitigation on a specific site allocation. Similarly, projects which would be delivered by infrastructure providers themselves and would be wholly funded through connection charges arranged between the provider and developers have not been included in this Interim IDP schedule.
- 4.5 The information we have received from the parish and neighbourhood councils has been very useful and clearly indicates the local priorities for infrastructure across the District. There are numerous projects put forward by parish and neighbourhood councils that have already been identified by the infrastructure providers and therefore we have not sought to duplicate this information. A number of other projects identified were not considered to be necessary to deliver further development. Work is ongoing to ensure the infrastructure needs identified at parish and neighbourhood council level can be reflected in future iterations of neighbourhood plan IDPs and future iterations of the Council's IDP.

- 4.6 However, where overarching requirements have been identified in the Infrastructure Delivery Schedule, for example as identified in the Open Space, Sports and Recreation Review (2021), the infrastructure projects for improvements to existing community facilities identified by parish and neighbourhood councils will be very useful to the Council as part of the consideration of CIL spending and S104 negotiations. All of the information submitted to the Strategic Planning Team has been shared with the Planning Obligations Team in this regard. The Council has also shared these details with West Sussex County Council as evidence of local infrastructure priorities to be considered as part of the work WSCC is undertaking to identify opportunities for joint funding of Local Transport Improvement Schemes.
- 4.7 The Council will continue to work closely with all relevant partners and infrastructure providers to aid delivery of the identified infrastructure requirements set out in this document.
- 4.8 This document is colour coded to help identify the types of infrastructure which may be considered. Key infrastructure categories and subcategories are shown below, although not all of these will necessarily be included in the schedule, subject to evidence of need:

### Transport

- Road network
- Bus service
- Rail network
- Cycling, walking and equestrian routes

### Education

- Further and higher education
- Secondary and primary education
- Early Years: Pre-schools and nurseries
- Special Educational Needs and Disability (SEND)

### Health and Social Care

- Primary care
- Acute care and general hospitals
- Social care

### Community and Sports Facilities

- Outdoor sport and recreation including children's play spaces
- Indoor sports facilities
- Local halls and neighbourhood halls
- Libraries
- Cemeteries
- Allotments

### Green Infrastructure

- Flood defence and flood management
- Sustainable Drainage Systems (SuDS)

- Open spaces and parks

## Emergency Services

- Ambulance service
- Fire and Rescue Service
- Police Service

## Utilities and Waste

- Electricity supply
- Gas supply
- Water supply, wastewater treatment and sewerage
- Waste and recycling
- Telecommunications & digital infrastructure
- Minerals safeguarding

### Better Billingshurst Community Fund and Investment Programme

- 4.9 HDC is committed to building thriving local communities and the Better Billingshurst Programme is an investment programme designed to assist with the delivery of improvements to infrastructure and community facilities in Billingshurst. This programme is identified as a corporate priority and is being undertaken as some of the infrastructure and facilities serving Billingshurst have not kept pace with residential and commercial development which has taken place in recent years. The identified funding pot is currently made up of a £1million contribution from HDC and £1.5million in Section 106 developer contributions.
- 4.10 HDC is working closely with Billingshurst Parish Council and other key stakeholders to direct funding towards new and improved infrastructure such as improved community facilities, active travel improvements, improved spaces for children and young people, enhanced playing pitch surfaces and upgraded facilities at Jubilee Fields. Through early engagement with local community groups and stakeholders, and other evidence gathering work, a list of projects is currently being prepared and will be shared via a community-wide consultation later this year. Spending of the HDC earmarked funds will be subject to separate governance arrangements via a Spending Panel, yet to be agreed by full Council. Whilst the detailed arrangements for the allocation of funds are still being finalised, there are a number of projects where there is evidence of need and which have, therefore, been included in this Interim IDP. Given the Better Billingshurst Programme and accompanying list of potential projects is still under development, the items included in the Interim IDP are subject to change.
- 4.11 Whilst there will be separate governance arrangements for the HDC earmarked funds plus the existing Section 106 funding process, the requirements for improvements in Billingshurst are such that additional funding may also be required. Therefore, the range of potential infrastructure improvements for Billingshurst have been included in this document as they may in part be funded through CIL.

## 5 Evidence Base

### Key Documents and Information Sources

- 5.1 The information set out in this document has largely been provided to us through collaboration with infrastructure providers, delivery agencies and other key partners. This work has also been informed by the latest evidence base documents, either provided to us by our partners or those freely available in the public realm.



# Part 2: Infrastructure Delivery Schedule

## 6 Interim Infrastructure Delivery Schedule

### Guidance on the Infrastructure Delivery Schedule

#### Prioritising Infrastructure Projects

- 6.1 Where possible, the Interim IDP schedule sets out the importance of a project in supporting development. This includes 'critical' infrastructure that is vital to unlock development on a site or in an area, 'essential' infrastructure, which may not be immediately necessary but without which development would not be delivered in the longer terms and 'desirable' infrastructure which is considered to be important to the delivery of sustainable development. More detailed definitions are provided below.

**Critical:** This describes infrastructure that must take place for the development to proceed, including connections to key transport infrastructure. It is typically triggered by the commencement of development and the absence of these types of infrastructure could result in significant delays in the delivery of development. Critical infrastructure must be prioritised.

**Essential:** Essential infrastructure describes the provision of services and facilities that are necessary to mitigate the impact of development. This typically includes education and health facilities and open space provision. It enables development to come forward sustainably and in a way that is acceptable in planning terms and is usually triggered by the occupation of the development site. Whilst it may not prevent development in the short to medium term it could result in delays in the longer term and leave development without the necessary facilities and/or services.

**Desirable:** This describes infrastructure that is required for sustainable growth and to contribute towards good place-making. Whilst the absence of this type of infrastructure would not prevent development from taking place, it helps to improve operational capacity and deliver wider benefits to the local community. Desirable infrastructure is not required for development to take place, however, it is still considered to be a crucial element in the sustainable delivery of development in the District.

#### Indicative Costs

- 6.2 Where the information has been provided, an indication of costs for infrastructure schemes or projects have been included in the Schedule. These costings are only indicative and provided purely as guidance at this stage. The Interim IDP is, however, a 'live' document and as funding is identified it is anticipated that details of committed funding can be added to the Infrastructure Delivery Schedule. It is also anticipated that the Council's Infrastructure Funding Statement, required to be published annually as part of the CIL Regulations 2010 (as amended), will set out developer contributions secured towards the infrastructure projects detailed in this document.

