



Horsham
District
Council

Horsham District Council Draft Infrastructure Delivery Plan (IDP)



January 2020

Horsham District Council Draft Infrastructure Delivery Plan 2020

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Disclaimer

The information presented in this document forms an important part of the evidence base in the preparation of the Council's Local Plan. It does not set policy or provide any guarantees that the infrastructure detailed in this document will come forward within the stated timescales. Furthermore, it does not commit the Council to allocating land for any particular use and the information is given without prejudice to any subsequent planning applications that are submitted on the sites contained within this document.

Whilst every care has been taken in producing this document, there may be typographical errors or errors in reproducing the information provided to us by the infrastructure providers. This is purely by mistake and as this is a 'live' document we will correct any errors as appropriate.

Finally, details of timescales and estimated financial costs are provided only as a guide at this stage of IDP production and may be subject to change within subsequent iterations.

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1.1 Introduction

1.1.1 Overview

The provision of infrastructure to support the growth and development of our communities and District is critical in providing new homes, building a strong, resilient and diverse economy and in helping to create sustainable communities.

The Draft Infrastructure Delivery Plan (IDP) sets out what infrastructure is likely to be required to support new development across Horsham District and forms an important part of the evidence base in the preparation of the revised Local Plan and the Council's CIL (Community Infrastructure Levy) Charging Schedule. It demonstrates how infrastructure supports the development and growth set out in the Local Plan over the Plan period and beyond.

Infrastructure has been defined in the Regulation 18 draft Local Plan document as *"a collective term for structures, services and facilities such as roads, electricity, sewerage, water, education and health provision required for society and the economy to function."*

The Draft IDP will set out the infrastructure likely to be required for development across Horsham District although it does not include areas of the South Downs National Park, located to the south of the District. The National Park Authority is a local planning authority in its own right and has produced its own IDP to support the South Downs Local Plan which was adopted on 2 July 2019. There is a delegation agreement between the Councils for Horsham District Council to determine applications in the parts of Horsham that lie within the National Park. Nevertheless, the Council will ensure joint working where cross boundary infrastructure issues occur. Figure 1 shows the area covered by Horsham District Council's Infrastructure Delivery Plan in green.



Figure 1: Horsham District – the area mapped in green is the administrative area for the IDP. The area mapped in blue is the South Downs National Park administrative area.

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1.1.2 Structure of this document

This Draft IDP sets out the infrastructure likely to be required to support the District's growth and development set out in the emerging Horsham District Local Plan. It identifies what projects are required to support this development, the associated funding considerations and potential delivery timescales. **It is important to note that this document is in draft form at this stage** and will develop throughout the Local Plan review process, taking account of feedback which is received through consultation.

The Draft IDP is set out as follows:

Part 1 details the background and context to the Draft IDP. It provides a summary of national and local planning policy frameworks, why an IDP is required, the process for the preparation of the Draft IDP, the sources of funding for infrastructure projects within the District and the information sources and evidence base documents used to inform the Draft IDP.

Part 2 provides a summary of the existing infrastructure provision within the District. This baseline scenario helps to identify existing growth pressures within the District and what capacity there is to support growth. For each type of infrastructure, an overview of the current level of provision is provided, together with likely capacity issues that may occur as a result of delivering the emerging Horsham District Local Plan. A brief summary of planned infrastructure provision and funding is also provided. The infrastructure categories and sub-categories this report considers are set out in the table on page 5 (*Table 1: Categories of infrastructure*).

Part 3 contains guidance to explain the information contained within the Draft IDP Schedule. The section sets out the detail of infrastructure types, specific improvement scheme, and their priority for delivery that would be needed to support the Local Plan. This section also identifies the organisation(s) responsible for delivery and the estimated costs and timescales. At this stage in the Local Plan Review, the type, scale, timescales and cost of infrastructure required to support the development of the emerging Local Plan is not fully known and understood. This is therefore reflected in the Draft IDP Schedule. This

section of the report also recognises that the IDP report is a live document and will continue to be updated as the Local Plan is prepared and the housing needs and strategy for development evolves. This is because the strategy for development will shape the nature of infrastructure provision and its delivery.

Part 4 contains a full list of all the figures and tables contained in this document, a glossary of technical terms and a guide to all the acronyms and abbreviations.

1.1.3 Aims and objectives of the IDP

In producing the Infrastructure Delivery Plan, Horsham District Council seeks to identify what infrastructure is likely to be required to deliver the emerging Horsham District Local Plan 2019-2036.

This will be achieved by:

- fostering a collaborative approach with service partners including infrastructure providers, service delivery organisations, neighbouring local authorities, other strategic bodies such as Local Enterprise Partnerships, developers, landowners and site promoters;
- identifying the costs of providing the infrastructure required to meet the planned growth within the District and the timescales for delivery;
- determining how infrastructure should be prioritised to support the delivery of planned growth; and
- setting out the funding sources that will help to meet the delivery of infrastructure within the District.

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This document is colour coded to help identify the different types of infrastructure that are being considered. These are shown in the table below.

Table 1: Categories of infrastructure

Key Infrastructure Categories	Infrastructure Sub-categories
Transport	<ul style="list-style-type: none"> Road network Bus service Rail network Cycling, walking and equestrian routes
Education	<ul style="list-style-type: none"> Including: <ul style="list-style-type: none"> Further and higher education Secondary and primary education Pre-schools and nurseries Special Educational Needs and Disability (SEND)
Health and Social Care	<ul style="list-style-type: none"> Primary care Acute care and general hospitals
Community and Sports Facilities	<ul style="list-style-type: none"> Outdoor sport and recreation including children's play spaces Indoor sports facilities Local halls and neighbourhood halls Libraries Cemeteries Allotments
Green Infrastructure	<ul style="list-style-type: none"> Flood defence and flood management, Sustainable Drainage Systems (SuDS) Open spaces and parks

Key Infrastructure Categories	Infrastructure Sub-categories
Emergency Services	<ul style="list-style-type: none"> Ambulance service Fire and Rescue Service Police Service
Utilities and Waste	<ul style="list-style-type: none"> Electricity supply Gas supply Water supply, wastewater treatment and sewerage Waste and recycling Telecommunications & digital infrastructure Minerals safeguarding

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1.2 Policy Context

1.2.1 National Planning Policy and Guidance

National Planning Policy Framework

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.

The revised National Planning Policy Framework (NPPF) was published on 19 February 2019 and updated on 19 June 2019. It sets out the Government's 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.

Paragraph 20 of the NPPF states that strategic policies should make sufficient provision for “*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)*”... “*community facilities (such as health, education and cultural infrastructure)*” and “*green infrastructure*”.

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*”.

Paragraph 122 of the revised NPPF states that planning policies should take into account “*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”.

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 (paragraphs 8 (a), 16 (c) and 25-27).

Planning Practice Guidance

Planning Practice Guidance (Paragraph: 059 Reference ID: 61-059-20190315) provides guidance on how a local planning authority can show that a plan is capable of delivering 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 paying careful 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 stage 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 account of the need for strategic infrastructure, including nationally significant infrastructure, within their areas.”*

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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 the 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.”

1.2.2 Local Planning Guidance

The Horsham District Planning Framework

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.

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 obligation / 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.”

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

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>.

The Horsham District Local Plan 2019-36

Following the Issues and Options consultation in 2018, further evidence base studies have been undertaken and these have fed into the preparation of the Horsham District Local Plan Regulation 18 document. Chapter 3 of the emerging Horsham District Local Plan sets out the vision for the District;

“A place where people from all backgrounds can choose to live and work, with access to high quality jobs, services and facilities that are close to home, in a low carbon economy that is in harmony with the natural environment.”

The Regulation 18 consultation document presents a number of sites that have been identified as having potential for development. Draft Strategic Policy 14 sets out the Options for Growth, explaining how these options are being tested through the preparation of the Local Plan. Views from stakeholders are being sought in relation to the assessment process, the shortlisted strategic-scale sites as well as smaller scale development.

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It should be noted that given the emerging Horsham District Local Plan is for consultation only and not all these sites will be taken forward for allocation. Work is ongoing to understand the suitability, sustainability, delivery and infrastructure implications of each of the sites presented in the draft Local Plan and supporting documentation, including the cumulative impacts of development coming forward across the various growth scenarios. The below chapter discusses in more detail future growth across the District to 2036.

1.3 Future Growth Across the District

1.3.1 Projected growth within the District to 2036

Housing Growth and the Government's Commitment to Delivering More Homes

The Draft IDP seeks to assess infrastructure requirements both on a District-wide scale and at a more local level. To enable the assessment of future infrastructure required to support growth, it is necessary to identify the likely growth that will occur and its spatial distribution within the District.

The population of the District is expected to rise over the plan period to 2036 and beyond. In 2019, the population of Horsham District was estimated at 141,717. This compares to 131,300 at the time of the 2011 Census. Over the 20 year period to 2039, it is predicted that the population of Horsham District will grow by 17,658 or 12.5%.

This will lead to an increase in demand for housing and employment and, as a result, the associated infrastructure required to support this growth.

The Government is committed to delivering a step change in the number of houses that will be built in the coming years. To ensure that this commitment is met, national planning policy has introduced a new method of calculating housing need and provision has changed since the adoption of the Horsham District Planning Framework in 2015. All local planning authorities are required by the

Government to calculate a 'local housing need' figure, based on a 'standard methodology'. This standard method is based on projected household growth over a ten-year period using ONS statistics and applies an adjustment based on affordability.

This standard method calculation gives Horsham District a housing need of 965 dwellings per annum over the period 2019-2036.

Employment Growth

As set out in Chapter 5: Economic Development of the emerging Horsham District Local Plan, since the adoption of the HDPF in 2015, progress has been made bringing forward sites for employment growth and investment. Planning permission for employment land has been granted on Land north of Horsham, at Brinsbury College between Billingshurst and Pulborough, at the former Novartis site in Horsham, at locations adjoining Billingshurst and at Nowhurst Business Park near Broadbridge Heath. Infrastructure services and facilities required to support employment development in the District will form an important consideration in the emerging Infrastructure Delivery Plan.

Duty to Co-operate

Just as the standard method calculation has increased the housing requirements in Horsham District, our neighbouring authorities have also seen an increase in the number of homes which their areas will be required to plan for. Most of Horsham District falls within an area known as the North West Sussex Housing Market Area which also includes the administrative areas of Crawley, Mid-Sussex and a small part of Reigate and Banstead. A small part of Horsham District also falls within the Coastal Housing Market Area which principally incorporates the administrative areas of Brighton & Hove and Adur & Worthing.

Local authorities are required by Government to undertake constructive and active dialogue with other local authorities and relevant bodies as part of an on-going process to maximise effective engagement on strategic matters. Local planning authorities are also bound by the statutory duty to co-operate and are expected to prepare a Statement of Common Ground with neighbouring

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authorities which should contain details of the distribution of identified development needs.

The Statement of Common Ground must contain details of the capacity within the strategic policy-making authority area(s) covered by the statement to meet their own identified needs. It must also contain the extent of any unmet need and the agreement (or lack of agreement) between strategic policy-making authorities about the extent to which these unmet needs are capable of being redistributed within the wider area as covered by the statement.

At this stage of the Local Plan Review the Duty to Co-operate discussions with our neighbouring authorities are ongoing. It is therefore considered appropriate for the Regulation 18 consultation document to test the deliverability and impacts of 3 potential overall quanta of housing growth. These three potential scenarios presented in the consultation documents explore the impacts of:

- 1,000 homes per year. This would meet the minimum local housing need as determined using the Government's standard formula, together with the 5% buffer to provide flexibility. It would not provide any additional housing towards the unmet housing needs of Crawley and the Coastal Sussex area.
- 1,200 homes per year. This would meet local housing need and 5% buffer. It would also provide around 200 homes each year to help meet the unmet needs of Crawley in particular and a small element in the Coastal Sussex area.
- 1,400 homes per year. This would meet the District's needs plus the 5% buffer and would also provide 400 homes per annum to help unmet need of Crawley and the Coastal Sussex area.

The Duty to Co-operate discussions are ongoing and will continue throughout the Local Plan Review.

1.4 Background to the Infrastructure Delivery Plan

1.4.1 The IDP and the Council's introduction of Community Infrastructure Levy (CIL)

The production of the Draft IDP is required as part of the plan-making process. This document is intended as an update to the IDP produced in 2014, undertaken to support the adoption of the Horsham District Planning Framework. An interim version of the IDP was also produced in 2016 to support the Council's adoption of the CIL Charging Schedule which came into effect on 1st October 2017.

The Draft IDP provides a current assessment of the infrastructure fundamental to the delivery of the objectives and spatial strategy of the emerging Horsham District Local Plan and the identified funding and delivery mechanisms to meet these requirements. The IDP produced in 2016 also served as evidence to justify the Council's introduction of CIL in 2017 as it demonstrated infrastructure requirements in the District and the gap in funding.

This Draft IDP does not duplicate or supersede the previous infrastructure requirements identified in the 2016 IDP, but should be read in conjunction with this document to understand the ongoing District-wide infrastructure requirements as the growth of the District is planned for.

1.4.2 The IDP as a 'live' and emerging document

The IDP is very much a 'live' document, iterative in nature, reflecting the Council's understanding of what potential infrastructure services and facilities may be required if the development proposed in the document takes place. The Council is not a direct provider of many forms of infrastructure, and has been working with infrastructure providers to understand the potential timescales, costs and scale of infrastructure required to support the emerging Local Plan.

As the Regulation 18 consultation document presents a number of strategic scale sites for potential allocation as a series of growth options, the Draft IDP Schedule contained in Part 3 of this document also presents details of the potential infrastructure requirements associated with all of these sites.

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As the strategy for development emerges, following the Regulation 18 consultation and as we move through the Local Plan Review process, any sites not shortlisted for allocation in the Regulation 19 consultation will be removed from this Draft IDP. In the meantime, discussions will, of course, continue to take place with infrastructure providers and other key stakeholders to develop a better understanding of key infrastructure requirements, associated costs and the timescales for delivery, as well as the strategy for necessary provision to mitigate planned development.

Much work has already taken place to understand the key infrastructure requirements of the strategic scale sites (800+ dwellings) as set out in Chapter 6 of the emerging Horsham District Local Plan. Work has begun and is ongoing to understand the impact of smaller sites with potential for allocation as detailed in draft Policy 14 of the emerging Horsham District Local Plan. To support this work, the Council intends to consult the District's Parish Councils, Neighbourhood Councils and the Horsham Blueprint Neighbourhood Forum to develop a thorough understanding of local as well as District-wide infrastructure requirements.

Work is also ongoing to understand the cumulative impacts of the growth and development that will be delivered in the District. This work will not only rely on the continued engagement with infrastructure providers and key stakeholders but will also be dependent on a number of supporting evidence base documents, including;

- Horsham District Transport Study
- Employment Growth Assessment
- Strategic Flood Risk Assessment (SFRA) (for the River Arun and River Adur catchments)
- Water Cycle Study and SFRA (for the River Mole Catchment)
- Sports and Open Space Assessment
- Biodiversity & EcoServ Study
- Viability Assessment

The results of these studies are not all available at the time of preparing this draft document for the Regulation 18 consultation and work is currently continuing on them, however, as these documents are finalised they will be crucial in helping to inform what infrastructure is required in the District to support the delivery of the emerging Local Plan.

1.5 Delivering Infrastructure

1.5.1 How will infrastructure be delivered in the District?

The Council has a strong track record of actively engaging with infrastructure providers to understand what infrastructure is required to meet the needs of residents and businesses and to support development in the District. However, for the majority of infrastructure services and facilities, the Council is not responsible for their delivery. It is important to note that development that comes forward cannot solve existing infrastructure deficits, although it is essential that new development does not create additional burdens on these services and facilities. Whilst new development cannot 'fix' existing infrastructure problems, 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.

Some elements, such as the delivery of on-site utilities, will be an integral part of all new development. In most cases the costs of providing on-site connections to existing networks, such as electricity and gas supply or broadband connections will be borne by the developer.

Outside of the 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.

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Where relevant, the IDP indicates how the infrastructure will be provided and whether this is to be delivered direct by the developer, the infrastructure provider or through planning obligations or CIL contributions.

The Council utilised the information contained in the most recent Infrastructure Delivery Plan in 2016 to develop the CIL Charging Schedule which was adopted on 26 April 2017 and implemented from 1 October 2017. Subject to the outcome of the Council's Viability Assessment which is currently being undertaken, it may be necessary to review the CIL Charging Schedule in light of the findings of this Study.

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 for 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 delivering on and off-site infrastructure and community projects.

1.6 Funding and Delivery

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

1.6.1 Community Infrastructure Levy (CIL)

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;

	CIL Charge £/m² for 2017	CIL Charge £/m² for 2018	CIL Charge £/m² for 2019	CIL Charge £/m² for 2020
Residential				
District Wide (Zone 1)*	£135	£147.74	£150.10	£157.66
Strategic Sites (Zone 2)*	£0	£0	£0	£0
Other Development (across charging area)				
'Large format' retail (A1 to A5)*	£100	£109.44	£111.19	£116.78
Standard Charge*	£0	£0	£0	£0

Table 2: CIL Charging Schedule for Horsham District

*See CIL Charging Schedule for definitions

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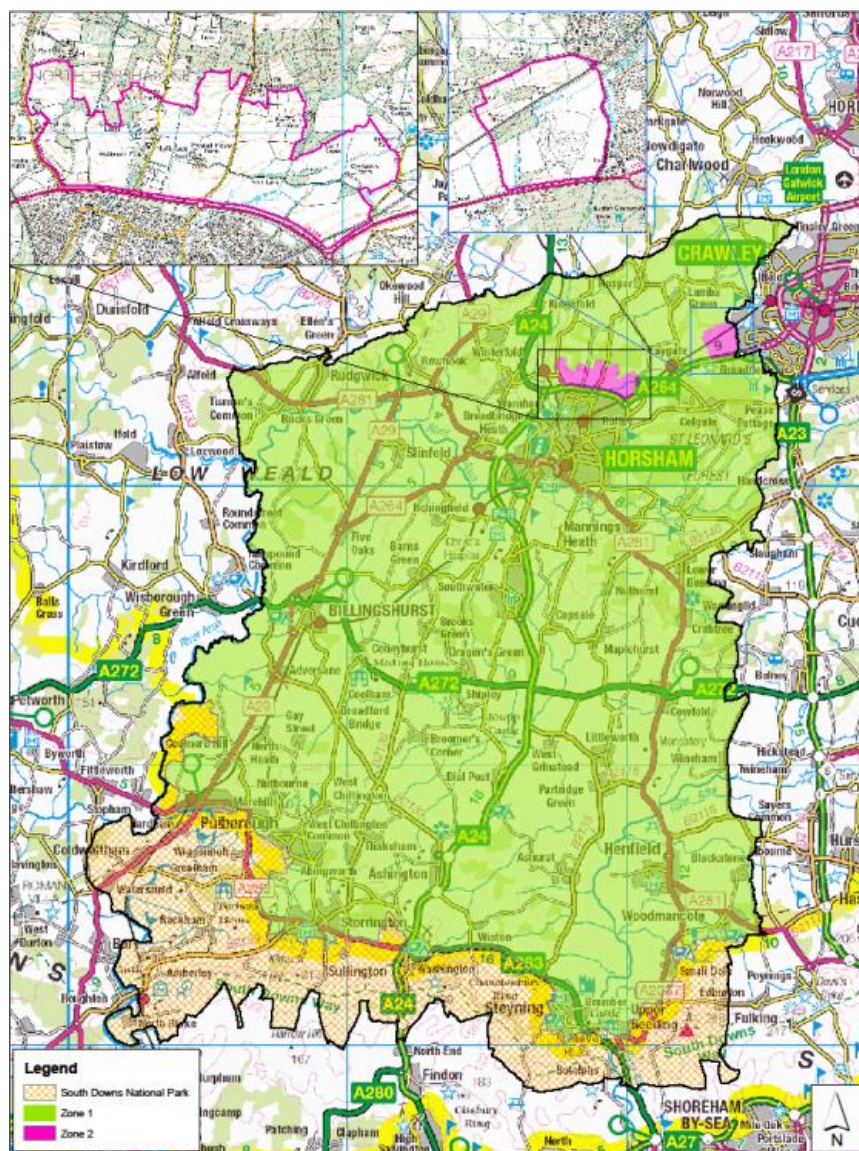


Figure 2: The CIL charging area and the charge zones

The map shows the geographical boundaries of the different CIL charging zones.

The Zone 2 sites highlighted in pink on the above map are the strategic sites Land North of Horsham and Kilnwood Vale. Based on viability evidence undertaken in preparation for the current Local Plan, it was found that these sites, if liable for CIL, together with S106 payments, would potentially make development unviable. Therefore, it was subsequently determined that these sites would be 'zero-rated' for CIL and exempt from the levy.

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 on the map) and attracts a CIL charge of £157.66 per m² for 2020. 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 the rates 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.

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.

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.

1.6.2 Planning Obligations

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.

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 permission planning permission if it is

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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.

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.

1.6.3 Other funding

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 (for example through the National Lottery) and funding through governmental 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 its 5 year business plan and programme for investment in their Asset Management Plan cycles. Asset Management Plan 6 covers the period 2015-2020 and Southern Water's Asset Management Plan 7 will cover 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.

1.7 Process of Preparing the Infrastructure Delivery Plan

1.7.1 Preparing the Draft Infrastructure Delivery Plan

The IDP has been prepared by Horsham District Council working collaboratively with other government bodies and relevant infrastructure delivery agencies in accordance with national planning policy and planning practice guidance (as highlighted in Chapter 1.2 of this report).

This is the latest version of the emerging IDP is as at the time of publication in February 2020 the best available data at this particular point in time. The IDP is a 'live' document and is designed to change and develop anticipating growth and development within the District.

The steps the Council has taken in preparing this document are set 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. This forms the basis of the information provided in Section 2 of this document.
3. Contacting infrastructure providers to arrange initial and follow-up meetings. These meetings and subsequent liaison have helped to inform the Draft IDP Schedule which can be found in Part 3 of this document (page 58). This Schedule sets out the Council's understanding of what infrastructure is likely to be needed to support new growth within this District and deliver the desired outcomes of the Local Plan. This should be treated as a 'snapshot' and not exhaustive, with a number of unknowns, both in terms of the infrastructure required and the associated costs and timescales for delivery. The evidence base supporting the preparation of the updated Local Plan is ongoing and one of the critical

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supporting documents is the Horsham Transport Study. There is further comment on this piece of work in Section 2.1.1 (page 16) but the importance of this Study should not be underestimated and it will form a crucial supporting document in the preparation of the Infrastructure Delivery Plan.

There is still further work to do in the development of the final IDP which will support the submission version Horsham District Local Plan and beyond. Whilst the majority of key infrastructure providers have inputted into this draft, further detailed collaborative working is required, including contacting other key stakeholder organisations. This work will continue as the Preferred Strategy emerges.

At this stage, the Draft IDP presents a baseline position of the potential infrastructure requirements across the District. The Council will continue to work closely with relevant partners and infrastructure providers throughout the Local Plan Review process to develop a thorough understanding of these requirements.

1.8 Evidence Base Documents

1.8.1 Key documents and information sources

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. The below table (Table 3) is a list of all the evidence base documents that have helped to inform this plan.