## Interim Infrastructure Delivery Schedule

### Transport

Infrastructure Project	Location in District Where Development Triggers Need for Additional Provision (where relevant)	Justification / Evidence	Provider / Delivery Lead	Indicative Cost	Delivery Timescales / Triggers	Funding Sources	Priority
Delivery of the full Crawley Western Multi-Modal Corridor (CWMMC) to include shared transport, high quality bus provision and active travel infrastructure throughout the route	North of the District - North Horsham / Rusper / Warnham	West Sussex Transport Plan 2022-2036  TfSE Draft Strategic Investment Plan for the South East (2022)	WSCC	TBC	Medium to longer term	Developer plus WSCC / Homes England / Government	Essential
Network junction upgrade of the A24 / A283 Washington Roundabout including additional turning lanes and localised widening	Cumulative impact of District-wide development	Horsham Transport Study (2023)	WSCC	£3,810,572	TBD	Developer  WSCC / Government funding	Essential

Infrastructure Project	Location in District Where Development Triggers Need for Additional Provision (where relevant)	Justification / Evidence	Provider / Delivery Lead	Indicative Cost	Delivery Timescales / Triggers	Funding Sources	Priority
A24 / A272 Buck Barn junction improvements to provide additional capacity	Cumulative impact of District-wide development	Horsham Transport Study (2023)	WSCC and Developer	£5,175,806	TBD	Developer  WSCC / Government funding	Essential
Main network junction upgrades at A24 / B2237 Hop Oast Roundabout (including signalisation of the roundabout and potential bus lane prioritisation)	Cumulative impact of District-wide development	Horsham Transport Study (2023)	WSCC	£3,107,922	TBD	Developer  WSCC / Government funding	Essential
Mitigation of A283 / A29 junctions in Pulborough	Cumulative impact of District-wide development	Horsham Transport Study (2023)	WSCC	TBD	TBD	Developer  WSCC / Government funding	Essential
Mitigation of A29 Five Oaks roundabout	Cumulative impact of District-wide development	Horsham Transport Study (2023)	WSCC	TBD	TBD	Developer  WSCC / Government funding	Essential



Infrastructure Project	Location in District Where Development Triggers Need for Additional Provision (where relevant)	Justification / Evidence	Provider / Delivery Lead	Indicative Cost	Delivery Timescales / Triggers	Funding Sources	Priority
Improve cycling and pedestrian connectivity between Horsham and Crawley and Kilnwood Vale and Faygate	North of the District - North Horsham / Rusper / Warnham	Infrastructure projects in this location recommended by Colgate Parish Council and North Horsham Parish Council	WSCC (to be agreed)	TBD	TBD	Parish may wish to consider funding from their CIL and / or Developer contributions	Desirable
Air quality mitigation measures for the Storrington AQMA	Storrington & Sullington / cumulative impact of development in the District	Air quality and emissions mitigation guidance for Sussex (2021)  West Sussex Transport Plan 2022-2036  Storrington Air Quality Action Plan (2012)  Storrington Air Quality Management Area Scheme Proposal Review (2017)	HDC / WSCC / Storrington & Sullington Parish Council	TBD	TBD	Developer / DEFRA Air Quality Grants	Essential
Air quality mitigation measures for the Cowfold AQMA	Cowfold / cumulative impact of development in the District	Air quality and emissions mitigation guidance for Sussex (2021)  West Sussex Transport Plan 2022-36	HDC / WSCC / Cowfold Parish Council	TBD	TBD	Developer / DEFRA Air Quality Grants	Essential

Infrastructure Project	Location in District Where Development Triggers Need for Additional Provision (where relevant)	Justification / Evidence	Provider / Delivery Lead	Indicative Cost	Delivery Timescales / Triggers	Funding Sources	Priority
		Cowfold Air Quality Action Plan (2013)  Cowfold Air Quality Management Area Scheme Proposal Review (2017)					
Other cycling corridors and key walking routes identified on the Local Cycling & Walking Infrastructure Plan strategic network maps	Horsham and connections to Broadbridge Heath, Mannings Heath, Southwater & Warnham	Horsham District Council's Local Cycling and Walking Infrastructure Plan (LCWIP)  West Sussex County Council LCWIP (emerging)  West Sussex Walking and Cycling Strategy 2016 - 2026  DfT Cycling and Walking Investment Strategy (2017)	HDC / WSCC	TBD	TBD	Funding sources TBD but could be sourced from:  Government (DfT), Coast to Capital Local Transport Board,  WSCC  HDC and/or Developers	Desirable
Major high capacity BRT (Bus Rapid Transit) Fastway extension between Crawley and Horsham	Cumulative impact of development in the District	Horsham Transport Study (2023)  TfSE Draft Strategic Investment Plan 2022	WSCC / Bus operators	TBD	TBD	Government / WSCC funding  Developer	Essential

Infrastructure Project	Location in District Where Development Triggers Need for Additional Provision (where relevant)	Justification / Evidence	Provider / Delivery Lead	Indicative Cost	Delivery Timescales / Triggers	Funding Sources	Priority
Major high capacity / frequency bus priority corridor between Horsham and Crawley.	Cumulative impact of development in the District	Horsham Transport Study (2023)  TfSE Draft Strategic Investment Plan for the South East (2022)	WSCC / Bus operators / Developers	TBD	TBD	Developer	Essential
Improvements to bus route connections to Manor Royal, Gatwick Airport, and to Crawley and Three Bridges railway stations.	Development north of Horsham town / cumulative impact of development in the District	Horsham Transport Study (2023)  TfSE Draft Strategic Investment Plan 2022	WSCC / Bus operators / Developers	TBD	TBD	Developer	Essential
Sustainable transport measures, such as Transport on Demand, Shared Transport solutions, MaaS (Mobility as a Service), Behaviour Change, Micromobility and Active Travel Solutions, electric vehicle infrastructure, local / personal mobility solutions, electric	Cumulative impact of development in the District / measures to be considered on site by site basis	Sustainable transport measures identified in the Horsham Transport Study (2023)	Developer	TBD	TBD	Developer	Essential

Infrastructure Project	Location in District Where Development Triggers Need for Additional Provision (where relevant)	Justification / Evidence	Provider / Delivery Lead	Indicative Cost	Delivery Timescales / Triggers	Funding Sources	Priority
buggies / vehicles, communal bus/car club initiatives, travel management measures							
Horsham bus station improvements, to improve capacity by additional drive-in/drive-out stand at the south end of the station, or addressing pedestrian/bus conflict at the site	Cumulative impact of development in the District	Horsham Transport Study (2023)	Horsham District Council	TBD	TBD	Developer	Essential
Bus service improvements: <ul style="list-style-type: none"> <li>Bus frequency improvements (diversion and extension) to Horsham and Worthing including improving frequency to</li> </ul>	Cumulative impact of development in the District	Horsham Transport Study (2023)  West Sussex Transport Plan 2022-2036  TfSE Draft Strategic Investment Plan for the South East (2022)	Bus operators / WSCC / Developers	TBD	TBD	Developer	Essential



Infrastructure Project	Location in District Where Development Triggers Need for Additional Provision (where relevant)	Justification / Evidence	Provider / Delivery Lead	Indicative Cost	Delivery Timescales / Triggers	Funding Sources	Priority
Horsham railway station  <ul style="list-style-type: none"> <li>Bus priority routes at the A24 Hop Oast, Horsham town, railway station, Albion Way / Worthing Road roundabout and Copnall Way / Piries Place car park</li> </ul>							
Traffic calming measures in Southwater village with bus / cycle bypasses	Cumulative impact of development in the area	Horsham Transport Study (2023)	WSCC / Developers	TBD	TBD	Developer	Essential
Bus service (frequency) improvements to Horsham from to Billingshurst	Cumulative impact of development in the area	Horsham Transport Study (2023)	Bus operators / WSCC / Developers	TBD	TBD	Developer	Essential
Provision of east-west bus service serving Billingshurst and Haywards Heath	Cumulative impact of development in the area	Horsham Transport Study (2023)	Bus operators / WSCC / Developers	TBD	TBD	Developer	Essential

Infrastructure Project	Location in District Where Development Triggers Need for Additional Provision (where relevant)	Justification / Evidence	Provider / Delivery Lead	Indicative Cost	Delivery Timescales / Triggers	Funding Sources	Priority
Enhancements to public footpath and bridleway links to improve accessibility, signage and linkages. To include safe crossing points, access to services and, where possible, to ensure access in place for various modes of travel – subject to engagement with West Sussex County Council.	n/a	Guidance from West Sussex County Council relating to bridleways and other improvements to provide access for walkers, cyclist and horse riders	WSSC / Developer	TBD	TBD	Developer and funding from WSSC	Desirable
Corridor 1a (North Horsham to Town Centre via Rusper Road) and Corridor 2 (Roffey to Town Centre) Cycle & Walking Route  Interventions mentioned to be considered individually or as a group/section of the corridor	n/a	Horsham District Council's Local Cycling and Walking Infrastructure Plan (LCWIP)  West Sussex County Council LCWIP (emerging)  West Sussex Walking and Cycling Strategy 2016 - 2026  DfT Cycling and Walking Investment Strategy (2017)	WSSC / HDC / Developers	£6.5million - £12.5million  Note: Indicative high level costing for each intervention reported on a corridor basis include all elements from concept	TBD	Funding sources TBD but could be sourced from:  Government (DfT), Coast to Capital Local Transport Board,  WSSC	Essential

Infrastructure Project	Location in District Where Development Triggers Need for Additional Provision (where relevant)	Justification / Evidence	Provider / Delivery Lead	Indicative Cost	Delivery Timescales / Triggers	Funding Sources	Priority
				to scheme delivery		HDC and/or Developer	
<p>Corridor 1b (North Horsham to Town Centre via North Heath Lane and North Parade) Cycle &amp; walking Route; and</p> <p>Corridor 6 (Warnham Mill to Town Centre) Walking Route</p> <p>Interventions mentioned to be considered individually or as a group/section of the corridor</p>	n/a	<p>Horsham District Council's Local Cycling and Walking Infrastructure Plan (LCWIP)</p> <p>West Sussex County Council LCWIP (emerging)</p> <p>West Sussex Walking and Cycling Strategy 2016 - 2026</p> <p>DfT Cycling and Walking Investment Strategy (2017)</p>	WSSC / HDC / Developers	<p>£5million - £10million</p> <p>Note: Indicative high level costing for each intervention reported on a corridor basis include all element from concept to scheme delivery</p>	TBD	<p>Funding sources TBD but could be sourced from:</p> <p>Government (DfT), Coast to Capital Local Transport Board,</p> <p>WSSC</p> <p>HDC and/or Developer</p>	Essential
<p>Corridor 3 (Forest School to Horsham Town Centre) Cycle &amp; Walking Route</p> <p>Interventions mentioned to be considered individually or as a group/section of the corridor</p>	n/a	<p>Horsham District Council's Local Cycling and Walking Infrastructure Plan (LCWIP)</p> <p>West Sussex County Council LCWIP (emerging)</p> <p>West Sussex Walking and Cycling Strategy 2016 - 2026</p>	WSSC / HDC / Developers	<p>£2million - £4million</p> <p>Note: Indicative high level costing for each intervention reported on a corridor basis</p>	TBD	<p>Funding sources TBD but could be sourced from:</p> <p>Government (DfT), Coast to Capital Local</p>	Desirable

Infrastructure Project	Location in District Where Development Triggers Need for Additional Provision (where relevant)	Justification / Evidence	Provider / Delivery Lead	Indicative Cost	Delivery Timescales / Triggers	Funding Sources	Priority
		DfT Cycling and Walking Investment Strategy (2017)		include all elements from concept to scheme delivery		Transport Board,  WSCC  HDC and/or Developer	
Corridor 4 (Southwater to Horsham Town Centre) Cycle & Walking Route  Interventions mentioned to be considered individually or as a group/section of the corridor	n/a	Horsham District Council's Local Cycling and Walking Infrastructure Plan (LCWIP)  West Sussex County Council LCWIP (emerging)  West Sussex Walking and Cycling Strategy 2016 - 2026  DfT Cycling and Walking Investment Strategy (2017)	WSCC / HDC / Developers	£2.5million - £5.5million  Note: Indicative high level costing for each intervention reported on a corridor basis include all elements from concept to scheme delivery	TBD	Funding sources TBD but could be sourced from:  Government (DfT), Coast to Capital Local Transport Board,  WSCC  HDC and/or Developer	Essential
Corridor 5 (Broadbridge Heath to Horsham Town Centre) Cycle & Walking Route	n/a	Horsham District Council's Local Cycling and Walking Infrastructure Plan (LCWIP)	WSCC / HDC / Developers	£4million - £8million  Note: Indicative high level	TBD	Funding sources TBD but could be sourced from:	Desirable