Table 3: Evidence base documents

Evidence Base Documents
A Green Future: Our 25 Year Plan to Improve the Environment (HM Government, 2018)
Coastal West Sussex CCG Local Estates Strategy 2018
Commissioning Better Outcomes for West Sussex: A Commissioning Strategy for WSCC
Demand and Capacity Review of South East Coast Ambulance Service NHS Foundation Trust Final Summary Report August 2018
DfE Securing developer contributions for education 2019
Future Telecoms Infrastructure Review (DCMS, 2018)
Gatwick Sub Region Water Cycle Study 2011
High Weald AONB Management Plan 2019-2024
Horsham and Mid Sussex CCG Annual Report and Accounts 2017/18
Horsham Cycling Review (2009)
Horsham District Council Authority Monitoring Report 2018/19
Horsham District Council Built Sports Facility Strategy 2019
Horsham District Council Corporate Plan 2019-2023
Horsham District Council Green Infrastructure Study 2014
Horsham District Council Green Space Strategy 2013-2023
Horsham District Council Green Space Strategy 2013-2023
Horsham District Council Index of Cycle Routes
Horsham District Council Local Cycling and Walking Infrastructure Plan (TBC)
Horsham District Council Play Strategy 2017-2027
Horsham District Council Playing Pitch Strategy 2019
Horsham District Council Sport and Physical Activity Strategy 2016-2031
Horsham District Council Sport, Open Space and Recreation Assessment 2014
Horsham District Council Transport Study (2020) - TBC
Horsham Strategic Flood Risk Assessment (SFRA) Update November 2019
Manual for Streets (2007)

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Evidence Base Documents
Network Rail Investment in Stations: A guide for promoters and developers 2017
Network Rail London and South East Market Study (2013)
Network Rail Railway Upgrade Plan: South East 2017/18
Network Rail South East Route Strategic Plan 2018
Network Rail South East Route: Sussex Area Route Study 2015
Network Rail Strategic Business Plan (2019-2024)
Open Space Study Update (TBC)
Our Waste, Our Resources: A Strategy for England (HM Government, 2018)
River Adur Catchment Flood Management Plan 2009
SGN Annual Report & Financial Statements 2018
SGN Long Term Development Statement 2018 - Network Capacity
SGN RIOO-GD2 Business Plan 2019
South East Coast Ambulance Service Annual Report 2017/2018
South East Coast Ambulance Service Five Year Strategic Plan 2017-2022
South East Coast Ambulance Trust Delivery Plan 2017-2019
Southern Water Asset Management Plan 6
Southern Water Asset Management Plan 7
Southern Water: Water Resource Management Plan 2020-2070
Southern Water: Water Resource Management Plan 2015-2040
Sports England Active Places Power Tool
Scottish & Southern Electricity Networks RIOO-T2 Business Plan
SSE plc Annual Report 2019
Sussex PCC Medium Term Financial Strategy 2018
Sussex Police & Crime Plan 2017/21
Sussex Police: Operational Delivery Plan 2018-2019
Thames Water Asset Management Plan 2015-2020
Thames Water Asset Management Plan 2020-2025
The West Sussex Plan 2017-2022
UK Power Networks - Business Plan 2015-2023
Water Cycle Study TBC

Evidence Base Documents
West Sussex County Council Fire and Rescue Integrated Risk Management Plan 2018-2022
West Sussex County Council Highway Infrastructure Asset Management Strategy 2016-2018
West Sussex County Council IT Strategy
West Sussex County Council Joint Minerals Local Plan 2018
West Sussex County Council Local Transport Plan 2011-2026
West Sussex County Council Planning School Places 2019
West Sussex County Council Public Rights of Way Improvement Plan 2018-2028
West Sussex County Council Rights of Way Management Plan (2018-2028)
West Sussex County Council Waste Local Plan 2014-2031
West Sussex Cycling Design Guide: A guide for Developers, Planners and Engineers (August 2019)
West Sussex Fire and Rescue Service Annual Report 2017-18
West Sussex Fire and Rescue Service Annual Statement of Assurance 2017-18
West Sussex Life 2017-2019
West Sussex LLFA Policy for the Management of Surface Water 2018
West Sussex Walking and Cycling Strategy 2016-2026
West Sussex Waste Local Plan 2014

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Part 2: Infrastructure Provision within Horsham District

2.1.1 Transport: Road Network	
Lead Organisation(s)	<ul style="list-style-type: none"> West Sussex County Council Highways Highways England
Evidence / Sources of Information	<ul style="list-style-type: none"> Meetings with West Sussex County Council Horsham District Council Transport Study (commissioned but not yet finalised) West Sussex County Council Local Transport Plan 2011-2026 West Sussex County Council Highway Infrastructure Asset Management Strategy 2016-2018
Current Provision	<p>There are no roads in the District which fall within the Strategic Road Network (roads managed by Highways England) although the A3 lies west of the District and the M23/A23 lies in close proximity to the eastern boundary. The A24 and the A264, which are located within Horsham District, form part of the County Strategic Road Network. The A24 is the main north-south route, and the A272 is the main east-west road in the District. There are also networks of local roads which link some of the medium and larger villages and are used for commuting and to access some of the main community and recreational facilities in the District. The A264 is the main connection between Horsham and Crawley and further on to the A23, M23 and M25. The A29 runs from the south western corner of the District, north through Pulborough and Billingshurst and connects these settlements to Horsham via Broadbridge Heath, and to Guildford and Dorking.</p> <p>Whilst none of the District's roads form part of the national Strategic Road Network, the Department for Transport (DfT) is working on plans for a Major Road Network (MRN). Local authorities will be able to bid for funds for improvement works and schemes such as bypasses, missing links, road widening, major structural renewals, major junction improvements, Intelligent Transport Systems and packages of improvements. The inclusion of a specific road in the MRN might help that road to be prioritised for improvements. A number of the District's A roads are affected by these proposals including the A29, the A24, the A264 between the Five Oaks roundabout and Broadbridge Heath and between Horsham and Crawley, the A283 between the Washington Roundabout and Shoreham and the A272 between Buck Barn Crossroads and the A23.</p> <p>Relatively few junctions in the Horsham District are signal controlled, due to the rural nature of the area and the fact that many settlements are small in size. There are 11 traffic signal controlled junctions and interchanges in the district. Other</p>

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	than the A24/A272 Buck Barn interchange, all are within the Horsham, Broadbridge Heath and Southwater area. Other main junctions in the district are usually formed of roundabouts.
Planned Provision	<p>There have been some committed improvements for new junctions and crossings on the A264 northern bypass between Horsham and Crawley and on the A24/B2237 approaches to support the strategic development north of Horsham.</p> <p>The promoters of strategic sites currently under consideration have proposed transport and access provision and enhancements in order to mitigate the impact of their development. Given that the results of the Horsham Transport Study are not available at the time of preparing this Draft IDP, it is not possible to assess whether these improvements would provide appropriate mitigation and they have not, therefore, been added to the draft Schedule at this stage. Once the Council, in co-operation with the Local Highways Authority and Highways England, have had an opportunity to assess the results of the Study, the IDP will be updated accordingly.</p>
Sources of Funding	<ul style="list-style-type: none"> • Developer contributions (CIL, S106) • West Sussex County Council • Highways England • National Roads Fund
Key Issues	<p>The Council is currently working with consultants to prepare a detailed Transport Study being undertaken on our behalf, which will give a clearer indication of the key issues arising specifically as a result of any proposed development. Both West Sussex County Council (the Local Highways Authority) and Highways England are involved in this piece of work. The following issues have already been raised by the Local Highways Authority in relation to the road network serving the District which may require further mitigation:</p> <ul style="list-style-type: none"> • Longstanding need for major improvements to the Surrey boundary sections of the A24, with severe issues between the Great Daux roundabout and Capel. There are related cross-boundary impacts on Mole Valley with significant development in and around Horsham town exacerbating these issues. • A264 route between Horsham and Crawley is heavily congested. There is also a narrow section of dual carriageway eastbound outside Crawley. • Traffic signals junction on dual carriageway where A272 crosses A24 at Buck Barn is a departure from standards. • A24 south of Buck Barn performs well in terms of flow and capacity as far as Ashington, however there are safety issues with gaps in central reservation at priority junctions. This is mitigated by reduced speed limits and camera enforcement. • Junction of A24 and A283 (south periphery of the Washington roundabout) is prone to severe congestion, with its proximity to the South Downs National Park making resolution more complicated.

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	<ul style="list-style-type: none"> • A29 is generally of a poor standard with the exception of the Billingshurst Bypass, particularly north of Bury around Pulborough/Codmore Hill. • A264 between Horsham and Five Oaks has a number of issues with bends and the junction at Lyons Corner with no dedicated right hand turn lane. • There are capacity issues on the A29 between Billingshurst and Five Oaks. The Five Oaks roundabout, where the A264 meets a busy stretch of the A29 to Billingshurst, can become congested. • A283/B2139 at Storrington and the A272/A281 in Cowfold both experience issues with cross-traffic movement, issues of queuing and air quality. • Issues at the Hop Oast roundabout at Southwater which may require signals or a 'hamburger' (where the main road passes through the centre of a signalised roundabout). <p>The Horsham District Transport Study will produce a Local Model Validation Report and a Forecasting/Reference Case Model. The next step will be to run various development scenarios against these models based on the Options for Growth. Subject to consultation, this will then help to inform the Preferred Strategy together with a clear indication of what mitigation will be required. The Local Highway Authority and Highways England will be involved in agreeing the mitigation strategy.</p>
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2.1.2 Transport: Bus Service	
Lead Organisation(s)	<ul style="list-style-type: none"> • Bus service operators • West Sussex County Council
Evidence / Sources of Information	<ul style="list-style-type: none"> • Meetings with service providers • Meetings with West Sussex County Council • Horsham District Council Transport Study (commissioned but not yet finalised) • West Sussex County Council Local Transport Plan 2011-2026 • West Sussex County Council Highway Infrastructure Asset Management Strategy 2016-2018
Current Provision	<p>Bus service across the District is provided by the following operators:</p> <ul style="list-style-type: none"> • Arriva • Buses4u • Compass Travel • Metrobus • Southern Transit • Stagecoach • Sussex Coaches

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	<ul style="list-style-type: none"> • Southdown Buses <p>There are also a number of community and rural transport services which run on a voluntary basis. These can be eligible for voluntary transport grants, which are co-ordinated by the West Sussex Forum for Accessible Transport.</p> <p>Bus travel plays an important role in improving sustainable transport, reducing the number of private vehicles on the road, and thus reducing congestion. In the Horsham District, 88% of households own at least one car compared with a regional average of 81% and a national average of 74%. 76% of journeys to work from residences within the District tend to be taken by car. Making bus travel more attractive helps to reduce carbon emissions and improving bus provision allows people with disabilities, older and vulnerable people and those without access to a car to travel around the District.</p> <p>Hop Oast Park and Ride has a high frequency service running to Horsham and Southwater and is served by routes running to Crawley as well as local Southwater services. There is a good connectivity between Horsham and Crawley with the rest of the District having less frequent services.</p> <p>There are aspirations among some bus operators to increase their involvement at the early stages of development to ensure that design and layout encourage and facilitate the use of bus services.</p>
Planned Provision	<p>It is understood that Metrobus has plans to secure funding to improve bus stop facilities including provision for higher quality shelters and Real Time Information. They have also seen good uptake from free bus travel offered to residents of new developments, acting as an incentive to choose bus travel as a mode of transport, which helps to make existing services commercially viable and in turn makes it possible to invest and improve the service further. This is because the promotion of bus services through free or reduced ticket pricing helps establish mode share choice early on in the delivery of a development scheme.</p>
Sources of Funding	<ul style="list-style-type: none"> • Developer contributions (CIL, S106) • West Sussex County Council • National Roads Fund (funding only available for bus infrastructure, not bus service provision)
Key Issues	<p>Most bus services in the District operate commercially, but some routes receive subsidies from West Sussex County Council. Following recent consultation, there have been reductions in this funding and subsequent changes to some of these routes and services across the District.</p> <p>The main bus station in Horsham Town Centre does have limitations, as the capacity of the bus station now dictates the volume of the service provided.</p>

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	Key parts of some of the routes in the District are impacted by congestion resulting in poor performance of services in terms of reliability and journey times and operators. Some parts of key routes are also impacted by road safety issues meaning that bus stops have had to be decommissioned and services to some rural locations reduced or stopped completely.
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2.1.3 Transport: Rail Network	
Lead Organisation(s)	<ul style="list-style-type: none"> • Network Rail • Govia Thameslink Railway (train operating company or TOC)
Evidence / Sources of Information	<ul style="list-style-type: none"> • Network Rail • Horsham District Council Transport Study (commissioned but not yet finalised) • West Sussex County Council Local Transport Plan 2011-2026 • Network Rail London and South East Market Study (2013) • Network Rail Network Specification 2016: South East Route • Network Rail Route Specification 2016: South East • Network Rail Railway Upgrade Plan: South East 2017/18 • Network Rail South East Route Strategic Plan 2018 • Network Rail South East Route: Sussex Area Route Study 2015 • Network Rail Strategic Business Plan (2019-2024) • Network Rail Investment in Stations: A guide for promoters and developers 2017
Current Provision	<p>Network Rail's Sussex Route is one of the busiest and most congested rail routes in the country, transporting large numbers of commuters and leisure travellers between the south coast, Gatwick Airport and London Terminals. Govia Thameslink Railway is the leading TOC, operating Southern, Thameslink, Gatwick Express and Great Northern (not in district) services and running trains on the Arun Valley line between Southampton/Portsmouth/Bognor Regis north to Three Bridges. These services run through Pulborough, Billingshurst, through Horsham and on to Crawley. The Sutton and Mole Valley Line also runs between Horsham, via Warnham through Surrey to South London.</p> <p>There are eight railway stations in the District at the following locations:</p> <ul style="list-style-type: none"> • Littlehaven • Warnham • Faygate • Horsham

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	<ul style="list-style-type: none"> • Christ's Hospital • Billingshurst • Pulborough • Amberley <p>Horsham station is the main commuter station in the District, serving in the region of 10,000 passengers a day. Billingshurst serves in the region of 1,600 passengers a day and Pulborough 1,300. The following weekday services run out of Horsham station:</p> <ul style="list-style-type: none"> • 3 trains per hour to Gatwick Airport and onto London Victoria • 1 train per hour to Dorking and onto London Victoria* • 2 trains per hour to Gatwick Airport, London Bridge, Kings Cross St Pancras and onto Peterborough • 1 train per hour to Southampton Central, running fast to Barnham • 1 train per hour to Portsmouth Harbour, running fast to Barnham • 2 trains per hour to Bognor Regis, part stopping service and part running fast to Barnham <p>On Sunday, a service runs hourly to London Victoria, London Bridge and Bognor Regis. This service is reduced to an hourly service on weekday evenings.</p> <p><i>*No services run on the Dorking line on Saturday evenings or Sundays.</i></p>
Planned Provision	Network Rail, Govia Thameslink Railway, Department for Transport, West Sussex County, Horsham District and Crawley Borough councils and Coast to Capital Local Enterprise Partnership are working together to explore the potential for up to two new stations on the Arun Valley Line between Horsham and Crawley. Deliverable options, alongside any required infrastructure improvements and impacts on services and stations, are being examined in partnership by these organisations.
Sources of Funding	<ul style="list-style-type: none"> • Central funding (for maintenance of existing facilities) • Developer contributions from CIL/S106 (for enhancements to existing facilities and in some cases the provision of new facilities)
Key Issues	Development to the north of District has the potential to focus resources on the possibility of a new station (or stations) to the north of Horsham, between the town and Crawley. This part of the railway line is, however, heavily congested and there is a relatively high concentration of stations on this part of the line already (5 stations within 7 miles of track).

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	<p>While developer contributions often pay for any new stations and usually provide the land, the building work itself is likely to be carried out by Network Rail. It will be necessary to ensure that if a new station is delivered that the relevant train operating company is able to run trains out of the station at an early stage. The benefit to new passengers and the potential uplift in revenue of a new station will need to be considered together with the impacts to the current service and existing passengers on the train line.</p> <p>Developing an understanding of where residents within new developments will work in relation to settlements is crucial in the planning of rail services to meet the needs of new and existing residents, as this will directly impact how they travel to and from work. This will ultimately depend on any development strategy which is selected.</p> <p>On-street parking by railway passengers can cause parking pressure around many stations, particularly Littlehaven.</p>
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2.1.4 Transport: Cycling, Walking and Equestrian Routes	
Lead Organisation(s)	<ul style="list-style-type: none"> • Horsham District Council • West Sussex County Council
Evidence / Sources of Information	<ul style="list-style-type: none"> • West Sussex County Council • Horsham District Council Transport Study (commissioned but not yet finalised) • Horsham District Local Cycling & Walking Infrastructure Plan (emerging) • West Sussex County Council Local Transport Plan 2011-2026 • West Sussex Walking and Cycling Strategy 2016 to 2026 • West Sussex County Council Public Rights of Way Management Plan 2018-2028 • Horsham District Council Index of Cycle Routes • West Sussex Cycling Design Guide: A guide for Developers, Planners and Engineers (August 2019) • West Sussex Local Cycling & Walking Infrastructure Plan (emerging) • Southwater Cycling Network Review
Current Provision	<p>Horsham town has a relatively dense network of walking routes. In broad terms these comprise footways adjacent to roads, pedestrianised areas including the town centre, and traffic-free connections such as between residential streets, through parks, or in the open spaces surrounding the town. In recent decades there has been significant investment to improve the quality of provision for pedestrians in the town centre. In terms of cycling, the town is mostly reliant on carriageway routes, with a limited number of traffic-free, off road connections of varying quality.</p> <p>Dedicated cycling infrastructure is more limited outside of the Horsham town area, and footway networks tend to be restricted to within the town and villages only. An exception to this is the Downs Link, which provides a traffic-free cycling and walking route on a former railway alignment. The District as a whole has an extensive network of public rights of way; however, many of the links are more suited to journeys for leisure rather than utility. The District has considerable horse ownership which also helps to drive the rural economy and adds to the character of the District. Bridleways are an important feature of the District's Public Rights of Way Network.</p> <p>The Local Transport Plan 2011-2026 states that much of the District's cycling and walking network is disjointed and suffers from inadequate signage, safe crossing points and poor surfacing. The emerging Local Cycling and Walking Infrastructure Plan highlights the key barriers to cycling and walking movement in the Horsham area, particularly due to the railway line, the A24 and A264 dual carriageways, and the town centre ring road (Albion Way / Park Way). The quality of a selected number of key radial routes have been assessed in more detail. In terms of cycling, high traffic flows and speeds currently</p>

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	make sections of road unsuitable for cycling, along with busy junctions where cyclists mix with motor vehicles. Common pedestrian environment issues include narrow footways, complex junctions, an absence of signal or zebra crossings in some locations and poorly maintained footways.
Planned Provision	<p>The Council is preparing its Local Cycling and Walking Infrastructure Plan (LCWIP), which will cover Horsham town and connections from nearby settlements. It will identify a strategic network of cycling and walking routes to cater for travel to a range of destinations, particularly short-distance utility trips. It will also identify a prioritised programme of investment. This will focus on radial routes connecting residential neighbourhoods and new development areas to the town centre. The LCWIP is intended to be iterative, with further routes and projects improved over time.</p> <p>New and improved cycling and walking infrastructure is planned as part of committed developments across the District, in particular the strategic allocation of Land North of Horsham.</p> <p>West Sussex County Council is also preparing an LCWIP, which will focus on longer corridors to connect the county's main urban centres. The Horsham to Crawley corridor is one of the initial six shortlisted routes being developed.</p>
Sources of Funding	<ul style="list-style-type: none"> • Developer contributions (CIL, S106) • West Sussex County Council • Coast to Capital Local Transport Board • Government grants • Environmental stewardship • Grant funding (National Lottery)
Key Issues	<p>The presence of physical barriers, such as busy roads, rivers and railway lines around the District which act as good defensible boundaries around settlements, can hinder the development of pedestrian and cyclist friendly routes. It is key that connectivity and linkages for walking and cycling are considered at an early stage of master planning and transport/access provisioning. The NPPF specifies that “development should: a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas” (Para. 110), requiring development to provide safe and attractive routes with sufficient step-free crossing points, where appropriate.</p> <p>Parts of the Public Right of Way (PRoW) network require maintenance and improvement to ensure these are accessible to as many people as possible and to make them attractive for all members of the community to use. This could involve resurfacing to improve accessibility or designation of a new route in order to improve connectivity across the network. Maintenance and minor improvements often rely on volunteers, either in association with WSCC or in partnership with other groups.</p>

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	<p>New development must be required to deliver some form of PRow provision in order to ensure new communities benefit from safe, attractive connections to key routes across the network and with their local community. WSCC highlight that PRow provision has considerable statutory protection and development can present opportunities to redefine existing routes and the network to upgrade these off-road paths to the latest standards. As a general rule, the accommodation of existing PRow and the creation of new routes should be designed for multi-modal use. Whether it is existing footpaths being upgraded to accommodate cyclists and horse riders, where appropriate, or new paths within development sites that may not be intended to have future PRow status, all should be designed for use by different modes to aid a cultural shift in personal mobility and maximise individual quality of life.</p>
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2.2 Education

Education							
Lead Organisation(s)	<ul style="list-style-type: none"> West Sussex County Council 						
Evidence / Sources of Information	<ul style="list-style-type: none"> Planning and Education teams at WSCC WSCC Planning School Places 2019 Department of Education (DfE) Securing developer contributions for education 2019 						
Current Provision	<p>It is the role of West Sussex County Council (WSCC) as the local education authority, to plan, organise and commission places for all maintained schools in the county. WSCC exercises this function in partnership with dioceses, academy sponsors, multi-academy trusts, governing bodies of schools, head teachers, local communities and other key stakeholders. To plan sufficiently for school places in the county, WSCC are required to forecast future roll numbers. Forecasting pupil numbers is based on a number of factors, including birth data, migration patterns and using anticipated future housing numbers.</p> <p>In the document <i>Planning School Places (2019)</i> WSCC highlight that the range of educational provision for children and young people is both broad and complex in terms of the numbers of providers involved. To aid understanding, however, WSCC suggest considering the provision in three phases;</p> <table border="1"> <tr> <td>Age 0-4 years</td><td>'Early years' in which private, voluntary and independent playgroups and nursery schools are the main providers</td></tr> <tr> <td>Age 4-16 years</td><td>'Compulsory school age' in which schools are the main providers</td></tr> <tr> <td>Age 16-19 years</td><td>'Further education' in which colleges and school sixth forms both offer substantial provision. N.B. this extends to age 25 for young people with special educational needs and/or disabilities</td></tr> </table> <p><i>Table 4: Three core phases of education</i></p> <p>There are currently 43 primary schools within Horsham District, three of which are located within the South Downs National Park Authority administrative area. There are six secondary schools within the District providing education from 11-16 years of age (Bohunt Secondary School has recently opened in temporary accommodation in central Horsham for Year 7 pupils but will be an all-through school for 4-16 year olds when it relocates to the North Horsham strategic site), two of</p>	Age 0-4 years	'Early years' in which private, voluntary and independent playgroups and nursery schools are the main providers	Age 4-16 years	'Compulsory school age' in which schools are the main providers	Age 16-19 years	'Further education' in which colleges and school sixth forms both offer substantial provision. N.B. this extends to age 25 for young people with special educational needs and/or disabilities
Age 0-4 years	'Early years' in which private, voluntary and independent playgroups and nursery schools are the main providers						
Age 4-16 years	'Compulsory school age' in which schools are the main providers						
Age 16-19 years	'Further education' in which colleges and school sixth forms both offer substantial provision. N.B. this extends to age 25 for young people with special educational needs and/or disabilities						

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	<p>these schools provide education up to the age of 18 years of age. There are two colleges within the District providing education between the ages of 16-18 and one special education needs school; the Queen Elizabeth II Silver Jubilee School, based in Horsham.</p> <p>Horsham District is broken down into four school planning areas: Billingshurst, Horsham East, Horsham West and Steyning/Storrington. Whilst the majority of schools falling within these areas are located within the District of Horsham, there are a number of schools that are located in other planning authority areas – specifically Chichester District and the South Downs National Park Authority area. Some pupils may therefore attend schools located outside of Horsham District. This document may contain some references to schools within other local authority administrative boundaries.</p>
Planned Provision	<p>There are a number of existing strategic scale developments in Horsham District where new schools are to be provided. The <i>Planning for School Places 2019</i> document produced by WSCC provides information on the expansion of existing schools in the District and an update on the delivery of new education facilities in the District as a result of strategic scale housing development. It should be noted, that this information is a snapshot in time and does not guarantee that the planned provision will be completed within the anticipated timescales set out within the WSCC document.</p>
Sources of Funding	<ul style="list-style-type: none"> • Developer contributions (CIL, S106) • Funding from the Education and Skills Funding Agency (ESFA) • West Sussex County Council
Key Issues	<p>According to WSCC, pupil numbers are rising and are likely to continue to do so across the county as a result of population and demographic changes along with the timing, size, tenure and location of new housing. Large scale, strategic development coming forward in the Local Plan will require new and expanded education facilities, and smaller developments will require enhancements to existing facilities.</p> <p>The County Council has stated that new primary education should be located within housing developments that are large enough to accommodate their own provision. A more peripheral site may be acceptable for secondary school provision, however the principles of sustainable development should be applied to both primary and secondary school planning. Where additional school places are required as a consequence of development the developer and/or landowner will be expected to make financial contributions in the form of planning obligations. Any new school sites should be provided, fully serviced and free of charge, by developers.</p> <p>An Alternative Provision (AP)/Pupil Referral Unit (PRU) facility, including land, may be required in the Horsham District within the plan period, the location of which will be determined by the spatial strategy of the development over that time. This AP facility would require contributions from developers (CIL or S106) alongside an allocation of land for the facility.</p>