Infrastructure Project	Location in District Where Development Triggers Need for Additional Provision (where relevant)	Justification / Evidence	Provider / Delivery Lead	Indicative Cost	Delivery Timescales / Triggers	Funding Sources	Priority
Interventions mentioned to be considered individually or as a group/section of the corridor		<p>West Sussex County Council LCWIP (emerging)</p> <p>West Sussex Walking and Cycling Strategy 2016 - 2026</p> <p>DfT Cycling and Walking Investment Strategy (2017)</p>		costing for each intervention reported on a corridor basis include all elements from concept to scheme delivery		<p>Government (DfT), Coast to Capital Local Transport Board,</p> <p>WSSC</p> <p>HDC and/or Developer</p>	
<p>Other cycling corridors and key walking routes identified on the Local Cycling &amp; Walking Infrastructure Plan strategic network maps</p> <p>(Horsham and connections to Broadbridge Heath, Mannings Heath, Southwater &amp; Warnham)</p>	n/a	<p>Horsham District Council's Local Cycling and Walking Infrastructure Plan (LCWIP)</p> <p>West Sussex County Council LCWIP (emerging)</p> <p>West Sussex Walking and Cycling Strategy 2016 - 2026</p> <p>DfT Cycling and Walking Investment Strategy (2017)</p>	HDC / WSSC	TBD	TBD	<p>Funding sources TBD but could be sourced from:</p> <p>Government (DfT), Coast to Capital Local Transport Board,</p> <p>WSSC</p> <p>HDC and/or Developer</p>	Desirable

Infrastructure Project	Location in District Where Development Triggers Need for Additional Provision (where relevant)	Justification / Evidence	Provider / Delivery Lead	Indicative Cost	Delivery Timescales / Triggers	Funding Sources	Priority
Expansion of walking and cycling network at North Horsham (including links to Crawley).  Further improvements in links across A264 and into Horsham (cycle / bus priority at Rusper Road / A264 junction)	Further development at Mowbray or between Horsham and Crawley	Horsham Transport Study (2023)	Developer	TBD	TBD	Developer	Essential
Bus service improvements from Land North of Horsham to Horsham and Crawley	Further development at Mowbray or between Horsham and Crawley	Horsham Transport Study (2023)	Bus operators / WSCC / Developer	TBD	TBD	Developer	Essential
Modification of junctions on A264 North Horsham bypass	Further development at Mowbray or between Horsham and Crawley Horsham Transport Study (2023)	Horsham Transport Study (2023)	WSCC / Developers	TBD	TBD	Developer	Essential

Infrastructure Project	Location in District Where Development Triggers Need for Additional Provision (where relevant)	Justification / Evidence	Provider / Delivery Lead	Indicative Cost	Delivery Timescales / Triggers	Funding Sources	Priority
Provision of Electric Vehicle Charging Infrastructure  (District-wide but initially on-street charging infrastructure in Horsham, Billingshurst, Colgate, Pulborough, Rusper, Storrington and Southwater)	District-wide development	Electric Vehicle Charge Point Strategy (March 2020)  WSCC Electric Vehicle Strategy 2019 - 2030  West Sussex Transport Plan 2022-2036  forward within the Plan period	Developers (within sites) / HDC (on Council-owned land and in partnership with other organisations including Parish Councils) / WSCC (on WSCC controlled highway land)	TBD	TBD	Developer  WSCC / Government funding	Essential
Implementation of flexible shared transport services, mobility hubs and active travel infrastructure 'quick wins'	West Sussex Transport Plan 2022-2036	WSCC / Developers	TBD	2022-2027	Developer  WSCC / Government funding	Desirable	
Small scale highway improvements on A24 and A264	West Sussex Transport Plan 2022-2036	WSCC / Developers	TBD	2022-2027 (as development)	Developer	Desirable	

Infrastructure Project	Location in District Where Development Triggers Need for Additional Provision (where relevant)	Justification / Evidence	Provider / Delivery Lead	Indicative Cost	Delivery Timescales / Triggers	Funding Sources	Priority
	TfSE Draft Strategic Investment Plan 2022 (A24 Horsham to Capel)			comes forward	WSCC / Government funding		
North – south sustainable transport corridor connecting key settlements such as Worthing, Horsham and Crawley	West Sussex Transport Plan 2022-2036	WSCC / Developers	TBD	2027-2032 (as development comes forward)	Developer WSCC / Government funding	Desirable	
Junction improvements and active travel crossing infrastructure on A24	n/a	West Sussex Transport Plan 2022-2036	WSCC	TBD	2027 - 2032	Developer WSCC / Government funding	Desirable
A264 integrated transport scheme (subject to WSCC study)	n/a	West Sussex Transport Plan 2022-2036	WSCC	TBD	2032 - 2036	Developer WSCC / Government funding	Desirable
Horsham to Crawley cycle route	n/a	West Sussex Transport Plan 2022-2036	WSCC	TBD	2022 - 2027	Developer	Desirable

Infrastructure Project	Location in District Where Development Triggers Need for Additional Provision (where relevant)	Justification / Evidence	Provider / Delivery Lead	Indicative Cost	Delivery Timescales / Triggers	Funding Sources	Priority
						WSCC / Government funding	
Rural Bus Corridor Service Enhancements on the A24, A272, A264, A29, A283 and A281	n/a	TfSE Draft Strategic Investment Plan for the South East (2022)	Bus operators / WSCC	TBD	TBD	WSCC / Government / TfSE funding  Developer	Desirable
West Sussex Inter-urban cycleway	n/a	TfSE Draft Strategic Investment Plan for the South East (2022)	TBD	TBD	TBD	Government / other funding sources	Desirable
New Crawley – Chichester National Cycle Network Corridor	n/a	TfSE Draft Strategic Investment Plan for the South East (2022)	TBD	TBD	TBD	Government / other funding sources	Desirable
Horsham Station enhancements (car park, extension/decking, passenger flow improvements)	Cumulative impact of development in and around Horsham Town	Horsham Transport Study (2023) plus advice from Network Rail indicates that based on the current proportion of residents commuting to London significant additional development in and around Horsham will necessitate these requirements	Network Rail/Govia Thameslink Railway	TBD	TBD	Developer	Desirable

Infrastructure Project	Location in District Where Development Triggers Need for Additional Provision (where relevant)	Justification / Evidence	Provider / Delivery Lead	Indicative Cost	Delivery Timescales / Triggers	Funding Sources	Priority
Christ's Hospital station and car park enhancements such as waiting and cycle parking improvements (existing car park is very small)	Significant additional development in and around Southwater	Based on the findings of the Horsham Transport Study (2023) and advice from Network Rail – this is the nearest station to Southwater and an increase in passengers using this station is anticipated	Network Rail	TBD	TBD	Developer	Desirable
Additional car park provision to serve Pulborough Station	Significant additional development in and around Pulborough	Advice from Network Rail – additional number of passengers expected to use intermediate stations	Network Rail	TBD	TBD	Developer	Desirable
Enhancements to walking, cycling and bus routes (to include integrated ticketing) to existing railway stations.	Cumulative impact of development accessing stations.	Horsham Transport Study (2023)  Recommendations received from Network Rail and Govia Thameslink Railway to ensure use of sustainable modes to access to railway network in accordance with the legally binding target of Net Zero Carbon by 2050.	Bus operating companies, WSCC and developers	TBD	TBD	Developers and other funding sources	Essential



Infrastructure Project	Location in District Where Development Triggers Need for Additional Provision (where relevant)	Justification / Evidence	Provider / Delivery Lead	Indicative Cost	Delivery Timescales / Triggers	Funding Sources	Priority
Platform extension at Littlehaven Station	Cumulative impact of development in and around Horsham Town	Recommendations received from Network Rail	Network Rail	TBD	TBD	Developer	Desirable
Footpath and cycling improvements in and around Billingshurst Parish	Billingshurst Parish	West Sussex Transport Plan 2022-2036  Better Billingshurst Community Fund and Investment Programme	WSCC	TBD	TBD	S106 / CIL  WSCC / Government funding	Desirable
Billingshurst village centre car park improvements	n/a	Better Billingshurst Community Fund and Investment Programme	HDC	TBD	TBD	S106 / CIL  Better Billingshurst funding	Desirable

Infrastructure Project	Location in District Where Development Triggers Need for Additional Provision (where relevant)	Justification / Evidence	Provider / Delivery Lead	Indicative Cost	Delivery Timescales / Triggers	Funding Sources	Priority
Provision of, or contributions towards, Primary education requirements as required by West Sussex County Council on application, and dependent on the scale and spatial characteristic of proposed development.	Location dependent on the scale and spatial characteristics of development	Guidance from West Sussex County Council	WSCC	TBD  Costs dependent on the scale and spatial characteristics of development	TBD	Developer contributions from S106/CIL plus further funding from ESFA (DfE) and WSCC	Essential
Provision of, or contributions towards, Secondary education requirements as required by West Sussex County Council on application, and dependent on the scale and spatial characteristic of	Location dependent on the scale and spatial characteristics of development	Guidance from West Sussex County Council	WSCC	TBD  Costs dependent on the scale and spatial characteristics of development	TBD	Developer contributions from S106/CIL plus further funding from ESFA (DfE) and WSCC	Essential

Infrastructure Project	Location in District Where Development Triggers Need for Additional Provision (where relevant)	Justification / Evidence	Provider / Delivery Lead	Indicative Cost	Delivery Timescales / Triggers	Funding Sources	Priority
proposed development.							
Provision of, or contributions towards, Early Years requirements as required by West Sussex County Council on application, and dependent on the scale and spatial characteristic of proposed development.	Location dependent on the scale and spatial characteristics of development	Guidance from West Sussex County Council	WSCC	TBD  Costs dependent on the scale and spatial characteristics of development	TBD	Developer contributions from S106/CIL plus further funding from ESFA (DfE) and WSCC	Essential
Provision of, or contributions towards, Sixth Form education requirements as required by West Sussex County Council on application, and dependent on the scale and spatial characteristic of proposed development.	Location dependent on the scale and spatial characteristics of development	Guidance from West Sussex County Council	WSCC	TBD  Costs dependent on the scale and spatial characteristics of development	TBD	Developer contributions from S106/CIL plus further funding from ESFA (DfE) and WSCC	Essential

Infrastructure Project	Location in District Where Development Triggers Need for Additional Provision (where relevant)	Justification / Evidence	Provider / Delivery Lead	Indicative Cost	Delivery Timescales / Triggers	Funding Sources	Priority
New health facility for the north of the District (on allocated land at North Horsham). Delivered as a 'Shell and Core' premises (with associated car parking need provided via S106 contributions)	Cumulative impact of development in the area.	Identified by NHS Sussex ICB through the Estate Strategy and District Valuer build guidance  Delivery of a new GP site on the North Horsham strategic allocation agreed in principle and approved strategically by the NHS.	Primary Care Practice (owner)  Supported by NHS Sussex ICB (West Sussex NHS Commissioner)	Delivered as a 'Shell and Core' premises as part of Land North of Horsham with contributions from relevant allocations  <i>£10,380,000 (indicative cost only)</i>	2026 (subject to housing build completions)	Developer contributions from S106/CIL and GP/NHS Sussex ICB funding	Essential
Improvements to the Central Horsham Estate to include internal reconfiguration of both Riverside Medical Practice and Park Surgery and extension of	Cumulative impact of development in Horsham and the surrounding area.	Identified by NHS Sussex ICB through Estate Strategy and District Valuer Build guidance  Sites in Horsham and surrounding area	Primary Care Practice (owner) supported by  NHS Sussex ICB (West Sussex NHS Commissioner)	£1,500,000	2024 – 2035  (subject to housing build completions)	Developer contributions from S106/CIL	Essential

Infrastructure Project	Location in District Where Development Triggers Need for Additional Provision (where relevant)	Justification / Evidence	Provider / Delivery Lead	Indicative Cost	Delivery Timescales / Triggers	Funding Sources	Priority
Riverside Medical Practice plus improvements to Courtyard and Holbrook Surgeries							
Expansion of Southwater village surgery (site option review in progress – additional site is deemed unlikely, for a ‘Shell and Core’ request, but site review and planning commencing 2023)	Further large-scale development in Southwater	Identified by NHS Sussex ICB through Estate Strategy and District Valuer Build guidance	Primary Care Practice (owner) supported by  NHS Sussex ICB (West Sussex NHS commissioner)	£4,000,000	2024 – 2035 (subject to housing)	Developer contributions from S106/CIL	Essential
Further reconfiguration and expansion of Billingshurst GP surgery	Further large-scale development in Billingshurst	Identified by NHS Sussex ICB through Estate Strategy and District Valuer Build guidance	Primary Care Practice (owner) supported by  NHS Sussex ICB (West Sussex NHS Commissioner)	£1,400,000	2024 – 2035 (subject to housing build completions)	Developer contributions from S106/CIL	Essential
Additional site-specific improvements to	Cumulative impact of development	Identified by NHS Sussex ICB through District Valuer	Primary Care Practices	TBD	2024 – 2035	Developer contributions from	Essential

Infrastructure Project	Location in District Where Development Triggers Need for Additional Provision (where relevant)	Justification / Evidence	Provider / Delivery Lead	Indicative Cost	Delivery Timescales / Triggers	Funding Sources	Priority
GP practices throughout the District relating to the settlement site allocations and windfall development	across the District.	<p>working on build costs for size</p> <p>Contributions to improve other GP surgeries in the District would be required from all other settlement site allocations and windfall development. In principle, extending and/or reconfiguring an existing site where possible is the preferred strategy.</p>	<p>(owners) supported by</p> <p>NHS Sussex ICB (West Sussex NHS commissioner)</p>		Subject to housing build completions)	S106/CIL plus potential further funding from GPs/NHS Sussex ICB	