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2.3 Health and Social Care

2.3.1 Health: Primary Care	
Lead Organisation(s)	<ul style="list-style-type: none"> West Sussex Clinical Commissioning Group (CCG) – formally Horsham and Mid Sussex CCG, Coastal West Sussex CCG and Crawley CCG Sussex and Surrey Healthcare NHS Trust (SASH)
Evidence / Sources of Information	<ul style="list-style-type: none"> Sussex Community NHS Foundation Trust Sussex and Surrey Healthcare Trust (SASH) Horsham & Mid Sussex CCG Coastal West Sussex CCG Horsham and Mid Sussex CCG Annual Report and Accounts 2017/18 Coastal West Sussex CCG Local Estates Strategy 2018 Commissioning Better Outcomes for West Sussex: A Commissioning Strategy for WSCC
Current Provision	<p>Healthcare across the District is delivered primarily by NHS England and the Clinical Commissioning Groups (CCGs), who commission Trusts to provide certain services and facilities. Care is delivered both at primary level, within communities, through GP surgeries and dentists and at the secondary (acute) care level. Within the District this secondary care is delivered through the Horsham In and Out Patient services, provided by the Surrey and Sussex Healthcare NHS Trust (SASH). Residents are also served by acute care facilities outside the District, including East Surrey Hospital in Redhill, also managed by SASH.</p> <p>Sussex Community NHS Foundation Trust provide community-based care services such as immunisations, health visitors, and specialist clinics which are usually delivered in association with established community facilities, such as GP surgeries. Care is delivered in line with the plans of the CCGs. In the south east the CCGs have formed, in association with other organisations, the Sussex and East Surrey Sustainability and Transformation Partnership (STP) to enable a more standardised and consistent interpretation of health needs and outcomes across the area.</p> <p>Any dental treatment that is classified as clinically necessary can be accessed through the NHS and dental services in the District are commissioned by CCGs. Other optional or cosmetic treatments may be offered by the same dentist or orthodontist but will not be available on the NHS.</p>

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Planned Provision	<p>There are plans for the three CCGs which cover West Sussex – Coastal West Sussex, Horsham and Mid Sussex and Crawley – to merge into a single CCG covering a population of approximately 855,000 people. The boundaries of which will match the footprint of the associated local authority, West Sussex County Council and it is envisaged that this will allow a greater co-operation and integration between the organisations.</p> <p>There are plans, notwithstanding any workforce and estate issues, to relocate services around the south east in order to continue to offer the level of health care required, with a smaller estate footprint. There are also plans to tackle existing and future labour supply issues upskilling and retraining existing staff and encouraging GPs to specialise in community-based services.</p>
Sources of Funding	<ul style="list-style-type: none"> • Central government funding • Developer contributions (CIL, S106)
Key Issues	<p>Future growth across the District is likely to have an impact on NHS capacity and demand on NHS services, particularly locally for primary care services. Growth of a small settlement, or a new settlement may not necessary justify, for example, a new GP surgery. However there are instances where growth can help sustain an existing service, or justify an increase in the specialist services at a nearby hub.</p> <p>Changes in the way the CCGs which cover the District are managed and structured signal to an intensification and enhancement of existing facilities and services being required in the first instance to support development. While new facilities may not be built or staffed, funding will still be required for improvements to estates in order to increase capacity. In a new development, pharmacy provision and space within a community facility which could support a range of primary care services depending on the needs of the local community, for example, may be more appropriate.</p>

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2.3.2 Health: Acute care and general hospitals	
Lead Organisation(s)	West Sussex Clinical Commissioning Group (CCG) – formally Horsham and Mid Sussex CCG, Coastal West Sussex CCG and Crawley CCG
Evidence / Sources of Information	<ul style="list-style-type: none"> • Sussex Community NHS Foundation Trust • Sussex and Surrey Healthcare Trust (SASH) • Horsham & Mid Sussex CCG • Coastal West Sussex CCG
Current Provision	<p>Horsham District residents have a choice of acute care facilities and general hospitals available to them, although all but one of these are outside the District. They are:</p> <ul style="list-style-type: none"> • *Horsham Hospital, Hurst Road • *Crawley Hospital, Crawley • East Surrey Hospital, Redhill • Princess Royal Hospital, Haywards Heath • St Richards Hospital, Chichester • Royal Sussex County Hospital, Brighton • Worthing Hospital, Worthing <p><i>* Limited services, such as minor injuries, some in- and out-patient clinics and maternity services</i></p> <p>Anecdotally, following conversations with SASH, and based on travel times, residents at the north of the District are likely to attend East Surrey whereas those south of Cowfold and east of Pulborough are more likely to use Haywards Heath, Brighton or Worthing hospitals.</p>
Planned Provision	<p>In order to address ongoing staffing issues, SASH will be recruiting in the region of 600 staff from overseas. There are issues around accommodation and housing for these staff, particularly among lower paid employees for whom affordability in the area is an issue.</p> <p>There is the potential for developers and NHS bodies to work together when creating new communities to ensure the need to plan for healthy communities is addressed at the earliest stage. Equally important is local authorities and healthcare bodies working together to develop policies which promote healthy communities within new developments. Currently CCGs set the budgets and direction of Trusts, however an Integrated Care System (ICS) is being developed, which brings together representatives from each healthcare organisation within an area to agree health outcomes and how their budget is used.</p>
Sources of Funding	<ul style="list-style-type: none"> • Developer contributions (CIL, S106) • Central government funding

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Key Issues	<p>As well as population increases, Horsham District has an ageing population which is likely to put a strain on services across the District, with the population aged 65 and over set to increase by 30% by 2025 and 85 and over by 50% (<i>Source: ONS (2014), population projections for local authorities</i>).</p> <p>There is no access to a general hospital or A&E within the District, with residents travelling to Redhill, Worthing, Brighton, Chichester or Haywards Heath – the choice of hospital will vary depending on location in the District.</p> <p>There is currently a high and increasing level of A&E attendance in the area (made up of patients accessing the department via the ambulance service or as walk-ins) and this signals to insufficient GP and minor injuries provision.</p>
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2.4 Community and Sports Facilities

2.4.1 Community and Sports Facilities: Outdoor sport and recreation including children's play space	
Lead Organisation(s)	<ul style="list-style-type: none"> • Horsham District Council • Parish and Neighbourhood Councils • Developers/site management organisations • Sports and leisure clubs
Evidence / Sources of Information	<ul style="list-style-type: none"> • Horsham District Council Sport, Open Space and Recreation Assessment (2014) (and subsequent informal guidance and/or update) • Sport and Physical Activity Strategy 2016-2031 • Horsham District Council Play Strategy 2017-2027 • Sports England Active Places Power Tool (and Sports Facility Calculator) • Horsham District Council Built Sports Facility Strategy 2019 • Horsham District Council Playing Pitch Strategy 2019 • Local Football Facility Plan (Football Foundation) 2019
Current Provision	<p>There are relatively high levels of activity in the District, with 62.4% of adults undertaking at least 150 minutes of physical activity a week (national average of 55.6%) and 41.1% of adults taking part in organised sport (national average of 33.6%). The District's athletics and cycling participation are significantly higher than the regional averages (9.6% versus 6.7% and 12.4% versus 8.1% respectively).</p>

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	<p>Pitch sports in the Horsham District depend on public sector provision, particularly local parks and recreation grounds. It is, therefore, important to ensure these are maintained and designed to accommodate multi-functional uses.</p> <p>There are currently six sand-based Artificial Turf Pitches (ATPs) in the District, in Billingshurst, Horsham, Broadbridge Heath and Steyning, with most of the District having reasonable access to these facilities. Far fewer residents have access to a “3G” pitch and this is outside the District, in Crawley.</p> <p>There are two artificial athletics tracks in Horsham; one Pay and Play synthetic six-lane track at Broadbridge Heath, alongside an indoor training facility. The second is a private, outdoor eight-lane track at the private Rikkyo School in Rudgwick. It is understood that the track at Broadbridge Heath is due to be relocated and expanded to an eight-lane track.</p> <p>The District has 22 outdoor tennis courts which are run as Pay and Play facilities in addition to being used by clubs. There are also 28 Multi-Use Games Areas (MUGAs) which can be used for tennis, among other sports, and a further 58 MUGA-type facilities within parks across the District. These are of varying quality and may require updating.</p> <p>52 children’s play areas across the District are managed by Horsham District Council, with others managed by either Parish Councils or privately.</p>
Planned Provision	<p>Updates and improvements to play areas in Rudgwick, Holbrook West and Horsham Park are currently under, or awaiting, consultation with the Council aiming to renew at least four areas a year.</p> <p>An update to the Sport, Open Space and Recreation Assessment is programmed for 2020 and outputs from this will feed into future iterations of the IDP.</p> <p>The strategic development at North Horsham is expected to deliver a sports hub, playing fields, leisure facilities, public open space and play parks as well as any outdoor sports facilities associated with the school.</p> <p>Any strategic scale sites recommended for allocation through the Local Plan review process will be expected to provide on-site community and sports facilities and/or provide enhancements to existing local facilities to meet generated demand.</p>
Sources of Funding	<ul style="list-style-type: none"> • Developer contributions (CIL, S106, on-site managed provision) • External grants, accessed through local community groups (play areas) • Central government grants/funding • Grants from sport governing bodies and/or Sports England

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Key Issues	<p>In order to ensure the District's facilities are adequately adapted to climate change, and to allow for the best possible use of space, lower maintenance costs and maximum facility-availability the Horsham District Council Sport, Open Space and Recreation Assessment (2014) highlights the need for at least five "3G" artificial turf pitches (ATPs). These can be used primarily for football and rugby training. Any resurfacing of existing ATP pitches should consider the use of a "3G" surface. A district-wide need for a hockey pitch has been identified with Horsham Hockey Club requiring facilities that provide a 3G pitch, a training pitch and a club house.</p> <p>Some facilities, such as children's play space, local recreation area and multifunctional green space, should be delivered alongside new development to ensure sufficient capacity to meet the demand generated by the scheme. It may be appropriate for other provision, such as youth facilities, to be delivered through developer contributions towards off-site schemes.</p> <p>In order to compete with nearby eight-lane athletics facilities in Crawley the District requires its own eight-lane athletics track with associated space for field events. This may be addressed by the relocation of the Broadbridge Heath track.</p> <p>New development will generate its own requirement for play space for children, consequently this should be delivered alongside any new development schemes and in line with local policy. Currently 13.3% of children in Year Six within the Horsham District are obese (versus a national average of 19.1%).</p>
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2.4.2 Community and Sports Facilities: Indoor sports facilities	
Lead Organisation(s)	<ul style="list-style-type: none"> • Horsham District Council • Parish and Neighbourhood Councils • Developers/site management organisations • Private gym/fitness providers
Evidence / Sources of Information	<ul style="list-style-type: none"> • Horsham District Council Sport, Open Space and Recreation Assessment (2014) (and subsequent update once finalised) • Sport and Physical Activity Strategy 2016-2031 • Sports England Active Places Power Tool (and Sports Facility Calculator) • Horsham District Council Built Sports Facility Strategy 2019 • Horsham District Council Playing Pitch Strategy 2019
Current Provision	<p>Swimming and going to the gym are the most popular sporting activities for adults in the Horsham District, with around 13% of adults participating at least once a month.</p> <p>There are at least 698 fitness stations in the District , across 25 sites all of which require membership or payment on a Pay and Play basis. There are currently considered to be sufficient health and fitness facilities to accommodate future demand with any unmet demand likely to be met by the private sector, which tends to be more popular and retain more loyal users than public facilities. Commercial fitness facilities are comparable in cost with Horsham District Council's facilities. The new Bridge Leisure Centre at Broadbridge Heath has a gym, sports hall and studio space including a cycling studio. There is also specialist provision for children, including a climbing wall. The Horsham District Council Sport and Physical Activity Strategy (2016-2031) set a target of an 18% increase in attendance at Council-owned leisure facilities by 2020, and the Bridge Leisure Centre was a key action in order to meet this.</p> <p>Similarly, the existing supply of sports halls and swimming pools is sufficient for the current population. There are 22 swimming pools in the District, including hydrotherapy facilities, school pools and a pool at Horsham Hospital and Horsham Aquatic Centre. Three pools in the district are provided by Horsham District Council and have moveable floors which give flexibility in terms of use and capacity. 15 of these pools are available for community use (as opposed to private use only) and five of these have Pay and Play access. The main Horsham town pool, Pavilions in the Park, is of good quality having been renovated in 2014. The age of the main structure means refurbishment or eventual replacement will need to be considered. Many of the pools in the District were built in the 1970s, therefore update and rebuilding may be required over time.</p>

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	<p>The District benefits from an indoor training facility in Broadbridge Heath, known as The Tube, which acts as a regional specialist training facility.</p> <p>Tennis clubs have reported a decline in membership over recent years. The District has no purpose-built indoor tennis courts, however MUGAs do help to meet the current demand for courts.</p> <p>There are skateparks around the District, in Billingshurst, Henfield, Southwater and other villages. The largest is located in Horsham Park and is managed by Horsham District Council. The facility is open during daylight hours in the summer and floodlit until 11pm in the winter.</p>
Planned Provision	<p>The strategic development at North Horsham is expected to deliver a sports hub with indoor facilities as well as sports facilities associated with the school.</p> <p>Any strategic scale sites recommended for allocation through the Local Plan review process will be expected to provide on-site community and sports facilities and/or provide enhancements to existing local facilities to meet generated demand.</p>
Sources of Funding	<ul style="list-style-type: none"> • Developer contributions (CIL, S106, provision of land, on-site managed provision) • External grants, accessed through local community groups • Central government grants/funding • Grants from sport governing bodies and/or Sports England
Key Issues	<p>Parish Councils have been encouraged to identify any unmet need for community facilities such as halls or community centres, or existing facilities which would benefit from maintenance or enhancement, with a view to the proportion of CIL paid to Parishes being directed towards these improvements. It should be noted that this is distinct from the proportion of CIL collected by Horsham District Council for the provision of infrastructure.</p> <p>There is a district-wide requirement for a dedicated gymnastics facility with a sprung floor. The location of a new facility would be best suited in the Horsham town area or south east of the district.</p>

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2.4.3 Community and Sports Facilities: Local halls and neighbourhood halls	
Lead Organisation(s)	<ul style="list-style-type: none"> • Horsham District Council • Parish and Neighbourhood Councils • Developer/site management organisations • Church/Faith groups
Evidence / Sources of Information	<ul style="list-style-type: none"> • Horsham District Council Sport, Open Space and Recreation Assessment (2014) (and subsequent update once finalised) • Sport and Physical Activity Strategy 2016-2031 • Horsham District Council Built Sports Facility Strategy 2019
Current Provision	<p>There are 22 local, village or neighbourhood halls in Horsham District, as well as approximately 80 informal halls and community spaces.</p> <p>The Horsham Sport, Open Space and Recreation Assessment considers the provision of “rural” and “town” halls distinctly from one another, reflecting the breadth of the District community they serve, how these are managed and maintained (i.e. by paid staff or volunteers) and constraints in terms of age and size.</p>
Planned Provision	Any strategic scale sites recommended for allocation through the Local Plan review process will be expected to provide on-site community facilities and/or provide enhancements to existing local facilities to meet generated demand.
Sources of Funding	<ul style="list-style-type: none"> • West Sussex County Council • Developer contributions (CIL, S106, provision of land, on-site managed provision)
Key Issues	Many of the halls across the District, particularly rural halls which do not serve residents from outside the area or settlement, are old and in need of maintenance and improvements to make them fully fit for purpose. New halls should be designed with a wide range of activities and users in mind, with multiple rooms of varying sizes, kitchens and fully accessible toilet facilities. New development is likely to impact existing, local communities and will be expected to contribute to the enhancement of existing facilities, or their replacement where appropriate, to reflect the increased demand new residential units will place on community halls. The standard and quality following improvements should, at a minimum, reflect the current level of provision per person.

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2.4.3 Community and Sports Facilities: Libraries	
Lead Organisation(s)	<ul style="list-style-type: none"> West Sussex County Council
Evidence / Sources of Information	<ul style="list-style-type: none"> West Sussex County Council
Current Provision	<p>Anyone who lives, works or studies within the County can join a library and borrow items using a library card. This service is provided free of charge.</p> <p>The County Council provides library services in custom built facilities or within space allocated in community facilities. Stock is also available in the form of an e-Library service which gives users remote access to a selection of eBooks, eMagazines and eNewspapers. Until recently the Community Mobile 2 library service travelled across the District, based out of Horsham, however due to mechanical issues with the vehicles this service has been suspended.</p> <p>There are currently libraries in the following locations across Horsham District:</p> <ul style="list-style-type: none"> Horsham Billingshurst Henfield Pulborough Southwater Storrington Steyning
Planned Provision	<p>The strategic development North of Horsham is expected to provide library facilities to meet the needs of local residents, potentially being provided within the community hub.</p> <p>Any strategic scale sites recommended for allocation through the Local Plan review process will be expected to provide on-site library facilities and/or provide enhancements to existing local facilities to meet generated demand.</p>
Sources of Funding	<ul style="list-style-type: none"> West Sussex County Council Developer contributions (CIL, S106)
Key Issues	<p>New development is likely to increase the volume at which library resources are used. While an increase in use helps to increase the viability of the relevant facility, lack of corresponding funding increases and investment may threaten their future given that the service is free at the point of use.</p>

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	<p>Smaller development may not be at a scale to justify a new facility, but developer contributions to a nearby facility may be required. Where expansion of the closest facility is not possible it may be more appropriate for contributions to go to a larger library nearby.</p> <p>Similarly, development which is particularly rural or isolated from existing larger settlements should offer facilities as part of the scheme.</p>
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2.4.4 Community and Sports Facilities: Cemeteries	
Lead Organisation(s)	<ul style="list-style-type: none"> Horsham District Council
Evidence / Sources of Information	<ul style="list-style-type: none"> Horsham District Council Cemeteries Manager
Current Provision	<p>There is currently a 14 year supply of burial land in the District. Horsham District Council run and maintain three cemeteries; Hills Cemetery (principal cemetery), Roffey Cemetery and Denne Road Cemetery (now closed).</p> <p>Additional space has been provided at Hills Cemetery recently, however there is no longer capacity at Roffey Cemetery for new plots and Denne Road cemetery is now closed.</p> <p>There is no crematorium in the District, with the nearest facilities in either Worthing, Chichester or Crawley.</p>
Planned Provision	<p>As part of the strategic allocation at Land North of Horsham a new cemetery will be delivered. 10ha of land has been safeguarded for this under the outline planning application. This will take the supply of burial land to over 100 years, therefore assuming this provision comes forward there will be no need for further burial land in the District for the foreseeable future.</p>
Sources of Funding	<ul style="list-style-type: none"> Charges for burial plots and memorials Developer contributions (CIL, S106)
Key Issues	<p>Future provision of burial land requires the proposal for a new cemetery at Land North of Horsham to come forward. If this does not come forward, or if this is delayed beyond 7/8 years, additional facilities will be required.</p> <p>A lodge house, in order to discourage vandalism, should be required for any new cemetery in the District.</p>

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2.4.5 Community and Sports Facilities: Allotments	
Lead Organisation(s)	<ul style="list-style-type: none"> • Horsham District Council • Parish and Neighbourhood Councils • Developers/site management organisations
Evidence / Sources of Information	<ul style="list-style-type: none"> • Horsham District Council Sport, Open Space and Recreation Assessment (2014) (and subsequent update once finalised) • Horsham District Council's Community & Culture Department
Current Provision	<p>There are currently 11 allotments within Horsham town itself and more across the District. Most of those in the town can be leased from Horsham District Council or Parish Councils and are run by allotment societies. Allotments outside Horsham town are managed either by Parish Councils, or privately. Most allotment site have vacant plots.</p> <p>In addition, there is a Community Allotment scheme based at the Chesworth allotment site.</p> <p>Horsham allotments:</p> <ul style="list-style-type: none"> • Amberley Road • Arun Way/Chesworth • Beech Road • Blunts Way • Bennetts Road • Clarence Road • Depot Road • Guildford Road • Harwood Road • Rusper Road • Redford Avenue <p>Village allotments:</p> <ul style="list-style-type: none"> • Ashington (Broadbridge Farm) • Billingshurst • Coldwaltham • Cowfold

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	<ul style="list-style-type: none"> • Pulborough New Place • Pulborough Stopham • Storrington Monastery Lane • Storrington Ravenscroft • Southwater Eastends Lane • Upper Beeding • Warnham • Washington • West Chiltington Haglands Lane • Wiston
Planned Provision	Any strategic scale sites recommended for allocation through the Local Plan review process will be expected to provide on-site allotment facilities and/or provide enhancements to existing local facilities to meet generated demand.
Sources of Funding	<ul style="list-style-type: none"> • Developer contributions (CIL, S106)
Key Issues	<p>There is a lack of allotment provision across the District and therefore the Council are committed, where appropriate, to require development to contribute to additional allotment provision.</p> <p>Redevelopment of existing allotments will require the equivalent provision in a suitable location.</p>

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2.5 Green Infrastructure

2.5.1 Green Infrastructure: Flood defence and flood management, including SuDS	
Lead Organisation(s)	<ul style="list-style-type: none"> • West Sussex County Council • Environment Agency • Horsham District Council
Evidence / Sources of Information	<ul style="list-style-type: none"> • Horsham Strategic Flood Risk Assessment (SFRA) Update November 2019 • West Sussex LLFA Policy for the Management of Surface Water 2018 • River Adur Catchment Flood Management Plan 2009
Current Provision	<p>There are no Areas Benefitting from Defences (ABD) in Horsham District (defined as areas where defences are designed to protect against a 1 in 100 annual probability). The Level 1 SFRA 2019 highlights the following areas of the District which are dependent on flood defences:</p> <ul style="list-style-type: none"> • Raised embankments on the River Arun downstream of Pallingham lock • 150m Flood defence wall along River Arun in Pulborough • Raised embankments on western and eastern branches of River Arun up to upstream of Partridge Green <p>According to the SFRA, approximately 91% of the Horsham District within the Arun and Adur catchments falls within Flood Zone 1, with a low probability of flooding from rivers (fluvial). 6% is within Flood Zone 2 (medium probability) and 5% in Flood Zone 3 (high probability).</p> <p>Flood zones in the north east of the District (around Horsham town and the surrounding villages) are affected by the River Arun, whereas the River Adur's flood zones affect the south east of the District, including the parishes of Henfield, Steyning, Bramber and Upper Beeding.</p> <p>West Sussex County Council is the Lead Local Flood Authority for the District. The Local Flood Risk Management Strategy is produced to manage flood risk across the area. The vast majority of properties in the District are not identified as being at risk from flooding. The document identifies six 'wet spots' in the District – areas where existing properties are at risk from flooding. These areas do not cover the entire extent of the settlement or parish. These are:</p>

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Table 5: WSCC 'Wet Spots' in Horsham District

Wet Spot Area	Surface Water Flood Risk	River and Sea Flood Risk
Billingshurst	Y	Y
Bramber and Upper Beeding	Y	Y
Horsham	Y	N
Pulborough	Y	N
Southwater	Y	N
Storrington	Y	N

The highest flood risk comes from surface water flooding. The risk is predominantly from surface water flooding as a result of heavy rainfall. All six wet spots are drained by the urban sewer network (which are maintained routinely but also reactively when necessary) and by the river network.

Flooding may occur as a result of excess surface water run-off where drainage is inhibited and, to some extent, from excess from local watercourses. Serious flooding would be caused by very high rainfall events. WSCC's Policy for Management of Surface Water document states that any drainage strategy for new development must take account of any Surface Water Management Plan (SWMP) where the site is covered by one. Horsham District is not currently covered by any SWMPs.