## Community and Sports Facilities

Infrastructure Project	Location in District Where Development Triggers Need for Additional Provision (where relevant)	Justification / Evidence	Provider / Delivery Lead	Indicative Cost	Delivery Timescales / Triggers	Funding Sources	Priority
Improvement to drainage on Woodstock Close football pitch (1 x youth pitch)	n/a	HDC Leisure and Culture evidence of poor pitch drainage impacting use in October to March period.	HDC	Between £10k-40k per pitch (plus annual maintenance based on a senior pitch). Full survey and technical assessment required to establish most suitable approach and likely cost.	TBD	CIL / Football Foundation partnership funding options (open to clubs or Parish Councils only)	Desirable
Improvement to drainage on Pondtail Close football pitch (1 x youth pitch)	n/a	HDC Leisure and Culture evidence of poor pitch drainage impacting use in October to March period.	HDC	Between £10k-£40k per pitch (plus annual maintenance based on a senior pitch). Full survey and technical assessment required to establish most suitable approach and likely cost.	TBD	CIL / Football Foundation partnership funding options (open to clubs or Parish Councils only)	Desirable

Infrastructure Project	Location in District Where Development Triggers Need for Additional Provision (where relevant)	Justification / Evidence	Provider / Delivery Lead	Indicative Cost	Delivery Timescales / Triggers	Funding Sources	Priority
Improvement to drainage on Beech Road football pitch (1 x youth pitch)	n/a	HDC Leisure and Culture evidence of poor pitch drainage impacting use in October to March period.	HDC	Between £10k-£40k per pitch (plus annual maintenance based on a senior pitch). Full survey and technical assessment required to establish most suitable approach and likely cost.	TBD	CIL / Football Foundation partnership funding options (open to clubs or Parish Councils only)	Desirable
Improvement to drainage on Hills Farm Lane football pitches (1 x youth pitch, 1 x senior pitch)	n/a	HDC Leisure and Culture evidence of poor pitch drainage impacting use in October to March period.	HDC	Between £10k-£40k per pitch (plus annual maintenance based on a senior pitch). Full survey and technical assessment required to establish most suitable approach and likely cost.	TBD	CIL / Football Foundation partnership funding options (open to clubs or Parish Councils only)	Desirable
Improvement to drainage on Roffey Recreation Ground football pitch (1 x youth pitch)	n/a	HDC Leisure and Culture evidence of poor pitch drainage impacting use in October to March period.	HDC	Between £10k-£40k per pitch (plus annual maintenance based on a senior pitch). Full survey and technical assessment required to establish most suitable	TBD	CIL / Football Foundation partnership funding options (open to clubs or Parish	Desirable

Infrastructure Project	Location in District Where Development Triggers Need for Additional Provision (where relevant)	Justification / Evidence	Provider / Delivery Lead	Indicative Cost	Delivery Timescales / Triggers	Funding Sources	Priority
				approach and likely cost.		Councils only)	
Improvement to drainage on Redford Avenue football pitch (1 x youth pitch)	n/a	HDC Leisure and Culture evidence of poor pitch drainage impacting use in October to March period.	HDC	Between £10k-£40k per pitch (plus annual maintenance based on a senior pitch). Full survey and technical assessment required to establish most suitable approach and likely cost.	TBD	CIL / Football Foundation partnership funding options (open to clubs or Parish Councils only)	Desirable
Improvement to drainage on The Needles football pitch (1 x senior pitch)	n/a	HDC Leisure and Culture evidence of poor pitch drainage impacting use in October to March period.	HDC	Between £10k-£40k per pitch (plus annual maintenance based on a senior pitch). Full survey and technical assessment required to establish most suitable approach and likely cost.	TBD	CIL / Football Foundation partnership funding options (open to clubs or Parish Councils only)	Desirable
Improvement to drainage on Horsham Park Close football pitches (3 x senior	n/a	HDC Leisure and Culture evidence of poor pitch drainage impacting use in	HDC	Between £10k-40k (plus annual maintenance based on a senior pitch). Full survey and	TBD	CIL / Football Foundation partnership funding options (open	Desirable

Infrastructure Project	Location in District Where Development Triggers Need for Additional Provision (where relevant)	Justification / Evidence	Provider / Delivery Lead	Indicative Cost	Delivery Timescales / Triggers	Funding Sources	Priority
pitches, 3 x youth pitches)		October to March period.		technical assessment required to establish most suitable approach and likely cost.		to clubs or Parish Councils only)	
Improvement to drainage on Bennetts Field football pitch (1 x youth pitch)	n/a	HDC Leisure and Culture evidence of poor pitch drainage impacting use in October to March period.	HDC	Between £10k-40k (plus annual maintenance based on a senior pitch). Full survey and technical assessment required to establish most suitable approach and likely cost.	TBD	CIL / Football Foundation partnership funding options (open to clubs or Parish Councils only)	Desirable
Drainage and natural grass pitch improvements at Jubilee Fields, Billingshurst	n/a	Better Billingshurst Community Fund and Investment Programme  Football Foundation Local Football Facilities Plan (2019)	HDC	Currently estimated between £200k-£350k	TBD	S106 / CIL  Football Foundation funding  Better Billingshurst funding	Desirable

Infrastructure Project	Location in District Where Development Triggers Need for Additional Provision (where relevant)	Justification / Evidence	Provider / Delivery Lead	Indicative Cost	Delivery Timescales / Triggers	Funding Sources	Priority
Provision of a 3G artificial grass pitch at Jubilee Fields, Billingshurst	Billingshurst	HDC Playing Pitch Strategy (2019)  Football Foundation Local Football Facilities Plan (2019)  Billingshurst Parish Neighbourhood Plan 2019-2031  Better Billingshurst Community Fund and Investment Programme	HDC	Between £1.1-£1.6million	TBD	S106 / CIL  Football Foundation funding  Better Billingshurst funding	Essential
Provision of a new or refurbished pavilion at Jubilee Fields, Billingshurst	Billingshurst	Better Billingshurst Community Fund and Investment Programme  Football Foundation Local Football Facilities Plan (2019)	HDC	Indicative costs for a new facility are estimated up to £1.6million	TBD	S106 / CIL  Football Foundation funding  Better Billingshurst funding	Essential
Provision of a small pavilion to serve the top pitch at Jubilee Fields, Billingshurst (to	Billingshurst	Better Billingshurst Community Fund and Investment Programme	HDC	£315k	TBD	S106 / CIL	Desirable

Infrastructure Project	Location in District Where Development Triggers Need for Additional Provision (where relevant)	Justification / Evidence	Provider / Delivery Lead	Indicative Cost	Delivery Timescales / Triggers	Funding Sources	Priority
include changing and toilet facilities)		Football Foundation Local Football Facilities Plan (2019)				Football Foundation funding  Better Billingshurst funding	
Provision and enhancement of Highwood Community Centre, to include: <ul style="list-style-type: none"> <li>• Delivery of the community building</li> <li>• Changing facilities associated with sports pitches</li> <li>• Parking provision</li> </ul>	Highwood development, on land provided by developer	To provide a community facility to serve new and existing residents, and suitable facilities to allow use by community groups.	HDC	TBD	TBD	CIL / S106	Desirable
Allotment provision to be provided either on site or via off-site contribution subject to size of development.	n/a	Need based on guidance in the Open Space, Sport and Recreation Review 2021	Developer	TBD	TBD	Delivered alongside development or off-site (as appropriate) with an ongoing	Essential



Infrastructure Project	Location in District Where Development Triggers Need for Additional Provision (where relevant)	Justification / Evidence	Provider / Delivery Lead	Indicative Cost	Delivery Timescales / Triggers	Funding Sources	Priority
Requirement to be calculated via Open Space, Sport and Recreation Review 2021.						programme for maintenance (S106)	
Facilities for children (in the form of playgrounds / landscaped areas of play) on or off site as appropriate, or improvements to existing facilities for children where appropriate.	n/a	Need based on the guidance in the Open Space, Sport and Recreation Review (2021)  Recommendation 12 (R12) in the Built Sports Facilities Strategy 2019 Action Plan.	Developers	TBD	TBD	Delivered alongside development or off-site (as appropriate) with an ongoing programme for maintenance (S106)	Essential
Facilities for young people (in the form of skate parks/bike tracks/open access ball courts) on or off site as appropriate, or additional / improvements to existing facilities for young people to be	n/a	Need based on the guidance in the Open Space, Sport and Recreation Review (2021)  Recommendation 12 (R12) in the Built Sports Facilities Strategy 2019 Action Plan.	Developers	TBD	TBD	Delivered alongside development or off-site (as appropriate) with an ongoing programme for maintenance (S106)	Essential

Infrastructure Project	Location in District Where Development Triggers Need for Additional Provision (where relevant)	Justification / Evidence	Provider / Delivery Lead	Indicative Cost	Delivery Timescales / Triggers	Funding Sources	Priority
provided where appropriate.							
<i>To be included within the Multi-functional Greenspace requirement:</i> Provision of playing pitches (natural and artificial grass pitches, including 3G) to meet identified needs across football, cricket, rugby, stoolball and hockey (specific hockey requirements also detailed below) with changing and ancillary facilities	n/a	Need based on the guidance in the Open Space, Sport and Recreation Review (2021), the Playing Pitch Strategy (2019)	Developers / Partnership organisations	TBD	TBD	On-site provision and/or developer contributions via S106/CIL	Essential
Dedicated hockey facilities in and around Horsham and the Billingshurst sub-area	Cumulative impact of development in the area.	Based on needs identified in the Open Space, Sport and Recreation Review 2021 and the Playing Pitch Strategy (2019).	Developers / Partnership organisations	TBD	TBD	On-site provision and/or developer contributions from S106/CIL	Essential

Infrastructure Project	Location in District Where Development Triggers Need for Additional Provision (where relevant)	Justification / Evidence	Provider / Delivery Lead	Indicative Cost	Delivery Timescales / Triggers	Funding Sources	Priority
Provision of sports halls – final locations TBD	Cumulative impact of the District-wide development	Need based on the guidance in the Open Space, Sport and Recreation Review (2021), the Built Sports Facilities Strategy (2019)	Developers / Partnership organisations	TBD  (indicative cost from the Sport England Facility Calculator) based on population growth)	TBD	On-site provision and/or developer contributions via S106/CIL	Essential
Additional swimming pool capacity (new pool/additional lanes). Locations TBD	Cumulative impact of the District-wide development	Based on needs identified in the Open Space, Sport and Recreation Review 2021 and Recommendation 1 (R1) of the Built Sports Facilities Strategy (2019) Action Plan.	Developers / Partnership organisations	TBD  (indicative cost from the Sport England Facility Calculator) based on population growth)	TBD	On-site provision and/or developer contributions from S106/CIL	Essential
Dedicated gymnastics / trampolining facilities	To principally serve Horsham town but also the south-east of the District	Based on needs identified in the Open Space, Sport and Recreation Review 2021 and Recommendation 9 (R9) of the Built Sports Facilities Strategy (2019) Action Plan.	Developers / Partnership organisations	TBD	TBD	On-site provision and/or developer contributions from S106/CIL	Desirable

Infrastructure Project	Location in District Where Development Triggers Need for Additional Provision (where relevant)	Justification / Evidence	Provider / Delivery Lead	Indicative Cost	Delivery Timescales / Triggers	Funding Sources	Priority
New athletics track (re-provisioning of the Broadbridge Heath athletics track – subject to further consideration)	Cumulative impact of District-wide development	Based on needs identified in the Open Space, Sport and Recreation Review 2021 and Recommendation 11 (R11) of the Built Sports Facilities Strategy (2019) Action Plan	Developers / Partnership organisations	TBD	TBD	On-site provision and/or developer contributions from S106/CIL	Desirable
Enhancements to existing amenity and play spaces (particularly those identified as low quality or serving existing gaps in catchments)	n/a	Based on the Strategic Recommendations 1 – 4 (Part 10) in the Open Space, Sport and Recreation Review 2021	Developers / Parish Councils / Horsham District Council	TBD	TBD	On-site provision and/or developer contributions from S106/CIL	Essential
Expansion / enhancement of community facilities or new provision in line with recommendations made in line with District-Wide Community Facilities Assessment	n/a	District-Wide Community Facilities Assessment	Developers / Parish Councils	TBD	TBD	Developer contributions from S106/CIL	Essential

Infrastructure Project	Location in District Where Development Triggers Need for Additional Provision (where relevant)	Justification / Evidence	Provider / Delivery Lead	Indicative Cost	Delivery Timescales / Triggers	Funding Sources	Priority
Expansion / enhancement of existing community facilities or new provision to serve Billingshurst Parish	Billingshurst Parish	<p>Billingshurst Parish Neighbourhood Plan 2019-2031</p> <p>Better Billingshurst Community Fund and Investment Programme</p> <p>District-Wide Community Facilities Assessment</p>	HDC / Billingshurst Parish Council	TBD	TBD	<p>S106/CIL</p> <p>Better Billingshurst funding</p>	Essential
Enhancements to existing play spaces and provision of new facilities for children and young people in and around Billingshurst	Billingshurst Parish	<p>Based on the Strategic Recommendations 1 – 4 (Part 10) in the Open Space, Sport and Recreation Review 2021</p> <p>Billingshurst Parish Neighbourhood Plan 2019-2031</p> <p>Better Billingshurst Community Fund</p>	HDC / Billingshurst Parish Council	TBD	TBD	<p>S106/CIL</p> <p>Better Billingshurst funding</p>	Essential