There are two Catchment Flood Management Plans (CFMPs) in the District – one for the Adur, one for the Arun. The Adur CFMP places most of the Horsham District under Policy 6, relating to areas of low to moderate flood risk. Action is targeted on locations where water storage or run-off management will provide either environmental benefits or improve flood risk locally or overall. Steyning and Upper Beeding are the only exceptions to this policy. This area is covered by Policy 3, which relates to areas where flood risk is currently being managed effectively. Action here is focused on improving new flood risks as they emerge.

There are 19 rivers and watercourses in the District which fall within the river catchments of the Adur or the Arun.

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	The SFRA highlights the importance of taking into account the susceptibility of areas currently at risk of flooding to more frequent and severe flooding as the effects of climate change are felt. It will also be necessary to consider whether the areas at risk of flooding will increase in area over time, as a result of climate change.												
Planned Provision	<p>New provision preventing flooding both on and off site is dealt with during the masterplanning and design stage and should take account of the likely specific impacts of the development itself.</p> <p>Structures and defences along tidal areas of the rivers Arun and Adur are owned and maintained by either the Environment Agency (EA) or privately.</p>												
Sources of Funding	<ul style="list-style-type: none"> Central government funding (Defra) Developer contributions (CIL, S106) 												
Key Issues	<p>All major development (10 or more dwellings or 1,000sqm of floorspace) is required to ensure there is no increase in surface water run off as a result of the development. Individual development should discharge surface water run-off firstly back into the ground, or into a surface water body and then into a sewer.</p> <p>The following table indicates the spatial risk of flooding in the District.</p> <p><i>Table 6: Spatial risk of flooding in the District (taken from Level 1 SFRA 2019)</i></p> <table> <tr> <th>Flood Risk Source</th><th>Areas at Principal Risk</th></tr> <tr> <td>Fluvial/Tidal</td><td>Horsham town and the surrounding villages, Pulborough, Upper Beeding and Bramber.</td></tr> <tr> <td>Surface</td><td>Horsham, Pulborough, Storrington, Southwater, Bramber & Upper Beeding and Billingshurst</td></tr> <tr> <td>Sewers</td><td>Rudgwick, Southwater and Pulborough</td></tr> <tr> <td>Groundwater</td><td>Bramber, Upper Beeding and Pulborough</td></tr> <tr> <td>Artificial Sources</td><td>No significant urban area</td></tr> </table>	Flood Risk Source	Areas at Principal Risk	Fluvial/Tidal	Horsham town and the surrounding villages, Pulborough, Upper Beeding and Bramber.	Surface	Horsham, Pulborough, Storrington, Southwater, Bramber & Upper Beeding and Billingshurst	Sewers	Rudgwick, Southwater and Pulborough	Groundwater	Bramber, Upper Beeding and Pulborough	Artificial Sources	No significant urban area
Flood Risk Source	Areas at Principal Risk												
Fluvial/Tidal	Horsham town and the surrounding villages, Pulborough, Upper Beeding and Bramber.												
Surface	Horsham, Pulborough, Storrington, Southwater, Bramber & Upper Beeding and Billingshurst												
Sewers	Rudgwick, Southwater and Pulborough												
Groundwater	Bramber, Upper Beeding and Pulborough												
Artificial Sources	No significant urban area												

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2.5.2 Green Infrastructure: Open spaces and parks	
Lead Organisation(s)	<ul style="list-style-type: none"> • West Sussex County Council • High Weald Area of Outstanding Natural Beauty (AONB) • South Downs National Park Authority • Sussex Wildlife Trust
Evidence / Sources of Information	<ul style="list-style-type: none"> • Horsham District Council Green Space Strategy 2013-2023 • High Weald AONB Management Plan 2019-2024 • Horsham District Council Green Infrastructure Study 2014 • Horsham District Council Green Space Strategy 2013-2023
Current Provision	<p>As well as offering leisure and recreation benefits, open space and parks can provide a valuable resource for those who are less likely to participate in formal, organised physical activities.</p> <p>The Council offers a Health Walks programme which is aimed at both those with long term health conditions or those looking for longer, more strenuous routes. Many of these walks make use of the District's parks and open spaces.</p> <p>As well as an area of Area of Outstanding Natural Beauty (AONB), and a designation within (and easy access to) the South Downs National Park, there are three major parks in the District; Horsham Park, Southwater Country Park and Warnham Local Nature Reserve. The following open spaces are also available to the public:</p> <ul style="list-style-type: none"> • Chesworth Farm • Leechpool and Owlbeech Woods • Garden of Remembrance and Mill Bay, Horsham • Sandgate Park, Storrington • Meadowside Storrington • Henfield Common <p>There are also a number of walking routes across the District and smaller informal areas of open space. Parish Councils can adopt their own green spaces if the land is identified as serving the local community.</p> <p>Public Rights of Way also form an important part of the District's Green Infrastructure and are covered in more detail in section 2.1.4 Transport: Cycling, Walking and Equestrian Routes</p>
Planned Provision	<p>In 2019 Horsham District Council and Sussex Wildlife Trust agreed a five year partnership under the Wilder Horsham District project. The aim of the project, alongside the Council's Corporate Plan, is to create a network of green spaces</p>

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	and corridors across the District which will benefit the District ecology's resilience to climate change while increasing awareness of how communities can improve their local natural environments.
Sources of Funding	<ul style="list-style-type: none">• Developer contributions (CIL, S106)• Environmental stewardship• Grant funding (e.g. National Lottery)
Key Issues	Development in the District should make use of the existing public rights of way, incorporating these into schemes in order to contribute to the sustainability (both in isolation and cumulatively) of the development.

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2.6 Emergency Services

2.6.1 Emergency Services: Ambulance Service	
Lead Organisation(s)	<ul style="list-style-type: none"> Sussex East Coast Ambulance Service (SECamb)
Evidence / Sources of Information	<ul style="list-style-type: none"> Meetings with South East Coast Ambulance Service South East Coast Ambulance Service Five Year Strategic Plan 2017-2022 South East Coast Ambulance Service Annual Report 2017/2018 South East Coast Ambulance Trust Delivery Plan 2017-2019 Demand and Capacity Review of South East Coast Ambulance Service NHS Foundation Trust Final Summary Report August 2018
Current Provision	<p>The District's Ambulance service is provided by South East Coast Ambulance Service (SECamb), which forms part of the NHS Foundation Trust. SECamb covers the area around Horsham and Crawley as well as other Districts across West Sussex, Brighton and Hove, East Sussex, Kent, Surrey and North East Hampshire.</p> <p>In 2016 Horsham, Crawley, East Grinstead and Horley ambulance stations combined to form a new Make Ready Centre (MRC) in Manor Royal, near Gatwick – one large, purpose-built facility where operatives can clean, restock and prepare vehicles, ready for paramedics to take out. The Gatwick MRC is one of 10 operating units across the SECamb network and is also one of the largest with around 140 A&E staff working on site. Alongside MRCs are Ambulance Community Response Posts (ACRPs); small units, sometimes shared with GP surgeries or fire stations, where ambulance crews can be sent during their shift in order to provide cover for an area. The Horsham ACRP for the Manor Royal site is based on Hurst Road, Horsham.</p> <p>Calls to SECamb are categorised, based on their acuity, from C1 (most critical) to C4. The Trust is currently meeting target response times for C1 and C2 calls, but not meeting targets for C3 and C4 calls.</p> <p>The Trust has successful Community First Responder (CFR) schemes running in communities across the District, made up of volunteers trained to attend certain emergency calls in the areas where they live and work and to provide emergency care and reassurance before an ambulance arrives. The CFR network is particularly important to communities in rural locations where response times can be longer. A new CFR team requires at least 2 CFRs, who are trained, initially, by SECamb who also provide equipment and a mobile phone. New CFRs are provided with uniforms and an AED (Automated External Defibrillator) by the CFR team.</p>

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Planned Provision	<p>The service is in the process of increasing its workforce and resources under a Service Transformation and Delivery Plan, which has already commenced and will run until 2021, following significant investment by commissioners.</p> <p>Improvements to the service as part of the 2019-2021 plan focus on increasing operational staff across the Trust; increasing the numbers of Double Crewed Ambulances (DCAs); and developing the existing network of Community First Responders.</p> <p>The new plans for areas covered by the Gatwick MRC will commence in April 2019 and replace those which have been in place since 2016. These areas will see a 20% increase in front line operational staff numbers by April 2021. Resources on site will increase the peak number of DCAs from 12 to 17 and these DCAs will continue to be supported by Team Leaders and Specialist Paramedics. Non-emergency response vehicles have been re-introduced, which can respond to lower acuity patients who have already been assessed by healthcare professionals.</p> <p>The Trust's CFR schemes will also be expanded thanks to the clinical training facilities available at the Gatwick MRC.</p> <p>These plans have been based on current demand, therefore housing development and population increase in the area will result in further demand which would need to be addressed.</p>
Sources of Funding	<ul style="list-style-type: none"> • PAD (Public Access Defibrillator) sites often use shared funding within local communities. Ongoing maintenance is shared between the CFR teams and other local community groups, including Parish Councils. • Charitable donations • Developer contributions (CIL, S106)
Key Issues	<p>Public Access Defibrillators are known to save lives and should be available within local communities and in places where significant numbers of people gather, such as community centres. There are initial set up costs associated with AEDs as well as on-going costs for maintenance (i.e. replacement batteries and pads). The cost of providing uniform and equipment for new or expanding CFR teams are normally met by the CFR team or with charitable donations.</p> <p>Recent ambulance station closures and centralisation of their resources mean there are areas in the District with a high number of 999 calls with no ambulance station. In these areas there is a requirement for Ambulance Community Response Posts (ACRPs). It is likely that the North East of Henfield (Mayfield) proposal, if it were to go ahead, would require an ACRP. Similarly, the ACRP at Billingshurst may require expansion and enhancement or, alternatively, a purpose-built replacement facility.</p>

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2.6.2 Emergency Service: Fire and Rescue Service	
Lead Organisation(s)	<ul style="list-style-type: none"> West Sussex Fire and Rescue Service
Evidence / Sources of Information	<ul style="list-style-type: none"> West Sussex County Council Fire and Rescue Integrated Risk Management Plan 2018-2022 West Sussex Fire and Rescue Service Annual Report 2017/18 West Sussex Fire and Rescue Annual Statement of Assurance 2017-18
Current Provision	<p>West Sussex Fire and Rescue Service (WSFRS) covers a wide area, including Horsham, Bognor Regis, Crawley and Gatwick Airport as well as part of the South Downs National Park. They serve just over 840,000 people in both urban and rural areas. Their headquarters, shared with West Sussex County Council, are in Chichester.</p> <p>As well as responding to emergency calls, the service raises awareness on how to prevent fires and other emergency incidents through education, protection and prevention activities.</p> <p>Service standards measure the time taken to respond to critical fires. Special services and resources are mobilised via the Sussex Control Centre with further resources requested by responding officers if required. Performance is, therefore, directly linked to the number of officers and vehicles available to respond.</p> <p>Although the WSFRS has strategically located fire stations, the capacity of these stations can vary and crews work flexibly, attending incidents some distance away from their assigned fire station where necessary.</p>
Planned Provision	<p>WSFRS is taking steps to improve the recruitment levels of retained firefighters by introducing retained liaison officers as well as reviewing working arrangements and opportunities for staff. This will improve response times across the District but particularly in rural areas, where on-call engines are often the closest to the incident.</p> <p>The One Public Estate programme is a national initiative which encourages public sector services to share land and buildings. As part of the programme, it is understood that WSFRS plans to deliver a combined emergency response centre which will provide operational and training facilities for the Fire Service and Sussex Police.</p> <p>As part of the Service's strategy for the period 2018-2022 it plans to:</p> <ul style="list-style-type: none"> Develop a safe system to enable fire engines to be crewed with fewer than the current four firefighters, where necessary; and Provide enhanced firefighting equipment, including smaller fire engines as part of a more modern and sustainable fleet

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Sources of Funding	<ul style="list-style-type: none"> • Council Tax • Central government funding • Developer Contributions (CIL, S106)
Key Issues	<p>WSFRS is staffed by both whole time and retained (on-call) firefighters. Retained staff provide 27 of the 35 fire engines across the whole of West Sussex, however recruiting sufficient numbers of on-call responders is a challenge and recent recruitment activity has been aligned to the number of firefighters leaving the service.</p> <p>The rural nature of the District can present its own issues as the travel distance to reach emergencies can increase response times.</p> <p>In addition to the increase in emergency incidents that additional housing incurs, there will be further 'Prevention and Protection' activity required, which will increase the demand on WSFRS resources.</p>

2.6.3 Emergency Service: Police Service

Lead Organisation(s)	<ul style="list-style-type: none"> • Sussex Police
Evidence / Sources of Information	<ul style="list-style-type: none"> • Meetings with Sussex Police • Sussex Police & Crime Plan 2017/21 • Sussex PCC Medium Term Financial Strategy 2018 • Sussex Police: Operational Delivery Plan 2018-2019
Current Provision	<p>Policing in Sussex is split into three divisions. Horsham District falls within the West division alongside Adur and Worthing, Arun, Chichester, Crawley and Mid Sussex. Local Policing is a key element of Sussex Police's approach to keeping communities across the District safe. The Local Policing Model is based around Prevention, Response and Investigation.</p> <p>Across Sussex as a whole there are in the region of 2,600 officers across neighbourhood policing and dedicated District teams, specialist services such as investigations teams and Force-wide teams working across the county, on areas including counter-terrorism or major crime. There are also around 2,200 support staff. Of these two groups, around 85 officers and 114 support staff are dedicated to delivery of policing in the Horsham District.</p> <p>Sussex Police currently own stations in Hurst Road (Horsham), Steyning and Pulborough and also lease an office from WSCC at County Hall in Chichester. There are currently 16 Force-wide vehicles (for example, Forensics and Dogs Section vehicles) and 27 divisional vehicles (i.e. Neighbourhood Patrol vehicles and Local Command) available.</p>

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Planned Provision	<p>Sussex Police is planning to recruit an additional 800 officers over the next five years and a new Horsham station is being considered.</p> <p>Generally speaking, 1000 homes would be enough to trigger a requirement for additional resources which could be anything from a space within a community building to a new police station.</p>
Sources of Funding	<ul style="list-style-type: none"> • Council Tax • Central government funding • Developer contributions (CIL, S106)
Key Issues	<p>In order to avoid placing additional strain on existing officers and support staff, the Police service will always seek to deploy additional staff and infrastructure to deliver services where additional development takes place. Given that policing is a population-based service, an increase in the population inevitably leads to an increase in the demands of the Police. Development at the level proposed in this plan period is significant, in policing terms, and will require additional staffing to ensure a level of policing in line with what is already being provided. The following infrastructure would be required in line with new development:</p> <ul style="list-style-type: none"> • Personal equipment, including radios, protective equipment, uniforms • A range of additional police vehicles • Premises to accommodate staff • Additional Automatic Number Plate Recognition (ANPR) and Closed Circuit Television cameras • Other capital infrastructure such as telephony and specialist equipment (i.e. for use by forensics teams, prisoner detention and transportation). <p>It has been estimated that, based on the current population of the District and recent rates of crimes and other incidents the police service has a duty to respond to, an additional 10,000 new homes, for example, would require in the region of 15 new officers and 20 new support staff.</p> <p>Current national and local funding for Sussex Police is insufficient to increase facilities and staffing levels to support new development. Improvements to capital infrastructure are funded through borrowing, however this does not address staffing, which forms a large portion of the policing budget. For this reason, developer contributions are required in order to fully meet the needs arising from new development.</p>

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	<p>Local and neighbourhood policing is key to successful engagement with communities, solving local problems and building trust, however a proactive and flexible approach is required. There is also an increasing need to work with partner agencies such as social services, health and education and other emergency services.</p> <p>Automatic Number Plate Recognition cameras have proven to be an effective method of investigating local and cross-border crime, gathering evidence and identifying and disrupting criminals. The siting and number of these cameras is directly linked to the location and scale of new development.</p>
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2.7 Utilities and Waste

2.7.1 Utilities and Waste: Electricity supply	
Lead Organisation(s)	<ul style="list-style-type: none"> • Distribution Network Operators <ul style="list-style-type: none"> ○ UK Power Networks (UKPN) ○ Scottish and Southern Electricity Networks (SSEN)
Evidence / Sources of Information	<ul style="list-style-type: none"> • UK Power Networks – Business Plan 2015-2023 • Scottish & Southern Electricity Networks RIIO-T2 Business Plan • SSE plc Annual Report 2019
Current Provision	Distribution Network Operators having a statutory duty to provide an electrical supply to premises across the District. They supply and maintain all cabling and other infrastructure used to carry electricity from the National Grid to the point where it is picked up by individual electricity suppliers.
Planned Provision	The Infrastructure Planning team work within the Asset Management department and manage reinforcements and improvements to the network as well as new connections. Development is generally served by the nearest substation, depending on the scale of the development and existing substation capacity. Developers approach UKPN direct with an application and there is, typically, an 8-12 week turnaround for delivery of the infrastructure. This may vary for very large sites.
Sources of Funding	<ul style="list-style-type: none"> • A new site, particularly one with uncertainty around build out rates and completion, would generally be funded by the developer of the site. • A site which is already underway, or where development is more certain to come forward, would see the cost being shared between the developer and UKPN.
Key Issues	Delivery of 10,000+ new homes would, generally speaking, require the provision of a new electricity substation, which would take approximately 3-5 years to deliver. There is usually capacity within the existing network to supply power to the first phase of homes and other premises being built out in the interim, with the increased capacity available in later phases.

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2.7.2 Utilities and Waste: Gas supply	
Lead Organisation(s)	<ul style="list-style-type: none"> • SGN
Evidence / Sources of Information	<ul style="list-style-type: none"> • SGN RIOO-GD2 Business Plan 2019 • SGN Annual Report & Financial Statements 2018 • SGN Long Term Development Statement 2018 – Network Capacity
Current Provision	<p>SGN is the gas distribution network responsible for providing and maintaining the gas infrastructure network in the District.</p> <p>There is existing gas infrastructure at Horsham, Henfield, Storrington and Washington (Transmission Reduction Stations (TRS)) and Billingshurst and Washington (Pressure Reduction Installations (PRI)).</p> <p>Where reinforcement is required to deliver development SGN will, where possible, provide an interim load which allow a certain number of units to be connected to the gas network before reinforcement work takes place in order to avoid delay to the development. This is dependent on network conditions and capacity at the time of connection.</p> <p>Reinforcement can take between 12 and 18 months, and is only programmed once a connection request has been made to SGN by the developer. Any work required will be programmed in, taking into account the development trajectory, to ensure there will be no supply issues and delays to the development. Delays to development will only occur if there is insufficient capacity in the network to provide an interim supply while reinforcement takes place.</p> <p>Analysis for major development's impact on the gas network is usually only conducted at the higher pressure tier level, whereas more detailed, localised assessment will happen once the scheme's design is known.</p> <p>Periods within which enhancements and reinforcements are planned for delivery:</p> <ul style="list-style-type: none"> • GD1 – 2018- 2021 • GD2 - 2021-2026 • GD3 - 2026 onwards
Planned Provision	<ul style="list-style-type: none"> • Planned MP (Medium Pressure) reinforcement taking place as part of the North of Horsham development
Sources of Funding	<ul style="list-style-type: none"> • Subject to an Economic Test, which evaluates the cost of delivering the infrastructure against the transportation income for SGN a developer contribution may be required towards the cost of reinforcements to the network.
Key Issues	<p>GD3 2026 onwards:</p> <ul style="list-style-type: none"> • If further development were to take place around Ashington, there would be a requirement for further reinforcement to alleviate falling pressure – this would be likely to take place around 2028/29. • Currently there is sufficient capacity at Henfield Transmission Reduction Station (TRS), however, if large-scale development were to take place in that part of the District there would be a requirement for site reinforcement (estimated to take place around 2029/30 if construction starts in 2024).

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	<p>There is capacity for approximately 1,000 dwellings around Billingshurst in the interim, but reinforcement would be required to increase capacity. There is capacity for approximately 100 dwellings between Billingshurst and Pulborough in the interim, but significant reinforcement would be required to increase capacity. Significant reinforcement is required in Southwater, with capacity for approximately 100 dwellings in the interim.</p> <p>There is currently no gas infrastructure in the area surrounding Cowfold.</p> <p>Any development in the area between west of North of Horsham and Adversane would be served by one source which may not have the capacity to supply all sites and would therefore require a rebuild or a completely new station.</p>
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2.7.3 Utilities and Waste: Water supply, wastewater treatment and sewerage	
Lead Organisation(s)	<ul style="list-style-type: none"> • Southern Water • Thames Water
Evidence / Sources of Information	<ul style="list-style-type: none"> • Meetings with Southern Water and Thames Water • Gatwick Sub-Region Water Cycle Study 2011 (update to the Water Cycle Study currently being undertaken) • Southern Water Asset Management Plan 6 • Southern Water Asset Management Plan 7 • Southern Water: Water Resource Management Plan 2020-2070 • Southern Water: Water Resource Management Plan 2015-2040 • Thames Water Asset Management Plan 2015-2020 • Thames Water Asset Management Plan 2020-2025
Current Provision	<p>Southern Water has a statutory duty to supply new developments in the District with water. Any improvements to the water network and increases to capacity will be planned in advance as part of 5 year business plans called Asset Management Plans (AMPs).</p> <p>Thames Water is responsible for wastewater treatment and sewerage for the north-eastern corner of the District, while Southern Water cover the remainder of the District.</p> <p>The 2011 Water Cycle Study identified significant water stress being likely in the northern part of the District and made recommendations to mitigate this, mainly focusing on demand management through promoting efficiency, reducing leakages and, where appropriate, bulk transfer of water from other areas.</p>

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Planned Provision	<p>Whilst it is highly unlikely that new development would not be deliverable because of infrastructure concerns over supply of drinking water or removal of wastewater, there are likely to be considerations around the timescales within which larger scale development in certain areas can be delivered, based on existing capacity and necessary enhancements.</p> <p>The provision of treatment for both wastewater and water supply is met from fixed infrastructure charges per new dwelling which are met by the developer. For new development within its coverage of the District, Thames Water anticipate a three to five year delivery for supply to a large site, with early phases able to make use of the existing network.</p> <p>An update to the Water Cycle Study is underway and will further inform what wastewater requirements there may be in the future.</p> <p>Southern Water's Asset Management Plan 6 (AMP6) ran from 2015 to 2020. AMP7, which runs from 2020-2025, aims to create water resilience and reduce water consumption from 129 litres a day to 120 by 2025 and 140 by 2040 and promote sustainable drainage and soakaways and reduce reliance on sewer systems. Thames Water's AMP promises to invest in further sewage treatment works by 2020.</p>
Sources of Funding	<ul style="list-style-type: none"> • Southern Water and Thames Water investment in infrastructure • Developer contributions (CIL, S106)
Key Issues	<p>New infrastructure must be planned in advance within a 5 year Asset Management Programme period. Failure to anticipate require upgrades to the network will delay development. Further details on the type, level and timing of any new infrastructure is required.</p>

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2.7.4 Utilities and Waste: Waste and recycling							
Lead Organisation(s)	<ul style="list-style-type: none"> West Sussex County Council Horsham District Council 						
Evidence / Sources of Information	<ul style="list-style-type: none"> West Sussex Waste Local Plan 2014 Authority Monitoring Report 2018/19 A Green Future: Our 25 Year Plan to Improve the Environment (HM Government, 2018) Our Waste, Our Resources: A Strategy for England (HM Government, 2018) 						
Current Provision	<p>West Sussex County Council (WSCC) is the Waste Disposal Authority (WDA) for the District and co-ordinates and manages the disposal of municipal solid waste, which includes household waste and some commercial and industrial waste (either directly delivered to landfill or via Waste Transfer Stations) and waste deposited at Household Waste Recycling Sites (HWRS) directly. WSCC currently provide two Household Waste Recycling Sites within the Horsham District, both of which are managed by a contractor:</p> <table border="1"> <thead> <tr> <th>Site</th><th>Location</th></tr> </thead> <tbody> <tr> <td>Household Waste Recycling Site (Municipal Solid Waste)</td><td>Newbridge Road, Billingshurst</td></tr> <tr> <td>Household Waste Recycling Site (Municipal Solid Waste)</td><td>Hop Oast, Worthing Road, Horsham</td></tr> </tbody> </table> <p>Southern villages in the District are served by Household Recycling sites in Shoreham-by-Sea.</p> <p>The West Sussex Waste Local Plan (2014) sets out the strategies and vision for waste planning across the county and allocates strategic waste sites for new commercial facilities. The plans uses assumptions about likely rates of growth for various waste streams, planned housing growth and waste reduction initiatives to produce lower, base and higher growth rates for waste.</p> <p>Municipal waste in the District is collected by Horsham District Council as the Waste Collection Authority (WCA) through the household bin collections which collect all general refuse, glass, paper, plastics and metals and garden waste. The Council is responsible for overseeing all elements of the waste collections, including providing and maintaining refuse vehicles. Waste collected by the WCA is delivered to one of the WSCC waste disposal sites.</p>	Site	Location	Household Waste Recycling Site (Municipal Solid Waste)	Newbridge Road, Billingshurst	Household Waste Recycling Site (Municipal Solid Waste)	Hop Oast, Worthing Road, Horsham
Site	Location						
Household Waste Recycling Site (Municipal Solid Waste)	Newbridge Road, Billingshurst						
Household Waste Recycling Site (Municipal Solid Waste)	Hop Oast, Worthing Road, Horsham						