Infrastructure Project	Location in District Where Development Triggers Need for Additional Provision (where relevant)	Justification / Evidence	Provider / Delivery Lead	Indicative Cost	Delivery Timescales / Triggers	Funding Sources	Priority
		and Investment Programme					
Provision of additional allotments	n/a	Better Billingshurst Community Fund and Investment Programme  Open Space, Sport and Recreation Review 2021	HDC / Billingshurst Parish Council	TBD	TBD	S106 / CIL  Better Billingshurst funding	Desirable
Provision of a burial / memorial ground to serve Billingshurst Parish	n/a	Billingshurst Parish Neighbourhood Plan 2019-2031  Better Billingshurst Community Fund and Investment Programme	HDC / Billingshurst Parish Council	TBD	TBD	S106 / CIL  Better Billingshurst funding	Desirable
Provision of a new padel tennis facility at Jubilee Fields, Billingshurst	n/a	Better Billingshurst Community Fund and Investment Programme	HDC / Billingshurst Parish Council	£50-220k	TBD	S106 / CIL  Better Billingshurst funding	Desirable
Enhancement to or expansion of local library offer or new facility as required by	On site mitigation or to offset cumulative impact	Guidance from West Sussex County Council	West Sussex County Council	TBD	TBD	On-site provision or developer contributions	Desirable

Infrastructure Project	Location in District Where Development Triggers Need for Additional Provision (where relevant)	Justification / Evidence	Provider / Delivery Lead	Indicative Cost	Delivery Timescales / Triggers	Funding Sources	Priority
West Sussex County Council	of development in the area					from S106/CIL	

### Green Infrastructure

Infrastructure Project	Location in District Where Development Triggers Need for Additional Provision (where relevant)	Justification / Evidence	Provider / Delivery Lead	Indicative Cost	Delivery Timescales / Triggers	Funding Sources	Priority
<p>Provision of additional Multi-Functional Greenspace (formed of Parks &amp; Gardens, Amenity Greenspace and Natural and Semi-natural Greenspace)</p> <p>OR</p> <p>Enhancements to existing open spaces (natural greenspaces and parks and gardens) (particularly those identified as low quality)</p>	Cumulative impact of development in the area	Need based on the guidance and Strategic Recommendations 1 – 4 (Part 10) contained within the Open Space, Sport and Recreation Review (2021)	Developers / organisations in partnership Horsham District Council	TBD	TBD	On-site / off-site provision or developer contributions via S106 / CIL as appropriate	Essential



Infrastructure Project	Location in District Where Development Triggers Need for Additional Provision (where relevant)	Justification / Evidence	Provider / Delivery Lead	Indicative Cost	Delivery Timescales / Triggers	Funding Sources	Priority
<p>or serving existing gaps in catchments)</p> <p>On site provision to include ongoing maintenance programme</p>							
Opportunities for Natural Flood Management (NFM) in the Upper River Mole Catchment	Development in the north of the District, particularly between Horsham and Crawley	<p>Crawley Borough and Upper Mole Catchment Level 1 Strategic Flood Risk Assessment / Flood Modelling</p> <p>Advice received from the Environment Agency</p>	Developer / Environment Agency	TBD	TBD	Developer contributions from S106 / FCERM Grant in Aid / Partnership funding	Essential
District-wide Green infrastructure network – protected, conserved, enhanced and joined to improve biodiversity and climate change resilience, taking into account the need to deliver biodiversity net gains and the strategic level Nature Recovery	District wide development	<p>Biodiversity / Wilder Horsham District Partnership and to meet the provisions of the Environment Act</p> <p>Horsham District Council Green Infrastructure Strategy (2014) and</p>	Developers / land owners / HDC / Sussex Local Nature Partnership (member bodies including WSCC)	<p>TBD</p> <p>Existing committed funding from Horsham District Council of £571,000 for the Wilder Horsham</p>	TBD	Government grant / other grant funding / developer contributions from S106/CIL	Essential

Infrastructure Project	Location in District Where Development Triggers Need for Additional Provision (where relevant)	Justification / Evidence	Provider / Delivery Lead	Indicative Cost	Delivery Timescales / Triggers	Funding Sources	Priority
Network that is being established, which may include land acquisitions		Addendum (January 2021)		District Programme			
District-wide SNAP (Shared Nitrogen Action Plan) interventions e.g. mulching to improve tree health and resilience	District wide development	Horsham Local Plan Habitats Regulations Assessment (2022)  (Impacts of increased traffic levels (nitrogen pollution) on the Mens SAC)	Horsham District Council / SDNP Authority / Natural England joint working	TBD	TBD	Developer contributions from S106/CIL	Essential

## Utilities and Waste

Infrastructure Project	Location in District Where Development Triggers Need for Additional Provision (where relevant)	Justification / Evidence	Provider / Delivery Lead	Indicative Cost	Delivery Timescales / Triggers	Funding Sources	Priority
Potential expansion of Horsham and Crawley Household Waste Recycling Sites (HWRS)	Cumulative impact of development in the District	Initial guidance from West Sussex County Council suggests that the cumulative impact of further development could require improvements to and expansion of the HWRS	WSCC	TBD	TBD	Developer contributions from S106/CIL	Essential
New Waste Transfer Station  Location TBD	Cumulative impact of development in the District	Initial guidance from West Sussex County Council suggests that further development could require a new waste transfer station located within the District (the current station is in Burgess Hill)	WSCC	TBD	TBD	TBC	Essential
Water efficiency initiatives, e.g. retrofitting water efficient devices, rainwater harvesting and	n/a	Based on recommendations in the Horsham Local Plan Habitats Regulations Assessment (2022) and the Gatwick Sub-Region Water Cycle Study (2020).	Horsham District Council / Southern Water / Thames Water joint	TBD	TBD	Developer contributions from S106/CIL and/or on-site measures	Essential

Infrastructure Project	Location in District Where Development Triggers Need for Additional Provision (where relevant)	Justification / Evidence	Provider / Delivery Lead	Indicative Cost	Delivery Timescales / Triggers	Funding Sources	Priority
greywater recycling schemes  Various locations		District-wide strategic and settlement site allocations	working (with input from other organisations such as Waterwise and the Environment Agency) and Developers			implemented by developers	