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	<p>The Horsham District Council Authority Monitoring Report (AMR) 2018/19 reported that the District recycled or composted 53% of its total household waste in the District. This exceeds the 50% target for recycling by 2020 which Horsham District Council was the first WCA in West Sussex to achieve. The recyclable portion of the District's waste is transported to a Materials Recycling Facility (MRF) outside the District. Waste that cannot be dealt with via recycling is treated and disposed of via a new Mechanical Biological Treatment (MBT) Plant at Brookhurst Wood, north Horsham run by Biffa. This facility will continue to process non-recycled waste but is more environmentally friendly and cost effective.</p> <p>As well as household waste, there are a number of other waste sites in the District, permitted to deal with metals, leachate, aggregate, garden waste and wood recycling.</p>
Planned Provision	<p>In December 2018 Defra released a policy paper setting out the Government's Resources and Waste Strategy. Following the release of the Government's 25 Year Environment Plan, the Government pledged to leave the environment in a better condition for the next generation and has set out that the Resources and Waste Strategy will help to achieve this goal. The Government want to move from a more linear economic mode to a more circular economy which will keep resources in use as long as possible and extract the maximum value from them. As part of this Strategy it is likely that there will be a future requirement to separate more waste streams at the kerbside, this includes a commitment to separate food waste collections by 2023. It is therefore likely that these measures will have an impact on District waste collection and the infrastructure required to support this.</p> <p>There is a planning appeal in progress following an application by Britaniacrest Recycling for a Recycling, Recovery and Renewable Energy (3Rs) facility at the site of the Former Wealden Brickworks, Langhurst Wood Road, to the north of Horsham. The site itself already has permission to handle 230,000 tonnes of industrial, commercial and municipal waste and the proposed 3Rs facility proposes to divert 180,000 tonnes of waste from landfill to be used to generate energy.</p>
Sources of Funding	<ul style="list-style-type: none"> • Council Tax • Government funding
Key Issues	<p>The West Sussex Waste Local Plan 2014 requires that development does not prevent or prejudice the use of existing waste management sites or their infrastructure and sets out minimum distances between sites and adjacent development. This is to ensure the operation of the sites is not compromised in any way.</p> <p>There will be a need for new developments to consider their design and layout to ensure that waste collection can maximise recycling rates and is achievable in as efficient a method as possible.</p> <p>The Household Waste Recycling Sites currently have some capacity but the transfer stations do struggle operationally at peak times. West Sussex County Council has indicated that any significant development close to an existing HWRS or</p>

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	<p>WTS should consider the safeguarding of land to allow for the site to be expanded in the future. Given the significant scale of housing proposed across the District, developer contributions may be required towards a new transfer station.</p> <p>Please refer to Table 7 on p.54-56 which contains further information on potential site allocations that are located in Waste Safeguarding Areas.</p>
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2.7.5 Utilities and Waste: Telecommunications and digital infrastructure	
Lead Organisation(s)	<ul style="list-style-type: none"> • West Sussex County Council • Openreach and other digital infrastructure providers
Evidence / Sources of Information	<ul style="list-style-type: none"> • Meetings with West Sussex County Council • The West Sussex Plan 2017-2022 • West Sussex Life 2017-2019 • West Sussex County Council IT Strategy • Future Telecoms Infrastructure Review (DCMS, 2018)
Current Provision	<p>Future digital infrastructure provision should focus not on Super- and Ultrafast but on Gigabit capable, full fibre broadband. Businesses are driving the demand for this capacity alongside developments in science and technology. In addition, the Government has outlined its aim to see nationwide full fibre coverage by 2033, as outlined in the Future Telecoms Infrastructure Review published in 2018.</p> <p>The current system comprises fibre from the exchange as far as the cabinet and subsequent transfer from the cabinet to households or businesses over copper wire. Full fibre broadband refers to data which is sent over fibre optic cable all the way to the house or business with no requirement for a cabinet or other on street furniture and no change to copper wire along the line.</p> <p>West Sussex County Council are working with the Department for Digital, Culture, Media & Sport (DCMS) and CityFibre to build a gigabit-capable full fibre infrastructure to public sector sites as part of the Local Full Fibre Networks (LFFN) programme. Gigabit broadband connectivity is considered to be a key measure of success in achieving an infrastructure that supports a successful economy.</p> <p>By the end of 2018 WSCC had invested a third of a £30m programme to enable more than 95% of premises in the county have access to fibre broadband.</p>

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	Openreach run a “Fibre for Free” offer which allows developers building 30 units or more to connect to fibre broadband for free, however the offer does not benefit smaller developments.
Planned Provision	<p>As part of the West Sussex Plan 2017-2022 WSCC outline the importance of new and existing telecommunications in support of the local economy and communities, reducing the need to travel and supporting home working as well as some types of rural employment.</p> <p>Whilst the Gigabit project will connect key public sector sites, WSCC are committed to providing full fibre to benefit homes and businesses across the county in the future. Small and medium business enterprises are eligible for a voucher scheme which will help towards the costs of connection.</p> <p>90% of West Sussex residents are projected to have access to high speed broadband by the end of 2019, and more than 90% of residents will have access to a smartphone. It is generally considered less costly and less disruptive to residents to install superfast broadband at the point a development is built rather than retro-fitting broadband services.</p>
Sources of Funding	<ul style="list-style-type: none"> • Private and commercial investment including funding from developers • Government funding • West Sussex County Council funding
Key Issues	<p>Many parts of the District are rural and isolated, meaning there is a large gap in terms of quality and reliability of digital infrastructure provision.</p> <p>Smaller sites (those below 30 dwellings) do not qualify for free connection under Openreach’s current connection policy, meaning the cost is incurred by the developer.</p>

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2.7.6 Utilities and Waste: Minerals safeguarding																	
Lead Organisation(s)	<ul style="list-style-type: none"> West Sussex County Council 																
Evidence / Sources of Information	<ul style="list-style-type: none"> West Sussex County Council Joint Minerals Local Plan 2018 																
Current Provision	<p>Key minerals present across the District, and safeguarded by the Joint Minerals Local Plan include:</p> <ul style="list-style-type: none"> Brick Clay (Weald) Horsham Building stone Hythe Building stone Sandstone 																
Key Issues	<p>The presence of key minerals within safeguarded areas in the District will impact development on the relevant sites. The Minerals and Waste Local Plan contains policies which safeguard land around these sites, or stipulate consultation on any development in the area in order to protect the minerals and the supply infrastructure and facilities.</p> <p>It has been identified that the following potential site allocations are located in a Minerals and/or Waste Safeguarding Area:</p> <p><i>Table 7: Potential site allocations in a Minerals and/or Waste Safeguarding Area</i></p> <table> <tr> <th>Potential Site Allocation</th><th>Presence in a Minerals and/or Safeguarding Area</th></tr> <tr> <td>Land West of Crawley, Ruser</td><td>Brick Clay (Weald) MSA</td></tr> <tr> <td>Land West of Southwater, Southwater</td><td>Horsham HWRS Consultation Area; Brick Clay (Weald) MSA and Building Stone (Horsham) MSA.</td></tr> <tr> <td>Land East of Billingshurst (Little Daux)</td><td>Brick Clay (Weald) MSA</td></tr> <tr> <td>Land at Buck Barn, West Grinstead (Weald Cross)</td><td>Brick Clay (Weald) MSA</td></tr> <tr> <td>North Horsham (Land at Mercer Road)</td><td>Brick Clay (Weald) MSA; Building Stone (Horsham) MSA; Permitted Minerals Site Consultation Area (Warnham Brickworks); Allocated Waste Site consultation area (Brookhurst Wood Landfill and Brookhurst Wood) and Permitted Waste Site Consultation Area (multiple uses at Brookhurst Wood)</td></tr> <tr> <td>Land at Rookwood, Horsham</td><td>Brick Clay (Weald) MSA</td></tr> <tr> <td>Land North East of Henfield (Mayfield)</td><td>Brick Clay (Weald) MSA/MCA; Permitted Waste Sites (Open Windrow Composting and Wood Recycling)</td></tr> </table>	Potential Site Allocation	Presence in a Minerals and/or Safeguarding Area	Land West of Crawley, Ruser	Brick Clay (Weald) MSA	Land West of Southwater, Southwater	Horsham HWRS Consultation Area; Brick Clay (Weald) MSA and Building Stone (Horsham) MSA.	Land East of Billingshurst (Little Daux)	Brick Clay (Weald) MSA	Land at Buck Barn, West Grinstead (Weald Cross)	Brick Clay (Weald) MSA	North Horsham (Land at Mercer Road)	Brick Clay (Weald) MSA; Building Stone (Horsham) MSA; Permitted Minerals Site Consultation Area (Warnham Brickworks); Allocated Waste Site consultation area (Brookhurst Wood Landfill and Brookhurst Wood) and Permitted Waste Site Consultation Area (multiple uses at Brookhurst Wood)	Land at Rookwood, Horsham	Brick Clay (Weald) MSA	Land North East of Henfield (Mayfield)	Brick Clay (Weald) MSA/MCA; Permitted Waste Sites (Open Windrow Composting and Wood Recycling)
Potential Site Allocation	Presence in a Minerals and/or Safeguarding Area																
Land West of Crawley, Ruser	Brick Clay (Weald) MSA																
Land West of Southwater, Southwater	Horsham HWRS Consultation Area; Brick Clay (Weald) MSA and Building Stone (Horsham) MSA.																
Land East of Billingshurst (Little Daux)	Brick Clay (Weald) MSA																
Land at Buck Barn, West Grinstead (Weald Cross)	Brick Clay (Weald) MSA																
North Horsham (Land at Mercer Road)	Brick Clay (Weald) MSA; Building Stone (Horsham) MSA; Permitted Minerals Site Consultation Area (Warnham Brickworks); Allocated Waste Site consultation area (Brookhurst Wood Landfill and Brookhurst Wood) and Permitted Waste Site Consultation Area (multiple uses at Brookhurst Wood)																
Land at Rookwood, Horsham	Brick Clay (Weald) MSA																
Land North East of Henfield (Mayfield)	Brick Clay (Weald) MSA/MCA; Permitted Waste Sites (Open Windrow Composting and Wood Recycling)																

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	Land at Adversane, West Chiltington Parish (Kingswood)	Brick Clay (Weald) MSA/MCA; Permitted Waste Site (Metal Recycling)
	Land at Kingsfold, Warnham (North West Horsham)	Brick Clay (Weald) MSA
	Land West of Billingshurst (Newbridge Park)	Brick Clay (Weald) MSA; Permitted Waste Site (HWRS)
	Land at Ashington	Parish area contains Brick Clay (Weald) MSA/MCA and Mineral site consultation area (Laybrook Brickworks) in the far north of parish
	Land at Barns Green	Brick Clay (Weald) MSA/MCA
	Land at Broadbridge Heath	Brick Clay (Weald) MSA/MCA
	Land at Horsham (Forest ward)	Brick Clay (Weald) MSA/MCA; Permitted Waste Site (Council Transfer Station); Permitted Mineral Site Consultation Area (Theale Farm)
	Land at Henfield	Brick Clay (Weald) MSA/MCA; Soft Sand MSA/MCA
	Land at Lower Beeding	Small parts of parish contain Brick Clay (Weald) MSA/MCA
	Land at Partridge Green	Brick Clay (Weald) MSA/MCA
	Land at Pulborough	Brick Clay (Weald) MSA/MCA; Building Stone (Hythe) MSA/MCA; Soft Sand MSA/MCA
	Land at Rudgwick	Brick Clay (Weald) MSA/MCA
	Land at Small Dole	Brick Clay (Weald) MSA/MCA; Soft Sand MSA/MCA; Permitted Waste Site (Leachate Treatment Plant)
	Land at Christ's Hospital	Brick Clay (Weald) MSA/MCA; Building Stone (Horsham) MSA/MCA
	Land at Storrington & Sullington	Brick Clay (Weald) MSA/MCA; Building Stone (Hythe) MSA/MCA; Soft Sand MSA/MCA; Permitted Minerals Sites (Chantry Lane, Hampers Lane, Sandgate Park); Concrete Batching Site (Sandgate Park); Oil site (Storrington Oil Site)
	Land at Thakeham	Brick Clay (Weald) MSA/MCA; Building Stone (Hythe) MSA/MCA; Permitted Minerals Site (Laybrook Brick Works)

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	Land at Warnham	Brick Clay (Weald) MSA/MCA; Building stone (Horsham) MSA/MCA; Allocated Waste Site (Brookhurst Wood and Landfill Extension); Permitted Waste Site (Brookhurst Wood multiple uses)
	Land at West Chiltington	Brick Clay (Weald) MSA/MCA; Building Stone (Hythe) MSA/MCA; Soft Sand MSA/MCA
If any of the above sites were proposed for allocation, further consultation with West Sussex County Council and consideration of suitable mitigation measures would be required.		



Horsham
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Draft Infrastructure Delivery Schedule 2020

Part 3: Guidance Note on the Draft Infrastructure Delivery Plan Schedule

3.1.1 Assessing the importance of infrastructure in delivering the emerging Local Plan

Prioritising Infrastructure Projects

The IDP seeks to establish the importance of certain types of infrastructure to the delivery of the emerging Local Plan. This includes 'critical' infrastructure that is vital in 'unlocking' the development of a site, 'essential' infrastructure that may not be immediately necessary in the commencement of development, but without development would fail in the longer term and 'desirable' infrastructure is services and facilities considered to be important in the overall sustainable delivery of the Local Plan.

Broad definitions of the importance of certain types of infrastructure to the emerging Horsham District Local Plan are as follows;

Critical: This describes infrastructure that must take place for the development to proceed. This would include connections to key infrastructure such as utility networks or 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 the development from taking place, it helps to improve operational capacity and deliver wider benefits to the local community. Desirable infrastructure would not prevent development from taking place and is therefore not required to deliver the plan, however, it is still considered to be a crucial element in the sustainable delivery of the Local Plan.

Delivery Risk

The IDP also identifies the potential risk if infrastructure is not delivered. It is assessed as a high, medium or low risk as follows;

High: Key constraints to the delivery of the infrastructure project, for example, no clear sources of funding or issues with the land.

Medium: Some constraints identified affecting the delivery of the infrastructure scheme.

Low: Certainty of delivery. Indicators include a clear funding source and political/stakeholder/community support.

Given the stage of the Local Plan Review process where it is not known which sites will be allocated, some forms of infrastructure will not be required should a site not ultimately be allocated. In addition, many of the proposed infrastructure requirements do not yet have a clear source of funding and there are a number of constraints to delivery. Therefore, the majority of the possible infrastructure requirements will have been assessed as high risk. As we move through the Local Plan Review process it is expected that this will change as more certainty is provided regarding the delivery of the infrastructure project.

Cumulative Impacts

The strategy for development is still emerging through the Local Plan Review. It is therefore important to note that the final infrastructure requirements set out in this document will depend on the cumulative impact of development and the in-combination effects of particular sites. This will be assessed during the next stage of plan preparation.

3.2 Draft Infrastructure Delivery Schedule 2020

3.2.1 TRANSPORT

Infrastructure Project	Location	Evidence/ Justification	Provider/ Delivery Responsibility	Indicative Cost	Potential Development in Local Plan requiring Infrastructure Project	Delivery Timescales	Funding Mechanism	Potential Importance to Strategy	Potential Risk to Delivery
Ifield Station enhancement (e.g. platform widening and/or lengthening canopies, accessible footbridge)	Ifield Station	Initial advice from Network Rail – based on the current proportion of residents commuting to London, assumptions made on the additional passengers this development will create	Network Rail	TBC	Land West of Ifield	TBC	Developer contributions from S106/CIL	Desirable	High
Faygate Station improvements	Faygate Station	Initial advice from Network Rail	Network Rail	TBC	Land West of Kilnwood Vale	TBC	Developer contributions from S106/CIL	Desirable	High
Walkway/cycle path from West of Kilnwood Vale to Faygate Station	West of Kilnwood Vale to Faygate Station	Initial advice from Network Rail	WSCC and Developer	TBC	Land West of Kilnwood Vale	TBC	Developer contributions from S106/CIL and funding from WSCC	Desirable	High
Horsham Station enhancements (car park, extension/decking, passenger flow improvements)	Horsham Station	Initial advice from Network Rail - based on the current proportion of residents	Network Rail/Govia Thameslink Railway	TBC	Land at Rookwood (Horsham), North of Horsham (Land around Mercer	TBC	Developer contributions from S106/CIL	Desirable	High

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Infrastructure Project	Location	Evidence/ Justification	Provider/ Delivery Responsibility	Indicative Cost	Potential Development in Local Plan requiring Infrastructure Project	Delivery Timescales	Funding Mechanism	Potential Importance to Strategy	Potential Risk to Delivery
		commuting to London, development in and around Horsham will require these enhancements.			Road), densification of Land at North Horsham and sites in Broadbridge Heath and Horsham – Forest Ward				
Christ's Hospital Station and Car Park enhancements (existing car park is very small)	Christ's Hospital	Initial advice from Network Rail – this is the nearest station to Southwater and an increase in passengers using this station would be anticipated	Network Rail/Govia Thameslink Railway	TBC	Land West of Southwater, Southwater	TBC	Developer contributions from S106/CIL	Desirable	High
Additional car park provision to serve Pulborough Station	Pulborough Station	Initial advice from Network Rail – additional number of passengers expected to use intermediate stations	Network Rail/Govia Thameslink Railway	TBC	Land at Pulborough	TBC	Developer contributions from S106/CIL	Desirable	High
Additional car park provision at Wivelsfield Station and Station accessibility improvements	Wivelsfield Station	Initial advice from Network Rail suggests that up to 300 additional passengers travelling from Wivelsfield	Network Rail/Govia Thameslink Railway	TBC	Land North East of Henfield (Mayfield)	TBC	Developer contributions from S106/CIL	Desirable	High

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Infrastructure Project	Location	Evidence/ Justification	Provider/ Delivery Responsibility	Indicative Cost	Potential Development in Local Plan requiring Infrastructure Project	Delivery Timescales	Funding Mechanism	Potential Importance to Strategy	Potential Risk to Delivery
Warnham Station upgrade (car park access for all, platform extension for 8 car trains, cycle parking)	Warnham Station	Initial advice from Network Rail suggest that this station is lightly used currently and would require upgrades to accommodate additional housing development	Network Rail/Govia Thameslink Railway	TBC	Land at Kingsfold, Warnham (North West Horsham)	TBC	Developer contributions from S106/CIL	Desirable	High
Enhanced bus links with integrated ticketing from Land West of Southwater to Horsham or a bus link to Christ's Hospital	Connecting bus route between Southwater and Horsham (possibly via Christ's Hospital)	Recommendations received from Network Rail	Bus operating companies and Developer	TBC	Land West of Southwater, Southwater	TBC	Developer contributions from S106/CIL	Desirable	High
Enhanced bus links from surrounding sites to Billingshurst Station	Connecting route from Land at Adversane, West Chiltington Parish (Kingswood) and sites in Billingshurst to Billingshurst Station	Recommendations received from Network Rail	Bus operating companies and developers	TBC	Land at Adversane, West Chiltington Parish (Kingswood), Land East of Billingshurst (Little Daux) and Land West of Billingshurst (Newbridge Park)	TBC	Developer contributions from S106/CIL	Desirable	High
Bridleway links from Ifield to: Ifield Wood Rusper Lambs Green	Land West of Ifield and surrounds	Initial guidance from West Sussex County Council relating to potential	WSCC/ Developer	TBC	Land West of Ifield	TBC	Developer contributions from S106/CIL	Essential	High

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Infrastructure Project	Location	Evidence/ Justification	Provider/ Delivery Responsibility	Indicative Cost	Potential Development in Local Plan requiring Infrastructure Project	Delivery Timescales	Funding Mechanism	Potential Importance to Strategy	Potential Risk to Delivery
Kilnwood Vale and a link from Charlwood Road to County Oak		bridleways and other improvements that could be delivered and provide access for walkers, cyclist and horse riders.					and funding from WSCC		
Bridleway links from the Land West of Southwater to Horsham and to Barns Green and from the south of the site to the southern part of Southwater. Improvement of the Downs Link bridleway both to Christ's Hospital Station and into Southwater.	Extension to the Land West of Southwater, Southwater and surrounds	Initial guidance from West Sussex County Council relating to potential bridleways and other improvements that could be delivered and provide access for walkers, cyclist and horse riders	WSCC/ Developer	TBC	Land West of Southwater, Southwater	TBC	Developer contributions from S106/CIL and funding from WSCC	Essential	High
Bridleway links from the Land East of Billingshurst strategic site to Brooker's Lane, Broomfield Drive and into rear of station, bridleway link from A272 south of railway to Daux Avenue and Daux Road, a	Extension to the Land East of Billingshurst (Little Daux) and surrounds	Initial guidance from West Sussex County Council relating to potential bridleways and other improvements that could be delivered and provide access for walkers,	WSCC/ Developer	TBC	Land East of Billingshurst (Little Daux)	TBC	Developer contributions from S106/CIL and funding from WSCC	Essential	High

DRAFT INFRASTRUCTURE DELIVERY SCHEDULE 2020

Infrastructure Project	Location	Evidence/ Justification	Provider/ Delivery Responsibility	Indicative Cost	Potential Development in Local Plan requiring Infrastructure Project	Delivery Timescales	Funding Mechanism	Potential Importance to Strategy	Potential Risk to Delivery
bridleway link from the site to Coneyhurst and on the A272 provision of a Pegasus crossing to connect the site with bridleway 1918.		cyclists and horse riders.							
Bridleway links to include several connections to the Downs Link bridleway from the site, Downs link in the east to Dragon's Green in the west (including grade separation of A24) and on the A272 a grade separated crossing to retain connection to footpath 1793.	Land at Buck Barn, West Grinstead (Weald Cross) and surrounds	Initial guidance from West Sussex County Council relating to potential bridleways and other improvements that could be delivered and provide access for walkers, cyclists and horse riders.	WSCC/ Developer	TBC	Land at Buck Barn, West Grinstead (Weald Cross)	TBC	Developer contributions from S106/CIL and funding from WSCC	Essential	High
Bridleway links required from the north of the site Land at Rookwood from the A24 over bridge to bridleway 3647 (forming the new Horsham-Warnham cycle route), also from the north of the site east over the railway to Pondtail	Land at Rookwood, Horsham and surrounds	Initial guidance from West Sussex County Council relating to potential bridleways and other improvements that could be delivered and provide access for walkers,	WSCC/ Developer	TBC	Land at Rookwood, Horsham	TBC	Developer contributions from S106/CIL and funding from WSCC	Essential	High

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Infrastructure Project	Location	Evidence/ Justification	Provider/ Delivery Responsibility	Indicative Cost	Potential Development in Local Plan requiring Infrastructure Project	Delivery Timescales	Funding Mechanism	Potential Importance to Strategy	Potential Risk to Delivery
Drive, east to Gorrings Brook using existing rail bridge. Bridleway links required from the south of the site, Robin Hood Lane to Redford Avenue (forming the new Horsham to Warnham cycle route) ad from Robin Hood Lane to Broadbridge Heath (west of A24).		cyclists and horse riders.							
Bridleway links from bridleway 2393 to Fryland Lane, from the site to Henfield (x2 as there will be two catchments to serve) and to Blackstone	Land North East of Henfield (Mayfield) and surrounds	Initial guidance from West Sussex County Council relating to potential bridleways and other improvements that could be delivered and provide access for walkers, cyclists and horse riders	WSCC/ Developer	TBC	Land North East of Henfield (Mayfield)	TBC	Developer contributions from S106/CIL and WSCC funding	Essential	High
Bridleway links from the site to Billingshurst, linking west to bridleway 1301 (including grade separated crossing of railway	Land at Adversane, West Chiltington Parish (Kingswood) and surrounds	Initial guidance from West Sussex County Council relating to potential bridleways and other	WSCC/ Developer	TBC	Land at Adversane, West Chiltington Parish (Kingswood)	TBC	Developer contributions from S106/CIL and WSCC funding	Essential	High

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Infrastructure Project	Location	Evidence/ Justification	Provider/ Delivery Responsibility	Indicative Cost	Potential Development in Local Plan requiring Infrastructure Project	Delivery Timescales	Funding Mechanism	Potential Importance to Strategy	Potential Risk to Delivery
and controlled crossing of A28 and improved connections to Stallhouse Lane and Gay Street		improvements that could be delivered and provide access for walkers, cyclists and horse riders							
Bridleway links from Land West of Kilnwood Vale to Kilnwood Lane, across A264 (grade separated) to connect with bridleway 1550_1 and Colgate Village, to Faygate village (potentially through to Horsham) and the provision of a bridleway rail crossing (separate from any vehicle crossing)	Land West of Kilnwood Vale and surrounds	Initial guidance from West Sussex County Council relating to potential bridleways and other improvements that could be delivered and provide access for walkers, cyclists and horse riders.	WSCC/ Developer	TBC	Land West of Kilnwood Vale	TBC	Developer contributions from S106/CIL and WSCC funding	Essential	High
Bridleway links from the A24 to Friday Street (including grade-separated crossing of railway separate from any vehicle crossing), from east of railway north to Surrey County Council bridleway at Ridge Farm, from west of	Land at Kingsfold, Warnham (North West Horsham) and surrounds	Initial guidance from West Sussex County Council relating to potential bridleways and other improvements that could be delivered and provide access for walkers,	WSCC/ Developers	TBC	Land at Kingsfold, Warnham (North West Horsham)	TBC	Developer contributions from S106/CIL and WSCC funding	Essential	High

DRAFT INFRASTRUCTURE DELIVERY SCHEDULE 2020

Infrastructure Project	Location	Evidence/ Justification	Provider/ Delivery Responsibility	Indicative Cost	Potential Development in Local Plan requiring Infrastructure Project	Delivery Timescales	Funding Mechanism	Potential Importance to Strategy	Potential Risk to Delivery
the A24 to Surrey County Council bridleway and bridleway links from the site to bridleway 1570 and to Mayes Lane. A24 crossings – to connect currently off-set footpaths 1485/1486 and 1487/1425_1.		cyclists and horse riders.							
<p>North of A272: bridleway links north to bridleways 771 (also requires improvements either side of the Arun) and 1333 and a bridleway link from Jubilee Fields recreation area and across A29 into Billingshurst village.</p> <p>South of A272: Bridleway links from Newbridge Road West to The Limeburners public house adjacent to A272 with link also into site. Footpath link – footpath 1311 to Newbridge Road West. Also require A29 crossings to</p>	Land at West of Billingshurst (Newbridge Park) and surrounds	Initial guidance from West Sussex County Council relating to potential bridleways and other improvements that could be delivered and provide access for walkers, cyclists and horse riders.	WSCC/ Developers	TBC	Land at West of Billingshurst (Newbridge Park)	TBC	Developer contributions from S106/CIL and WSCC funding	Essential	High

DRAFT INFRASTRUCTURE DELIVERY SCHEDULE 2020

Infrastructure Project	Location	Evidence/ Justification	Provider/ Delivery Responsibility	Indicative Cost	Potential Development in Local Plan requiring Infrastructure Project	Delivery Timescales	Funding Mechanism	Potential Importance to Strategy	Potential Risk to Delivery
improve crossing facilities of footpaths 1311, 1313 and 1317 with one upgraded for cycle use. B1233 crossings – to connect currently off-set footpaths 1308/1313 and footpath 1315/bridleway 780.									
Bridleway links from Land at Ashington including an upgrade to footpath 2611 to establish a link to both Malthouse Lane and bridleway 2612 to Newhouse Lane and a bridleway link west from site to Park Lane	Land at Ashington and surrounds	Initial guidance from West Sussex County Council relating to potential bridleways and other improvements that could be delivered and provide access for walkers, cyclists and horse riders	WSCC/ Developer	TBC	Land at Ashington	TBC	Developer contributions from S106/CIL and WSCC funding	Essential	High
Retention (and potential upgrade) of existing public footpaths within site, including the railway crossing plus bridleway links from the site to Christ's Hospital	Land at Barns Green and surrounds	Initial guidance from West Sussex County Council relating to potential bridleways and other improvements that could be delivered and	WSCC /Developer	TBC	Land at Barns Green	TBC	Developer contributions from S106/CIL and WSCC funding	Essential	High

DRAFT INFRASTRUCTURE DELIVERY SCHEDULE 2020

Infrastructure Project	Location	Evidence/ Justification	Provider/ Delivery Responsibility	Indicative Cost	Potential Development in Local Plan requiring Infrastructure Project	Delivery Timescales	Funding Mechanism	Potential Importance to Strategy	Potential Risk to Delivery
railway station and to Southwater		provide access for walkers, cyclists and horse riders.							
Upgrade footpaths 1632 and 1633 to link site with the Downs Link, upgrade footpath 1634 to connect Old Wickhurst Lane with Parthings Lane using existing A24 underpass, bridleway link to Robin Hood Lane (to connect with the new bridleway into Warnham and an existing cycle route to Horsham) and a bridleway link west from A281 to bridleway 1440 to access Slinfold.	Land at Broadbridge Heath and surrounds	Initial guidance from West Sussex County Council relating to potential bridleways and other improvements that could be delivered and provide access for walkers, cyclists and horse riders.	WSCC/ Developer	TBC	Land at Broadbridge Heath	TBC	Developer contributions from S106/CIL and WSCC funding	Essential	High
Upgrades to existing public footpaths within site area to be suitable for cyclists plus bridleway links to connect site with Henfield and the Prairie Gardens on the B2116 and, if allocated, Land at	Land at Henfield and surrounds	Initial guidance from West Sussex County Council relating to potential bridleways and other improvements that could be delivered and provide access	WSCC/ Developer	TBC	Land at Henfield	TBC	Developer contributions from S106/CIL and WSCC funding	Essential	High

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Infrastructure Project	Location	Evidence/ Justification	Provider/ Delivery Responsibility	Indicative Cost	Potential Development in Local Plan requiring Infrastructure Project	Delivery Timescales	Funding Mechanism	Potential Importance to Strategy	Potential Risk to Delivery
Mayfield and from the site to King James' Lane to the Downs Link.		for walkers, cyclists and horse riders.							
Bridleway links from the site from Church Close to bridleway 2832 and to footpath 1724	Land at Lower Beeding and surrounds	Initial guidance from West Sussex County Council relating to potential bridleways and other improvements that could be delivered and provide access for walkers, cyclists and horse riders	WSCC/ Developer	TBC	Land at Lower Beeding	TBC	Developer contributions from S106/CIL and WSCC funding	Essential	High
Improved cycle connection between Mercer Road and Station Road, including improved crossing over A24 to connect with Warnham Village	Land around Mercer Road and surrounds	Initial guidance from West Sussex County Council relating to potential bridleways and other improvements that could be delivered and provide access for walkers, cyclists and horse riders	WSCC/ Developer	TBC	North Horsham (Land around Mercer Road)	TBC	Developer contributions from S106/CIL and WSCC funding	Essential	High
Bridleway link to re-route the Downs Link to minimise non-motorised	Land at Partridge Green and surrounds	Initial guidance from West Sussex County Council relating	WSCC/ Developer	TBC	Land at Partridge Green	TBC	Developer contributions from S106/CIL	Essential	High

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Infrastructure Project	Location	Evidence/ Justification	Provider/ Delivery Responsibility	Indicative Cost	Potential Development in Local Plan requiring Infrastructure Project	Delivery Timescales	Funding Mechanism	Potential Importance to Strategy	Potential Risk to Delivery
users on the B2135, bridleway link from B2116 via the recreation ground south to the Downs Link and east to Shermanbury (link identified in the Shermanbury Neighbourhood Plan) and bridleway link from B2135 to the Downs Link along footpath 1849		to potential bridleways and other improvements that could be delivered and provide access for walkers, cyclists and horse riders					and WSCC funding		
Bridleway links from Church Place to Station Approach and railway station, from Church Place /Coombelands Lane to Stane Street Close and new Highfield development, upgrade footpaths 3500 and 2331 (part) to connect bridleway 2332 with bridleway 2328 (Rectory Lane) and upgrade footpath 2330 to connect bridleway 2332 with The Spinney.	Land at Pulborough and surrounds	Initial guidance from West Sussex County Council relating to potential bridleways and other improvements that could be delivered and provide access for walkers, cyclists and horse riders	WSCC/ Developer	TBC	Land at Pulborough	TBC	Developer contributions from S106/CIL and WSCC funding	Essential	High
Bridleway links from Church Street to	Land at Rudgwick/	Initial guidance from West	WSCC/ Developer	TBC	Land at Rudgwick/	TBC	Developer contributions	Essential	High

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Infrastructure Project	Location	Evidence/ Justification	Provider/ Delivery Responsibility	Indicative Cost	Potential Development in Local Plan requiring Infrastructure Project	Delivery Timescales	Funding Mechanism	Potential Importance to Strategy	Potential Risk to Delivery
bridleway 1395, over the A281 crossing (the Downs Link currently has to cross at-grade and is considerable hazard to users and motorists) plus a bridleway link from Cox Green west to the Downs Link	Bucks Green and surrounds	Sussex County Council relating to potential bridleways and other improvements that could be delivered and provide access for walkers, cyclists and horse riders			Bucks Green		from S106/CIL and WSCC funding		
Bridleway links from A2037 to the Downs Link, from the village, south to Edburton Road and from the village east to bridleway 2747	Land at Small Dole and surrounds	Initial guidance from West Sussex County Council relating to potential bridleways and other improvements that could be delivered and provide access for walkers, cyclists and horse riders	WSCC/ Developer	TBC	Land at Small Dole	TBC	Developer contributions from S106/CIL and WSCC funding	Essential	High
Bridleway links from Water Lane to bridleway 2627 (Heath Common), from Downsview Avenue to Northlands Lane, from Fryern Road to Hurston Lane and	Land at Storrington & Sullington and surrounds	Initial guidance from West Sussex County Council relating to potential bridleways and other improvements that could be delivered and	WSCC/ Developer	TBC	Land at Storrington and Sullington	TBC	Developer contributions from S106/CIL and WSCC funding	Essential	High

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Infrastructure Project	Location	Evidence/ Justification	Provider/ Delivery Responsibility	Indicative Cost	Potential Development in Local Plan requiring Infrastructure Project	Delivery Timescales	Funding Mechanism	Potential Importance to Strategy	Potential Risk to Delivery
from Water Lane to Nightingale Lane		provide access for walkers, cyclists and horse riders							
Bridleway links from High Bar Lane (bridleway 2473) to bridleway 2404, from bridleway 2404 to Southlands Lane and The Street to Warminghurst plus a footpath link from Furze Common Road to footpath 2463_1	Land at Thakeham and surrounds	Initial guidance from West Sussex County Council relating to potential bridleways and other improvements that could be delivered and provide access for walkers, cyclists and horse riders	WSCC/ Developer	TBC	Land at Thakeham	TBC	Developer contributions from S106/CIL and WSCC funding	Essential	High
Improved cycle connection between village and Mercer Road/Station Road, including improved crossing of A24 and bridleway link from Tilletts Lane to bridleway 1433	Land at Warnham and surrounds	Initial guidance from West Sussex County Council relating to potential bridleways and other improvements that could be delivered and provide access for walkers, cyclists and horse riders	WSCC/ Developer	TBC	Land at Warnham	TBC	Developer contributions from S106/CIL and WSCC funding	Essential	High
Bridleway links from West Chiltington village with Haglands Lane and	Land at West Chiltington and surrounds	Initial guidance from West Sussex County Council relating	WSCC/ Developer	TBC	Land at West Chiltington	TBC	Developer contributions from S106/CIL	Essential	High

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Infrastructure Project	Location	Evidence/ Justification	Provider/ Delivery Responsibility	Indicative Cost	Potential Development in Local Plan requiring Infrastructure Project	Delivery Timescales	Funding Mechanism	Potential Importance to Strategy	Potential Risk to Delivery
Southlands Lane to bridleway 2404		to potential bridleways and other improvements that could be delivered and provide access for walkers, cyclists and horse riders					and WSCC funding		
North Horsham to Horsham Town Centre (via Rusper Road) Cycle & Walking Route	North Horsham to Horsham Town Centre (Route Reference 1a)	Horsham District Council's emerging Local Cycling and Walking Infrastructure Plan DfT Cycling and Walking Investment Strategy (2017)	HDC / WSCC	TBC	N/A	TBC	Funding sources to be determined but could be sourced from: Government (DfT), Coast to Capital Local Transport Board, WSCC HDC and/or Developer contributions from S106/CIL	Desirable	Medium
North Horsham to Horsham Town Centre (via North Heath Lane) Cycle & Walking Route	North Horsham to Horsham Town Centre (Route Reference 1b)	Horsham District Council's emerging Local Cycling and Walking Infrastructure Plan	HDC / WSCC	TBC	N/A	TBC	Funding sources to be determined but could be sourced from:	Desirable	Medium

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Infrastructure Project	Location	Evidence/ Justification	Provider/ Delivery Responsibility	Indicative Cost	Potential Development in Local Plan requiring Infrastructure Project	Delivery Timescales	Funding Mechanism	Potential Importance to Strategy	Potential Risk to Delivery
		DfT Cycling and Walking Investment Strategy (2017)					Government (DfT), Coast to Capital Local Transport Board, WSCC HDC and/or Developer contributions from S106/CIL		
Roffey to Horsham Town Centre Cycle Route	Roffey to Horsham Town Centre (Route Reference 2)	Horsham District Council's emerging Local Cycling and Walking Infrastructure Plan DfT Cycling and Walking Investment Strategy (2017)	HDC / WSCC	TBC	N/A	TBC	Funding sources to be determined but could be sourced from: Government (DfT), Coast to Capital Local Transport Board, WSCC HDC and/or Developer contributions from S106/CIL	Desirable	Medium
Forest School to Horsham Town Centre Cycle & Walking Route	Forest School to Horsham Town Centre (Route Reference 3)	Horsham District Council's emerging Local Cycling and Walking	HDC / WSCC	TBC	N/A	TBC	Funding sources to be determined but could be	Desirable	Medium

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Infrastructure Project	Location	Evidence/ Justification	Provider/ Delivery Responsibility	Indicative Cost	Potential Development in Local Plan requiring Infrastructure Project	Delivery Timescales	Funding Mechanism	Potential Importance to Strategy	Potential Risk to Delivery
		Infrastructure Plan DfT Cycling and Walking Investment Strategy (2017)					sourced from: Government (DfT), Coast to Capital Local Transport Board, WSCC HDC and/or Developer contributions from S106/CIL		
Southwater to Horsham Town Centre Cycle & Walking Route	Southwater to Horsham Town Centre (Route Reference 4)	Horsham District Council's emerging Local Cycling and Walking Infrastructure Plan DfT Cycling and Walking Investment Strategy (2017)	HDC / WSCC	TBC	N/A	TBC	Funding sources to be determined but could be sourced from: Government (DfT), Coast to Capital Local Transport Board, WSCC HDC and/or Developer contributions from S106/CIL	Desirable	Medium
Broadbridge Heath to Horsham Town	Broadbridge Heath to Horsham Town	Horsham District Council's emerging Local	HDC / WSCC	TBC	N/A	TBC	Funding sources to be	Desirable	Medium

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Infrastructure Project	Location	Evidence/ Justification	Provider/ Delivery Responsibility	Indicative Cost	Potential Development in Local Plan requiring Infrastructure Project	Delivery Timescales	Funding Mechanism	Potential Importance to Strategy	Potential Risk to Delivery
Centre Cycle & Walking Route	Centre (Route Reference 5)	Cycling and Walking Infrastructure Plan DfT Cycling and Walking Investment Strategy (2017)					determined but could be sourced from: Government (DfT), Coast to Capital Local Transport Board, WSCC HDC and/or Developer contributions from S106/CIL		
Broadbridge Heath to Horsham Town Centre (via Highwood Mill) Cycle Route	Broadbridge Heath to Town Centre (Route Reference 5)	Horsham District Council's emerging Local Cycling and Walking Infrastructure Plan DfT Cycling and Walking Investment Strategy (2017)	HDC / WSCC	TBC	N/A	TBC	Funding sources to be determined but could be sourced from: Government (DfT), Coast to Capital Local Transport Board, WSCC HDC and/or Developer contributions from S106/CIL	Desirable	Medium

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Infrastructure Project	Location	Evidence/ Justification	Provider/ Delivery Responsibility	Indicative Cost	Potential Development in Local Plan requiring Infrastructure Project	Delivery Timescales	Funding Mechanism	Potential Importance to Strategy	Potential Risk to Delivery
Warnham Mill to Horsham Town Centre Walking Route	Warnham Mill to Horsham Town Centre (Route Reference 6)	Horsham District Council's emerging Local Cycling and Walking Infrastructure Plan DfT Cycling and Walking Investment Strategy (2017)	HDC / WSCC	TBC	N/A	TBC	Funding sources to be determined but could be sourced from: Government (DfT), Coast to Capital Local Transport Board, WSCC HDC and/or Developer contributions from S106/CIL	Desirable	Medium
Proposed diversion of Warnham Footpaths 1557 and 1578 to create direct walking and cycling routes between Warnham and Horsham Town Centre	Warnham to Horsham Town Centre	The 'made' Warnham Neighbourhood Development Plan (2017-2031) and emerging research from Warnham Parish	WSCC HDC Warnham Parish	TBC	N/A	TBC	Neighbourhood Portion of CIL Developer contributions from S106/CIL Funding from: Government WSCC HDC	Desirable	Medium
Other cycling corridors and key walking routes identified on the Local Cycling &	Horsham and connections to Broadbridge Heath, Mannings	Horsham District Council's emerging Local Cycling and Walking	HDC / WSCC	TBC	N/A	TBC	Funding sources to be determined but could be	Desirable	Medium

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Infrastructure Project	Location	Evidence/ Justification	Provider/ Delivery Responsibility	Indicative Cost	Potential Development in Local Plan requiring Infrastructure Project	Delivery Timescales	Funding Mechanism	Potential Importance to Strategy	Potential Risk to Delivery
Walking Infrastructure Plan strategic network maps	Heath, Southwater & Warnham	Infrastructure Plan DfT Cycling and Walking Investment Strategy (2017)					sourced from: Government (DfT), Coast to Capital Local Transport Board, WSCC HDC and/or Developer contributions from S106/CIL		

3.2.2 EDUCATION

Infrastructure Project	Location	Evidence/ Justification	Delivery Responsibility	Indicative Cost	Proposed Development in Local Plan requiring Infrastructure Project	Delivery Timescales	Funding Mechanism	Potential Importance to Strategy	Potential Risk to Delivery
120 Sixth Form places	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if site were to be allocated		TBC	Land at West of Ifield (based on 3,000 dwellings)	TBC	Developer contributions from S106/CIL plus further funding from ESFA (DfE) and WSCC	Essential – In the absence of additional capacity there will be insufficient school places in the area to meet demand the created by development	High

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Infrastructure Project	Location	Evidence/ Justification	Delivery Responsibility	Indicative Cost	Proposed Development in Local Plan requiring Infrastructure Project	Delivery Timescales	Funding Mechanism	Potential Importance to Strategy	Potential Risk to Delivery
540 Secondary School places	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if site were to be allocated		TBC	Land at West of Ifield (based on 3,000 dwellings)	TBC	Developer contributions from S106/CIL plus further funding from ESFA (DfE) and WSCC	Essential – In the absence of additional capacity there will be insufficient school places in the area to meet demand the created by development	High
750 Primary School places	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if site were to be allocated		TBC	Land at West of Ifield (based on 3,000 dwellings)	TBC	Developer contributions from S106/CIL plus further funding from ESFA (DfE) and WSCC	Essential – In the absence of additional capacity there will be insufficient school places in the area to meet the demand created by development	High
150 Early Years places	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if site were to be allocated		TBC	Land at West of Ifield (based on 3,000 dwellings)	TBC	Developer contributions from S106/CIL plus further Government funding	Essential – Additional capacity is required to ensure there are sufficient nursery places in the area to meet the demand created by development	High
SEND provision for 21 pupils	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if the		TBC	Land at West of Ifield (based on 3,000 dwellings)	TBC	Developer contributions from S106/CIL plus further funding from	Essential – In the absence of additional capacity there will be insufficient school places to	High

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Infrastructure Project	Location	Evidence/ Justification	Delivery Responsibility	Indicative Cost	Proposed Development in Local Plan requiring Infrastructure Project	Delivery Timescales	Funding Mechanism	Potential Importance to Strategy	Potential Risk to Delivery
		site were to be allocated					ESFA (DfE) and WSCC	meet the demand created by development	
120 Sixth Form places	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if site were to be allocated		TBC	Land North East of Henfield (Mayfield) (based on 3,000 dwellings)	TBC	Developer contributions from S106/CIL plus further funding from ESFA (DfE) and WSCC	Essential – In the absence of additional capacity there will be insufficient school places in the area to meet demand the created by development	High
540 Secondary School places	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if site were to be allocated		TBC	Land North East of Henfield (Mayfield) (based on 3,000 dwellings)	TBC	Developer contributions from S106/CIL plus further funding from ESFA (DfE) and WSCC	Essential – In the absence of additional capacity there will be insufficient school places in the area to meet demand the created by development	High
750 Primary School places	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if site were to be allocated		TBC	Land North East of Henfield (Mayfield) (based on 3,000 dwellings)	TBC	Developer contributions from S106/CIL plus further funding from ESFA (DfE) and WSCC	Essential – In the absence of additional capacity there will be insufficient school places in the area to meet the demand created by development	High
150 Early Years places	On- or off-site subject to spatial	Initial guidance from West Sussex County Council on		TBC	Land North East of Henfield (Mayfield)	TBC	Developer contributions from	Essential – Additional capacity is	High

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Infrastructure Project	Location	Evidence/ Justification	Delivery Responsibility	Indicative Cost	Proposed Development in Local Plan requiring Infrastructure Project	Delivery Timescales	Funding Mechanism	Potential Importance to Strategy	Potential Risk to Delivery
	strategy of Local Plan	potential requirements if site were to be allocated			(based on 3,000 dwellings)		S106/CIL plus further Government funding	required to ensure there are sufficient nursery places in the area to meet the demand created by development	
SEND provision for 21 pupils	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if the site were to be allocated		TBC	Land North East of Henfield (Mayfield) (based on 3,000 dwellings)	TBC	Developer contributions from S106/CIL plus further funding from ESFA (DfE) and WSCC	Essential – In the absence of additional capacity there will be insufficient school places to meet the demand created by development	High
80 Sixth Form places	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if this site were to be allocated		TBC	Land at Adversane, West Chiltington Parish (Kingswood) (based on 2,000 dwellings)	TBC	Developer contributions from S106/CIL plus further funding from ESFA (DfE) and WSCC	Essential – In the absence of additional capacity there will be insufficient school places to meet the demand created by development	High
360 Secondary School places	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if this site were to be allocated		TBC	Land at Adversane, West Chiltington Parish (Kingswood) (based on 2,000 dwellings)	TBC	Developer contributions from S106/CIL plus further funding from ESFA (DfE) and WSCC	Essential – In the absence of additional capacity there will be insufficient school places to meet the demand created by development	High
500 Primary School places	On- or off-site subject to	Initial guidance from West Sussex		TBC	Land at Adversane, West Chiltington	TBC	Developer contributions	Essential – In the absence of	High

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Infrastructure Project	Location	Evidence/ Justification	Delivery Responsibility	Indicative Cost	Proposed Development in Local Plan requiring Infrastructure Project	Delivery Timescales	Funding Mechanism	Potential Importance to Strategy	Potential Risk to Delivery
	spatial strategy of Local Plan	County Council on potential requirements if this site were to be allocated			Parish (Kingswood) (based on 2,000 dwellings)		from S106/CIL plus further funding from ESFA (DfE) and WSCC	additional capacity there will be insufficient school places to meet the demand created by the development	
100 Early Years places	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if this site were to be allocated		TBC	Land at Adversane, West Chiltington Parish (Kingswood) (based on 2,000 dwellings)	TBC	Developer contributions from S106/CIL plus further Government funding	Essential – Additional capacity is required to ensure there are sufficient nursery places in the area to meet the demand created by development	High
SEND provision for 14 pupils	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if this site were to be allocated		TBC	Land at Adversane, West Chiltington Parish (Kingswood) (based on 2,000 dwellings)	TBC	Developer contributions from S106/CIL plus further funding from ESFA (DfE) and WSCC	Essential – In the absence of additional capacity there will be insufficient school places to meet the demand created by development	High
40 Sixth Form places	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if this site were to be allocated		TBC	Land at Kingsfold, Warnham (North West Horsham) (based on 1,000 dwellings)	TBC	Developer contributions from S106/CIL	Essential – in the absence of additional capacity there will be insufficient school places to meet the demand created by development	High

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Infrastructure Project	Location	Evidence/ Justification	Delivery Responsibility	Indicative Cost	Proposed Development in Local Plan requiring Infrastructure Project	Delivery Timescales	Funding Mechanism	Potential Importance to Strategy	Potential Risk to Delivery
180 Secondary School places	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if this site were to be allocated		TBC	Land at Kingsfold, Warnham (North West Horsham) (based on 1,000 dwellings)	TBC	Developer contributions from S106/CIL	Essential – in the absence of additional capacity there will be insufficient school places to meet the demand created by development	High
250 Primary School places	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if this site were to be allocated		TBC	Land at Kingsfold, Warnham (North West Horsham) (based on 1,000 dwellings)	TBC	Developer contributions from S106/CIL plus further funding from ESFA (DfE) and WSCC	Essential – In the absence of additional capacity there will be insufficient school places to meet the demand created by development	High
60 Early Years places	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if this site were to be allocated		TBC	Land at Kingsfold, Warnham (North West Horsham) (based on 1,000 dwellings)	TBC	Developer contributions from S106/CIL plus further Government funding	Essential – Additional capacity is required to ensure there are sufficient nursery places in the area to meet the demand created by development	High
SEND provision for 7 pupils	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if the sites were to be allocated		TBC	Land at Kingsfold, Warnham (North West Horsham) (based on 1,000 dwellings)	TBC	Developer contributions from S106/CIL plus further funding from ESFA (DfE) and WSCC	Essential – In the absence of additional capacity there will be insufficient school places to meet the demand	High

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Infrastructure Project	Location	Evidence/ Justification	Delivery Responsibility	Indicative Cost	Proposed Development in Local Plan requiring Infrastructure Project	Delivery Timescales	Funding Mechanism	Potential Importance to Strategy	Potential Risk to Delivery
								created by development	
54-70 Sixth Form places	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if this site were to be allocated		TBC	Land West of Billingshurst (Newbridge Park) (based on 1,350-1,750 dwellings)	TBC	Developer contributions from S106/CIL	Essential – in the absence of additional capacity there will be insufficient school places to meet the demand created by development	High
243-315 Secondary School places	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if this site were to be allocated		TBC	Land West of Billingshurst (Newbridge Park) (based on 1,350-1,750 dwellings)	TBC	Developer contributions from S106/CIL	Essential – in the absence of additional capacity there will be insufficient school places to meet the demand created by development	High
338-438 Primary School places	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if this site were to be allocated		TBC	Land West of Billingshurst (Newbridge Park) (based on 1,350-1,750 dwellings)	TBC	Developer contributions from S106/CIL plus further funding from ESFA (DfE) and WSCC	Essential – In the absence of additional capacity there will be insufficient school places to meet the demand created by development	High
78 Early Years places	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if this site were to be allocated		TBC	Land West of Billingshurst (Newbridge Park) (based on 1,350-1,750 dwellings)	TBC	Developer contributions from S106/CIL plus further Government funding	Essential – Additional capacity is required to ensure there are sufficient nursery places in the area	High

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Infrastructure Project	Location	Evidence/ Justification	Delivery Responsibility	Indicative Cost	Proposed Development in Local Plan requiring Infrastructure Project	Delivery Timescales	Funding Mechanism	Potential Importance to Strategy	Potential Risk to Delivery
								to meet the demand created by development	
SEND provision for 13 pupils	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if the sites were to be allocated		TBC	Land West of Billingshurst (Newbridge Park) (based on 1,350-1,750 dwellings)	TBC	Developer contributions from S106/CIL plus further funding from ESFA (DfE) and WSCC	Essential – In the absence of additional capacity there will be insufficient school places to meet the demand created by development	High
48 Sixth Form places	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if this site were to be allocated		TBC	Land West of Southwater, Southwater (based on 1,200 dwellings)	TBC	Developer contributions from S106/CIL plus further funding from ESFA (DfE) and WSCC	Essential – In the absence of additional capacity there will be insufficient places to meet the demand created by development	High
216 Secondary School places	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if this site were to be allocated		TBC	Land West of Southwater, Southwater (based on 1,200 dwellings)	TBC	Developer contributions from S106/CIL plus further funding from ESFA (DfE) and WSCC	Essential – In the absence of additional capacity there will be insufficient places to meet the demand created by development	High
300 Primary School places	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if this		TBC	Land West of Southwater, Southwater (based on 1,200 dwellings)	TBC	Developer contributions from S106/CIL plus further funding from	Essential – In the absence of additional capacity there will be insufficient places to meet	High

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Infrastructure Project	Location	Evidence/ Justification	Delivery Responsibility	Indicative Cost	Proposed Development in Local Plan requiring Infrastructure Project	Delivery Timescales	Funding Mechanism	Potential Importance to Strategy	Potential Risk to Delivery
		site were to be allocated					ESFA (DfE) and WSCC	the demand created by development	
60 Early Years places	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if this site were to be allocated		TBC	Land West of Southwater, Southwater (based on 1,200 dwellings)	TBC	Developer contribution plus further Government funding	Essential – Additional capacity is required to ensure there are sufficient nursery places in the area to meet the demand created by development	High
SEND provision for 9 pupils	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if this site were to be allocated		TBC	Land West of Southwater, Southwater (based on 1,200 dwellings)	TBC	Developer contributions from S106/CIL plus further funding from ESFA (DfE) and WSCC	Essential – In the absence of additional capacity there will be insufficient places to meet the demand created by development	High
48 Sixth Form places	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if this site were to be allocated		TBC	Land East of Billingshurst (Little Daux) (based on 1,200 dwellings)	TBC	Developer contributions from S106/CIL	Essential – In the absence of additional capacity there will be insufficient places to meet the demand created by development	High
216 Secondary School places	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if this		TBC	Land East of Billingshurst (Little Daux) (based on 1,200 dwellings)	TBC	Developer contributions from S106/CIL	Essential – In the absence of additional capacity there will be insufficient	High

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Infrastructure Project	Location	Evidence/ Justification	Delivery Responsibility	Indicative Cost	Proposed Development in Local Plan requiring Infrastructure Project	Delivery Timescales	Funding Mechanism	Potential Importance to Strategy	Potential Risk to Delivery
		site were to be allocated						places to meet the demand created by development	
300 Primary School places	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if this site were to be allocated		TBC	Land East of Billingshurst (Little Daux) (based on 1,200 dwellings)	TBC	Developer contributions from S106/CIL	Essential – In the absence of additional capacity there will be insufficient places to meet the demand created by development	High
60 Early Years places	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if this site were to be allocated		TBC	Land East of Billingshurst (Little Daux) (based on 1,200 dwellings)	TBC	Developer contributions plus further Government funding	Essential – Additional capacity is required to ensure there are sufficient nursery places in the area to meet the demand created by development	High
SEND provision for 9 pupils	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements of this site were to be allocated		TBC	Land East of Billingshurst (Little Daux) (based on 1,200 dwellings)	TBC	Developer contributions from S106/CIL plus further funding from ESFA (DfE) and WSCC	Essential – In the absence of additional capacity there will be insufficient places to meet the demand created by the development	High
80 Sixth Form places	On- or off-site subject to spatial	Initial guidance from West Sussex County Council on potential		TBC	Land at Buck Barn, West Grinstead (Weald Cross)	TBC	Developer contributions from S106/CIL plus	Essential – In the absence of additional capacity there will	High

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Infrastructure Project	Location	Evidence/ Justification	Delivery Responsibility	Indicative Cost	Proposed Development in Local Plan requiring Infrastructure Project	Delivery Timescales	Funding Mechanism	Potential Importance to Strategy	Potential Risk to Delivery
	strategy of Local Plan	requirements if this site were to be allocated			(based on 2,000 dwellings)		further funding from ESFA (DfE) and WSCC	be insufficient places to meet the demand created by the development	
360 Secondary School places	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if this site were to be allocated		TBC	Land at Buck Barn, West Grinstead (Weald Cross) (based on 2,000 dwellings)	TBC	Developer contributions from S106/CIL plus further funding from ESFA (DfE) and WSCC	Essential – In the absence of additional capacity there will be insufficient places to meet the demand created by the development	High
500 Primary School places	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if this site were to be allocated		TBC	Land at Buck Barn, West Grinstead (Weald Cross) (based on 2,000 dwellings)	TBC	Developer contributions from S106/CIL plus further Government funding	Essential – Additional capacity is required to ensure there are sufficient nursery places in the area to meet the demand created by development	High
100 Early Years places	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if this site were to be allocated		TBC	Land at Buck Barn, West Grinstead (Weald Cross) (based on 2,000 dwellings)	TBC	Developer contributions from S106/CIL plus further Government funding	Essential – Additional capacity is required to ensure there are sufficient nursery places in the area to meet the demand created by development	High

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Infrastructure Project	Location	Evidence/ Justification	Delivery Responsibility	Indicative Cost	Proposed Development in Local Plan requiring Infrastructure Project	Delivery Timescales	Funding Mechanism	Potential Importance to Strategy	Potential Risk to Delivery
SEND Provision for 14 pupils	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if this site were to be allocated		TBC	Land at Buck Barn, West Grinstead (Weald Cross) (based on 2,000 dwellings)	TBC	Developer contributions from S106/CIL plus further funding from ESFA (DfE) and WSCC	Essential – In the absence of additional capacity there will be insufficient places to meet the demand created by development	High
36-40 Sixth Form places	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if this site were to be allocated		TBC	Land at Rookwood, Horsham (based on 900-1,000 dwellings)	TBC	Developer contributions from S106/CIL plus further funding from ESFA (DfE) and WSCC	Essential – In the absence of additional capacity there will be insufficient places to meet the demand created by development	High
162-180 Secondary School places	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if this site were to be allocated		TBC	Land at Rookwood, Horsham (based on 900-1,000 dwellings)	TBC	Developer contributions from S106/CIL plus further funding from ESFA (DfE) and WSCC	Essential – In the absence of additional capacity there will be insufficient places to meet the demand created by development	High
225-250 Primary School places	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if this site were to be allocated		TBC	Land at Rookwood, Horsham (based on 900-1,000 dwellings)	TBC	Developer contributions from S106/CIL plus further funding from ESFA (DfE) and WSCC	Essential – In the absence of additional capacity there will be insufficient places to meet the demand created by development	High

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Infrastructure Project	Location	Evidence/ Justification	Delivery Responsibility	Indicative Cost	Proposed Development in Local Plan requiring Infrastructure Project	Delivery Timescales	Funding Mechanism	Potential Importance to Strategy	Potential Risk to Delivery
50 Early Years places in 1 x 50 place full-day care nursery	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if this site were to be allocated		TBC	Land at Rookwood, Horsham (based on 900-1,000 dwellings)	TBC	Developer contributions from S106/CIL plus further Government funding	Essential – Additional capacity is required to ensure there are sufficient nursery places in the area to meet the demand created by development	High
SEND provision for 7 pupils)	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if this site were to be allocated		TBC	Land at Rookwood, Horsham (based on 900-1,000 dwellings)	TBC	Developer contributions from S106/CIL plus further funding from ESFA (DfE) and WSCC	Essential – In the absence of additional capacity there will be insufficient places to meet the demand created by development	High
32 Sixth Form places	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if this site were to be allocated		TBC	Land West of Kilnwood Vale (based on 800 dwellings)	TBC	Developer contributions from S106/CIL based on the cost of delivering the new facility	Essential – In the absence of additional capacity there will be insufficient places to meet the demand created by development	High
144 Secondary School places	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if this site were to be allocated		TBC	Land West of Kilnwood Vale (based on 800 dwellings)	TBC	Developer contributions from S106/CIL based on the cost of delivering the new facility	Essential – In the absence of additional capacity there will be insufficient places to meet the demand	High

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Infrastructure Project	Location	Evidence/ Justification	Delivery Responsibility	Indicative Cost	Proposed Development in Local Plan requiring Infrastructure Project	Delivery Timescales	Funding Mechanism	Potential Importance to Strategy	Potential Risk to Delivery
								created by development	
200 Primary School places	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if this site were to be allocated		TBC	Land West of Kilnwood Vale (based on 800 dwellings)	TBC	Developer contributions from S106/CIL plus further funding from ESFA (DfE) and WSCC	Essential – In the absence of additional capacity there will be insufficient places to meet the demand created by development	High
40 Early Years places	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if this site were to be allocated		TBC	Land West of Kilnwood Vale (based on 800 dwellings)	TBC	Developer contributions from S106/CIL plus further Government funding	Essential – Additional capacity is required to ensure there are sufficient nursery places in the area to meet the demand created by development	High
SEND provision for 5 pupils)	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if this site were to be allocated		TBC	Land West of Kilnwood Vale (based on 800 dwellings)	TBC	Developer contributions from S106/CIL plus further funding from ESFA (DfE) and WSCC	Essential – In the absence of additional capacity there will be insufficient places to meet the demand created by development	High
24 Sixth Form places	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if this		TBC	Ashington (based on 600 dwellings)	TBC	Developer contributions from S106/CIL plus further funding from	Essential – In the absence of additional capacity there will be insufficient places to meet	High

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Infrastructure Project	Location	Evidence/ Justification	Delivery Responsibility	Indicative Cost	Proposed Development in Local Plan requiring Infrastructure Project	Delivery Timescales	Funding Mechanism	Potential Importance to Strategy	Potential Risk to Delivery
		site were to be allocated					ESFA (DfE) and WSCC	the demand created by development	
108 Secondary School places	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if this site were to be allocated		TBC	Ashington (based on 600 dwellings)	TBC	Developer contributions from S106/CIL plus further funding from ESFA (DfE) and WSCC	Essential – In the absence of additional capacity there will be insufficient places to meet the demand created by development	High
150 Primary School Places	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if this site were to be allocated		TBC	Ashington (based on 600 dwellings)	TBC	Developer contributions from S106/CIL plus further funding from ESFA (DfE) and WSCC	Essential – In the absence of additional capacity there will be insufficient places to meet the demand created by development	High
30 Early Years places	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if this site were to be allocated		TBC	Ashington (based on 600 dwellings)	TBC	Developer contributions from S106/CIL plus further funding from ESFA (DfE) and WSCC	Essential – In the absence of additional capacity there will be insufficient places to meet the demand created by development	High
SEND provision for 4 pupils	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if this		TBC	Ashington(based on 600 dwellings)	TBC	Developer contributions from S106/CIL plus further funding from	Essential – In the absence of additional capacity there will be insufficient places to meet	High

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Infrastructure Project	Location	Evidence/ Justification	Delivery Responsibility	Indicative Cost	Proposed Development in Local Plan requiring Infrastructure Project	Delivery Timescales	Funding Mechanism	Potential Importance to Strategy	Potential Risk to Delivery
		site were to be allocated					ESFA (DfE) and WSCC	the demand created by development	
2 Sixth Form places	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if this site were to be allocated		TBC	Barns Green (based on 50 dwellings)	TBC	Developer contributions from S106/CIL plus further funding from ESFA (DfE) and WSCC	Essential – In the absence of additional capacity there will be insufficient places to meet the demand created by development	High
9 Secondary School places	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if this site were to be allocated		TBC	Barns Green (based on 50 dwellings)	TBC	Developer contributions from S106/CIL plus further funding from ESFA (DfE) and WSCC	Essential – In the absence of additional capacity there will be insufficient places to meet the demand created by development	High
13 Primary School places	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if this site were to be allocated		TBC	Barns Green (based on 50 dwellings)	TBC	Developer contributions from S106/CIL plus further funding from ESFA (DfE) and WSCC	Essential – In the absence of additional capacity there will be insufficient places to meet the demand created by development	High
SEND provision for 1 pupil	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if this		TBC	Barns Green (based on 50 dwellings)	TBC	Developer contributions from S106/CIL plus further funding from	Essential – In the absence of additional capacity there will be insufficient places to meet	High

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Infrastructure Project	Location	Evidence/ Justification	Delivery Responsibility	Indicative Cost	Proposed Development in Local Plan requiring Infrastructure Project	Delivery Timescales	Funding Mechanism	Potential Importance to Strategy	Potential Risk to Delivery
		site were to be allocated					ESFA (DfE) and WSCC	the demand created by development	
2.5 Early Years places	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if this site were to be allocated		TBC	Barns Green (based on 50 dwellings)	TBC	Developer contributions from S106/CIL plus further funding from ESFA (DfE) and WSCC	Essential – In the absence of additional capacity there will be insufficient places to meet the demand created by development	High
4 Sixth Form places	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if this site were to be allocated		TBC	Broadbridge Heath (based on 100 dwellings)	TBC	Developer contributions from S106/CIL plus further funding from ESFA (DfE) and WSCC	Essential – In the absence of additional capacity there will be insufficient places to meet the demand created by development	High
18 Secondary School places	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if this site were to be allocated		TBC	Broadbridge Heath (based on 100 dwellings)	TBC	Developer contributions from S106/CIL plus further funding from ESFA (DfE) and WSCC	Essential – In the absence of additional capacity there will be insufficient places to meet the demand created by development	High
25 Primary School places	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if this		TBC	Broadbridge Heath (based on 100 dwellings)	TBC	Developer contributions from S106/CIL plus further funding from	Essential – In the absence of additional capacity there will be insufficient places to meet	High

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Infrastructure Project	Location	Evidence/ Justification	Delivery Responsibility	Indicative Cost	Proposed Development in Local Plan requiring Infrastructure Project	Delivery Timescales	Funding Mechanism	Potential Importance to Strategy	Potential Risk to Delivery
		site were to be allocated					ESFA (DfE) and WSCC	the demand created by development	
5 Early Years places	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if this site were to be allocated		TBC	Broadbridge Heath (based on 100 dwellings)	TBC	Developer contributions from S106/CIL plus further funding from ESFA (DfE) and WSCC	Essential – In the absence of additional capacity there will be insufficient places to meet the demand created by development	High
SEND provision for 1 pupil	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if this site were to be allocated		TBC	Broadbridge Heath (based on 100 dwellings)	TBC	Developer contributions from S106/CIL plus further funding from ESFA (DfE) and WSCC	Essential – In the absence of additional capacity there will be insufficient places to meet the demand created by development	High
1 Sixth Form place	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if this site were to be allocated		TBC	Christs Hospital (based on 30 dwellings)	TBC	Developer contributions from S106/CIL plus further funding from ESFA (DfE) and WSCC	Essential – In the absence of additional capacity there will be insufficient places to meet the demand created by development	High
5 Secondary School places	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if this		TBC	Christs Hospital (based on 30 dwellings)	TBC	Developer contributions from S106/CIL plus further funding from	Essential – In the absence of additional capacity there will be insufficient places to meet	High

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Infrastructure Project	Location	Evidence/ Justification	Delivery Responsibility	Indicative Cost	Proposed Development in Local Plan requiring Infrastructure Project	Delivery Timescales	Funding Mechanism	Potential Importance to Strategy	Potential Risk to Delivery
		site were to be allocated					ESFA (DfE) and WSCC	the demand created by development	
8 Primary School places	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if this site were to be allocated		TBC	Christs Hospital (based on 30 dwellings)	TBC	Developer contributions from S106/CIL plus further funding from ESFA (DfE) and WSCC	Essential – In the absence of additional capacity there will be insufficient places to meet the demand created by development	High
2 Early Years places	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if this site were to be allocated		TBC	Christs Hospital (based on 30 dwellings)	TBC	Developer contributions from S106/CIL plus further funding from ESFA (DfE) and WSCC	Essential – In the absence of additional capacity there will be insufficient places to meet the demand created by development	High
SEND provision for 1 pupil	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if this site were to be allocated		TBC	Christs Hospital (based on 30 dwellings)	TBC	Developer contributions from S106/CIL plus further funding from ESFA (DfE) and WSCC	Essential – In the absence of additional capacity there will be insufficient places to meet the demand created by development	High
3 Sixth Form places	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if this		TBC	Cowfold (based on 75 dwellings)	TBC	Developer contributions from S106/CIL plus further funding from	Essential – In the absence of additional capacity there will be insufficient places to meet	High

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Infrastructure Project	Location	Evidence/ Justification	Delivery Responsibility	Indicative Cost	Proposed Development in Local Plan requiring Infrastructure Project	Delivery Timescales	Funding Mechanism	Potential Importance to Strategy	Potential Risk to Delivery
		site were to be allocated					ESFA (DfE) and WSCC	the demand created by development	
4 Secondary School places	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if this site were to be allocated		TBC	Cowfold (based on 75 dwellings)	TBC	Developer contributions from S106/CIL plus further funding from ESFA (DfE) and WSCC	Essential – In the absence of additional capacity there will be insufficient places to meet the demand created by development	High
19 Primary School places	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if this site were to be allocated		TBC	Cowfold (based on 75 dwellings)	TBC	Developer contributions from S106/CIL plus further funding from ESFA (DfE) and WSCC	Essential – In the absence of additional capacity there will be insufficient places to meet the demand created by development	High
4 Early Year places	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if this site were to be allocated		TBC	Cowfold (based on 75 dwellings)	TBC	Developer contributions from S106/CIL plus further funding from ESFA (DfE) and WSCC	Essential – In the absence of additional capacity there will be insufficient places to meet the demand created by development	High
SEND provision for 1 pupil	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if this		TBC	Cowfold (based on 75 dwellings)	TBC	Developer contributions from S106/CIL plus further funding from	Essential – In the absence of additional capacity there will be insufficient places to meet	High

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Infrastructure Project	Location	Evidence/ Justification	Delivery Responsibility	Indicative Cost	Proposed Development in Local Plan requiring Infrastructure Project	Delivery Timescales	Funding Mechanism	Potential Importance to Strategy	Potential Risk to Delivery
		site were to be allocated					ESFA (DfE) and WSCC	the demand created by development	
14 Sixth Form places	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if this site were to be allocated		TBC	Henfield (based on 350 dwellings)	TBC	Developer contributions from S106/CIL plus further funding from ESFA (DfE) and WSCC	Essential – In the absence of additional capacity there will be insufficient places to meet the demand created by development	High
63 Secondary School places	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if this site were to be allocated		TBC	Henfield (based on 350 dwellings)	TBC	Developer contributions from S106/CIL plus further funding from ESFA (DfE) and WSCC	Essential – In the absence of additional capacity there will be insufficient places to meet the demand created by development	High
88 Primary School places	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if this site were to be allocated		TBC	Henfield (based on 350 dwellings)	TBC	Developer contributions from S106/CIL plus further funding from ESFA (DfE) and WSCC	Essential – In the absence of additional capacity there will be insufficient places to meet the demand created by development	High
19 Early Years places	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if this		TBC	Henfield (based on 350 dwellings)	TBC	Developer contributions from S106/CIL plus further funding from	Essential – In the absence of additional capacity there will be insufficient places to meet	High

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Infrastructure Project	Location	Evidence/ Justification	Delivery Responsibility	Indicative Cost	Proposed Development in Local Plan requiring Infrastructure Project	Delivery Timescales	Funding Mechanism	Potential Importance to Strategy	Potential Risk to Delivery
		site were to be allocated					ESFA (DfE) and WSCC	the demand created by development	
SEND provision for 3 pupils	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if this site were to be allocated		TBC	Henfield (based on 350 dwellings)	TBC	Developer contributions from S106/CIL plus further funding from ESFA (DfE) and WSCC	Essential – In the absence of additional capacity there will be insufficient places to meet the demand created by development	High
4 Sixth Form places	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if this site were to be allocated		TBC	Horsham – Forest Ward (based on 100 dwellings)	TBC	Developer contributions from S106/CIL plus further funding from ESFA (DfE) and WSCC	Essential – In the absence of additional capacity there will be insufficient places to meet the demand created by development	High
18 Secondary School places	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if this site were to be allocated		TBC	Horsham – Forest Ward (based on 100 dwellings)	TBC	Developer contributions from S106/CIL plus further funding from ESFA (DfE) and WSCC	Essential – In the absence of additional capacity there will be insufficient places to meet the demand created by development	High
25 Primary School places	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if this		TBC	Horsham – Forest Ward (based on 100 dwellings)	TBC	Developer contributions from S106/CIL plus further funding from	Essential – In the absence of additional capacity there will be insufficient places to meet	High

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Infrastructure Project	Location	Evidence/ Justification	Delivery Responsibility	Indicative Cost	Proposed Development in Local Plan requiring Infrastructure Project	Delivery Timescales	Funding Mechanism	Potential Importance to Strategy	Potential Risk to Delivery
		site were to be allocated					ESFA (DfE) and WSCC	the demand created by development	
5 Early Years places	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if this site were to be allocated		TBC	Horsham – Forest Ward (based on 100 dwellings)	TBC	Developer contributions from S106/CIL plus further funding from ESFA (DfE) and WSCC	Essential – In the absence of additional capacity there will be insufficient places to meet the demand created by development	High
SEND provision for 1 pupil	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if this site were to be allocated		TBC	Horsham – Forest Ward (based on 100 dwellings)	TBC	Developer contributions from S106/CIL plus further funding from ESFA (DfE) and WSCC	Essential – In the absence of additional capacity there will be insufficient places to meet the demand created by development	High
2 Sixth Form places	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if this site were to be allocated		TBC	Lower Beeding (based on 35 dwellings)	TBC	Developer contributions from S106/CIL plus further funding from ESFA (DfE) and WSCC	Essential – In the absence of additional capacity there will be insufficient places to meet the demand created by development	High
7 Secondary School places	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if this		TBC	Lower Beeding (based on 35 dwellings)	TBC	Developer contributions from S106/CIL plus further funding from	Essential – In the absence of additional capacity there will be insufficient places to meet	High

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Infrastructure Project	Location	Evidence/ Justification	Delivery Responsibility	Indicative Cost	Proposed Development in Local Plan requiring Infrastructure Project	Delivery Timescales	Funding Mechanism	Potential Importance to Strategy	Potential Risk to Delivery
		site were to be allocated					ESFA (DfE) and WSCC	the demand created by development	
9 Primary School places	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if this site were to be allocated		TBC	Lower Beeding (based on 35 dwellings)	TBC	Developer contributions from S106/CIL plus further funding from ESFA (DfE) and WSCC	Essential – In the absence of additional capacity there will be insufficient places to meet the demand created by development	High
3 Early Years places	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if this site were to be allocated		TBC	Lower Beeding (based on 35 dwellings)	TBC	Developer contributions from S106/CIL plus further funding from ESFA (DfE) and WSCC	Essential – In the absence of additional capacity there will be insufficient places to meet the demand created by development	High
SEND provision for 1 pupil	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if this site were to be allocated		TBC	Lower Beeding (based on 35 dwellings)	TBC	Developer contributions from S106/CIL plus further funding from ESFA (DfE) and WSCC	Essential – In the absence of additional capacity there will be insufficient places to meet the demand created by development	High
12 Sixth Form places	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if this		TBC	North Horsham (Mercer Road) (based on 300 dwellings)	TBC	Developer contributions from S106/CIL plus further funding from	Essential – In the absence of additional capacity there will be insufficient places to meet	High

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Infrastructure Project	Location	Evidence/ Justification	Delivery Responsibility	Indicative Cost	Proposed Development in Local Plan requiring Infrastructure Project	Delivery Timescales	Funding Mechanism	Potential Importance to Strategy	Potential Risk to Delivery
		site were to be allocated					ESFA (DfE) and WSCC	the demand created by development	
54 Secondary School Places	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if this site were to be allocated		TBC	North Horsham (Mercer Road) (based on 300 dwellings)	TBC	Developer contributions from S106/CIL plus further funding from ESFA (DfE) and WSCC	Essential – In the absence of additional capacity there will be insufficient places to meet the demand created by development	High
75 Primary School places	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if this site were to be allocated		TBC	North Horsham (Mercer Road) (based on 300 dwellings)	TBC	Developer contributions from S106/CIL plus further funding from ESFA (DfE) and WSCC	Essential – In the absence of additional capacity there will be insufficient places to meet the demand created by development	High
15 Early Year places	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if this site were to be allocated		TBC	North Horsham (Mercer Road) (based on 300 dwellings)	TBC	Developer contributions from S106/CIL plus further funding from ESFA (DfE) and WSCC	Essential – In the absence of additional capacity there will be insufficient places to meet the demand created by development	High
SEND provision for 3 pupils	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if this		TBC	North Horsham (Mercer Road) (based on 300 dwellings)	TBC	Developer contributions from S106/CIL plus further funding from	Essential – In the absence of additional capacity there will be insufficient places to meet	High

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Infrastructure Project	Location	Evidence/ Justification	Delivery Responsibility	Indicative Cost	Proposed Development in Local Plan requiring Infrastructure Project	Delivery Timescales	Funding Mechanism	Potential Importance to Strategy	Potential Risk to Delivery
		site were to be allocated					ESFA (DfE) and WSCC	the demand created by development	
8 Sixth Form places	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if this site were to be allocated		TBC	Partridge Green (based on 200 dwellings)	TBC	Developer contributions from S106/CIL plus further funding from ESFA (DfE) and WSCC	Essential – In the absence of additional capacity there will be insufficient places to meet the demand created by development	High
36 Secondary School places	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if this site were to be allocated		TBC	Partridge Green (based on 200 dwellings)	TBC	Developer contributions from S106/CIL plus further funding from ESFA (DfE) and WSCC	Essential – In the absence of additional capacity there will be insufficient places to meet the demand created by development	High
50 Primary School places	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if this site were to be allocated		TBC	Partridge Green (based on 200 dwellings)	TBC	Developer contributions from S106/CIL plus further funding from ESFA (DfE) and WSCC	Essential – In the absence of additional capacity there will be insufficient places to meet the demand created by development	High
SEND provision for 2 pupils	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if this		TBC	Partridge Green (based on 200 dwellings)	TBC	Developer contributions from S106/CIL plus further funding from	Essential – In the absence of additional capacity there will be insufficient places to meet	High

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Infrastructure Project	Location	Evidence/ Justification	Delivery Responsibility	Indicative Cost	Proposed Development in Local Plan requiring Infrastructure Project	Delivery Timescales	Funding Mechanism	Potential Importance to Strategy	Potential Risk to Delivery
		site were to be allocated					ESFA (DfE) and WSCC	the demand created by development	
10 Early Years places	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if this site were to be allocated		TBC	Partridge Green (based on 200 dwellings)	TBC	Developer contributions from S106/CIL plus further funding from ESFA (DfE) and WSCC	Essential – In the absence of additional capacity there will be insufficient places to meet the demand created by development	High
11 Sixth Form places	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if this site were to be allocated		TBC	Pulborough (based on 275 dwellings)	TBC	Developer contributions from S106/CIL plus further funding from ESFA (DfE) and WSCC	Essential – In the absence of additional capacity there will be insufficient places to meet the demand created by development	High
50 Secondary School places	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if this site were to be allocated		TBC	Pulborough (based on 275 dwellings)	TBC	Developer contributions from S106/CIL plus further funding from ESFA (DfE) and WSCC	Essential – In the absence of additional capacity there will be insufficient places to meet the demand created by development	High
69 Primary School places	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if this		TBC	Pulborough (based on 275 dwellings)	TBC	Developer contributions from S106/CIL plus further funding from	Essential – In the absence of additional capacity there will be insufficient places to meet	High

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Infrastructure Project	Location	Evidence/ Justification	Delivery Responsibility	Indicative Cost	Proposed Development in Local Plan requiring Infrastructure Project	Delivery Timescales	Funding Mechanism	Potential Importance to Strategy	Potential Risk to Delivery
		site were to be allocated					ESFA (DfE) and WSCC	the demand created by development	
14 Early Years places	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if this site were to be allocated		TBC	Pulborough (based on 275 dwellings)	TBC	Developer contributions from S106/CIL plus further funding from ESFA (DfE) and WSCC	Essential – In the absence of additional capacity there will be insufficient places to meet the demand created by development	High
SEND provision for 3 pupils	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if this site were to be allocated		TBC	Pulborough (based on 275 dwellings)	TBC	Developer contributions from S106/CIL plus further funding from ESFA (DfE) and WSCC	Essential – In the absence of additional capacity there will be insufficient places to meet the demand created by development	High
2 Sixth Form places	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if this site were to be allocated		TBC	Rudgwick / Bucks Green (based on 50 dwellings)	TBC	Developer contributions from S106/CIL plus further funding from ESFA (DfE) and WSCC	Essential – In the absence of additional capacity there will be insufficient places to meet the demand created by development	High
9 Secondary School places	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if this		TBC	Rudgwick / Bucks Green (based on 50 dwellings)	TBC	Developer contributions from S106/CIL plus further funding from	Essential – In the absence of additional capacity there will be insufficient places to meet	High

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Infrastructure Project	Location	Evidence/ Justification	Delivery Responsibility	Indicative Cost	Proposed Development in Local Plan requiring Infrastructure Project	Delivery Timescales	Funding Mechanism	Potential Importance to Strategy	Potential Risk to Delivery
		site were to be allocated					ESFA (DfE) and WSCC	the demand created by development	
13 Primary School places	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if this site were to be allocated		TBC	Rudgwick / Bucks Green (based on 50 dwellings)	TBC	Developer contributions from S106/CIL plus further funding from ESFA (DfE) and WSCC	Essential – In the absence of additional capacity there will be insufficient places to meet the demand created by development	High
3 Early Years places	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if this site were to be allocated		TBC	Rudgwick / Bucks Green (based on 50 dwellings)	TBC	Developer contributions from S106/CIL plus further funding from ESFA (DfE) and WSCC	Essential – In the absence of additional capacity there will be insufficient places to meet the demand created by development	High
SEND provision for 1 pupil	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if this site were to be allocated		TBC	Rudgwick / Bucks Green (based on 50 dwellings)	TBC	Developer contributions from S106/CIL plus further funding from ESFA (DfE) and WSCC	Essential – In the absence of additional capacity there will be insufficient places to meet the demand created by development	High
1 Sixth Form place	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if this		TBC	Small Dole (based on 20 dwellings)	TBC	Developer contributions from S106/CIL plus further funding from	Essential – In the absence of additional capacity there will be insufficient places to meet	High

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Infrastructure Project	Location	Evidence/ Justification	Delivery Responsibility	Indicative Cost	Proposed Development in Local Plan requiring Infrastructure Project	Delivery Timescales	Funding Mechanism	Potential Importance to Strategy	Potential Risk to Delivery
		site were to be allocated					ESFA (DfE) and WSCC	the demand created by development	
4 Secondary School places	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if this site were to be allocated		TBC	Small Dole (based on 20 dwellings)	TBC	Developer contributions from S106/CIL plus further funding from ESFA (DfE) and WSCC	Essential – In the absence of additional capacity there will be insufficient places to meet the demand created by development	High
5 Primary School places	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if this site were to be allocated		TBC	Small Dole (based on 20 dwellings)	TBC	Developer contributions from S106/CIL plus further funding from ESFA (DfE) and WSCC	Essential – In the absence of additional capacity there will be insufficient places to meet the demand created by development	High
1 Early Years place	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if this site were to be allocated		TBC	Small Dole (based on 20 dwellings)	TBC	Developer contributions from S106/CIL plus further funding from ESFA (DfE) and WSCC	Essential – In the absence of additional capacity there will be insufficient places to meet the demand created by development	High
SEND provision for 1 pupil	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if this		TBC	Small Dole (based on 20 dwellings)	TBC	Developer contributions from S106/CIL plus further funding from	Essential – In the absence of additional capacity there will be insufficient places to meet	High

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Infrastructure Project	Location	Evidence/ Justification	Delivery Responsibility	Indicative Cost	Proposed Development in Local Plan requiring Infrastructure Project	Delivery Timescales	Funding Mechanism	Potential Importance to Strategy	Potential Risk to Delivery
		site were to be allocated					ESFA (DfE) and WSCC	the demand created by development	
2 Sixth Form places	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if this site were to be allocated		TBC	Steyning & Bramber (based on 50 dwellings)	TBC	Developer contributions from S106/CIL plus further funding from ESFA (DfE) and WSCC	Essential – In the absence of additional capacity there will be insufficient places to meet the demand created by development	High
9 Secondary School places	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if this site were to be allocated		TBC	Steyning & Bramber (based on 50 dwellings)	TBC	Developer contributions from S106/CIL plus further funding from ESFA (DfE) and WSCC	Essential – In the absence of additional capacity there will be insufficient places to meet the demand created by development	High
13 Primary School places	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if this site were to be allocated		TBC	Steyning & Bramber (based on 50 dwellings)	TBC	Developer contributions from S106/CIL plus further funding from ESFA (DfE) and WSCC	Essential – In the absence of additional capacity there will be insufficient places to meet the demand created by development	High
3 Early Years places	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if this		TBC	Steyning & Bramber (based on 50 dwellings)	TBC	Developer contributions from S106/CIL plus further funding from	Essential – In the absence of additional capacity there will be insufficient places to meet	High

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Infrastructure Project	Location	Evidence/ Justification	Delivery Responsibility	Indicative Cost	Proposed Development in Local Plan requiring Infrastructure Project	Delivery Timescales	Funding Mechanism	Potential Importance to Strategy	Potential Risk to Delivery
		site were to be allocated					ESFA (DfE) and WSCC	the demand created by development	
SEND provision for 1 pupil	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if this site were to be allocated		TBC	Steyning & Bramber (based on 50 dwellings)	TBC	Developer contributions from S106/CIL plus further funding from ESFA (DfE) and WSCC	Essential – In the absence of additional capacity there will be insufficient places to meet the demand created by development	High
4 Sixth Form places	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if this site were to be allocated		TBC	Storrington & Sullington (based on 100 dwellings)	TBC	Developer contributions from S106/CIL plus further funding from ESFA (DfE) and WSCC	Essential – In the absence of additional capacity there will be insufficient places to meet the demand created by development	High
18 Secondary School places	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if this site were to be allocated		TBC	Storrington & Sullington (based on 100 dwellings)	TBC	Developer contributions from S106/CIL plus further funding from ESFA (DfE) and WSCC	Essential – In the absence of additional capacity there will be insufficient places to meet the demand created by development	High
25 Primary School places	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if this		TBC	Storrington & Sullington (based on 100 dwellings)	TBC	Developer contributions from S106/CIL plus further funding from	Essential – In the absence of additional capacity there will be insufficient places to meet	High

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Infrastructure Project	Location	Evidence/ Justification	Delivery Responsibility	Indicative Cost	Proposed Development in Local Plan requiring Infrastructure Project	Delivery Timescales	Funding Mechanism	Potential Importance to Strategy	Potential Risk to Delivery
		site were to be allocated					ESFA (DfE) and WSCC	the demand created by development	
6 Early Years places	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if this site were to be allocated		TBC	Storrington & Sullington (based on 100 dwellings)	TBC	Developer contributions from S106/CIL plus further funding from ESFA (DfE) and WSCC	Essential – In the absence of additional capacity there will be insufficient places to meet the demand created by development	High
SEND provision for 1 pupil	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if this site were to be allocated		TBC	Storrington & Sullington (based on 100 dwellings)	TBC	Developer contributions from S106/CIL plus further funding from ESFA (DfE) and WSCC	Essential – In the absence of additional capacity there will be insufficient places to meet the demand created by development	High
2 Sixth Form places	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if this site were to be allocated		TBC	Thakeham (based on 50 dwellings)	TBC	Developer contributions from S106/CIL plus further funding from ESFA (DfE) and WSCC	Essential – In the absence of additional capacity there will be insufficient places to meet the demand created by development	High
9 Secondary School places	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if this		TBC	Thakeham (based on 50 dwellings)	TBC	Developer contributions from S106/CIL plus further funding from	Essential – In the absence of additional capacity there will be insufficient places to meet	High

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Infrastructure Project	Location	Evidence/ Justification	Delivery Responsibility	Indicative Cost	Proposed Development in Local Plan requiring Infrastructure Project	Delivery Timescales	Funding Mechanism	Potential Importance to Strategy	Potential Risk to Delivery
		site were to be allocated					ESFA (DfE) and WSCC	the demand created by development	
13 Primary School places	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if this site were to be allocated		TBC	Thakeham (based on 50 dwellings)	TBC	Developer contributions from S106/CIL plus further funding from ESFA (DfE) and WSCC	Essential – In the absence of additional capacity there will be insufficient places to meet the demand created by development	High
3 Early Years places	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if this site were to be allocated		TBC	Thakeham (based on 50 dwellings)	TBC	Developer contributions from S106/CIL plus further funding from ESFA (DfE) and WSCC	Essential – In the absence of additional capacity there will be insufficient places to meet the demand created by development	High
SEND provision for 1 pupil	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if this site were to be allocated		TBC	Thakeham (based on 50 dwellings)	TBC	Developer contributions from S106/CIL plus further funding from ESFA (DfE) and WSCC	Essential – In the absence of additional capacity there will be insufficient places to meet the demand created by development	High
4 Sixth Form places	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if this		TBC	Upper Beeding (based on 70 dwellings)	TBC	Developer contributions from S106/CIL plus further funding from	Essential – In the absence of additional capacity there will be insufficient places to meet	High

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Infrastructure Project	Location	Evidence/ Justification	Delivery Responsibility	Indicative Cost	Proposed Development in Local Plan requiring Infrastructure Project	Delivery Timescales	Funding Mechanism	Potential Importance to Strategy	Potential Risk to Delivery
		site were to be allocated					ESFA (DfE) and WSCC	the demand created by development	
16 Secondary School places	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if this site were to be allocated		TBC	Upper Beeding (based on 70 dwellings)	TBC	Developer contributions from S106/CIL plus further funding from ESFA (DfE) and WSCC	Essential – In the absence of additional capacity there will be insufficient places to meet the demand created by development	High
26 Primary School places	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if this site were to be allocated		TBC	Upper Beeding (based on 70 dwellings)	TBC	Developer contributions from S106/CIL plus further funding from ESFA (DfE) and WSCC	Essential – In the absence of additional capacity there will be insufficient places to meet the demand created by development	High
5 Early Years places	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if this site were to be allocated		TBC	Upper Beeding (based on 70 dwellings)	TBC	Developer contributions from S106/CIL plus further funding from ESFA (DfE) and WSCC	Essential – In the absence of additional capacity there will be insufficient places to meet the demand created by development	High
SEND provision for 1 pupil	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if this		TBC	Upper Beeding (based on 70 dwellings)	TBC	Developer contributions from S106/CIL plus further funding from	Essential – In the absence of additional capacity there will be insufficient places to meet	High

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Infrastructure Project	Location	Evidence/ Justification	Delivery Responsibility	Indicative Cost	Proposed Development in Local Plan requiring Infrastructure Project	Delivery Timescales	Funding Mechanism	Potential Importance to Strategy	Potential Risk to Delivery
		site were to be allocated					ESFA (DfE) and WSCC	the demand created by development	
2 Sixth form places	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if this site were to be allocated		TBC	Warnham (based on 50 dwellings)	TBC	Developer contributions from S106/CIL plus further funding from ESFA (DfE) and WSCC	Essential – In the absence of additional capacity there will be insufficient places to meet the demand created by development	High
9 Secondary School places	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if this site were to be allocated		TBC	Warnham (based on 50 dwellings)	TBC	Developer contributions from S106/CIL plus further funding from ESFA (DfE) and WSCC	Essential – In the absence of additional capacity there will be insufficient places to meet the demand created by development	High
13 Primary School places	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if this site were to be allocated		TBC	Warnham (based on 50 dwellings)	TBC	Developer contributions from S106/CIL plus further funding from ESFA (DfE) and WSCC	Essential – In the absence of additional capacity there will be insufficient places to meet the demand created by development	High
3 Early Years Places	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if this		TBC	Warnham (based on 50 dwellings)	TBC	Developer contributions from S106/CIL plus further funding from	Essential – In the absence of additional capacity there will be insufficient places to meet	High

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Infrastructure Project	Location	Evidence/ Justification	Delivery Responsibility	Indicative Cost	Proposed Development in Local Plan requiring Infrastructure Project	Delivery Timescales	Funding Mechanism	Potential Importance to Strategy	Potential Risk to Delivery
		site were to be allocated					ESFA (DfE) and WSCC	the demand created by development	
SEND provision for 1 pupil	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if this site were to be allocated		TBC	Warnham (based on 50 dwellings)	TBC	Developer contributions from S106/CIL plus further funding from ESFA (DfE) and WSCC	Essential – In the absence of additional capacity there will be insufficient places to meet the demand created by development	High
1 Sixth Form place	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if this site were to be allocated		TBC	West Chiltington	TBC	Developer contributions from S106/CIL plus further funding from ESFA (DfE) and WSCC	Essential – In the absence of additional capacity there will be insufficient places to meet the demand created by development	High
5 Secondary School places	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if this site were to be allocated		TBC	West Chiltington (based on 25 dwellings)	TBC	Developer contributions from S106/CIL plus further funding from ESFA (DfE) and WSCC	Essential – In the absence of additional capacity there will be insufficient places to meet the demand created by development	High
6 Primary School places	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if this		TBC	West Chiltington (based on 25 dwellings)	TBC	Developer contributions from S106/CIL plus further funding from	Essential – In the absence of additional capacity there will be insufficient places to meet	High

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Infrastructure Project	Location	Evidence/ Justification	Delivery Responsibility	Indicative Cost	Proposed Development in Local Plan requiring Infrastructure Project	Delivery Timescales	Funding Mechanism	Potential Importance to Strategy	Potential Risk to Delivery
		site were to be allocated					ESFA (DfE) and WSCC	the demand created by development	
2 Early Years places	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if this site were to be allocated		TBC	West Chiltington (based on 25 dwellings)	TBC	Developer contributions from S106/CIL plus further funding from ESFA (DfE) and WSCC	Essential – In the absence of additional capacity there will be insufficient places to meet the demand created by development	High
SEND provision for 1 pupil	On- or off-site subject to spatial strategy of Local Plan	Initial guidance from West Sussex County Council on potential requirements if this site were to be allocated		TBC	West Chiltington (based on 25 dwellings)	TBC	Developer contributions from S106/CIL plus further funding from ESFA (DfE) and WSCC	Essential – In the absence of additional capacity there will be insufficient places to meet the demand created by development	High

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3.2.3 HEALTH AND SOCIAL CARE

Infrastructure Project	Location	Evidence/Justification	Provider/Delivery Responsibility	Indicative Cost	Proposed Development in Local Plan requiring Infrastructure Project	Delivery Timescales	Funding Mechanism	Potential Importance to Strategy	Potential Risk to Delivery
New health facility for the north of the District	Allocated Land at North Horsham OR Kilnwood Vale strategic sites	Identified by the CCG through the Estate Strategy and District Valuer build guidance	Primary Care Practice CCG	£10 million	Land West of Ifield, Land West of Kilnwood Vale and allocated Kilnwood Vale and North Horsham strategic site	2022-2028 (subject to housing build completions)	Developer contributions from S106/CIL and NHS/CCG funding	Essential	High
Improvements to the Central Horsham Estate	Central Horsham practices	Identified by the CCG through Estate Strategy and District Valuer build guidance	Primary Care Practice CCG	£1.5 million	Land at Rookwood, Horsham and Horsham sites	2023 – 2035 (subject to housing build completions)	Developer contributions from S106/CIL	Essential	High
Expand Southwater GP practice	Southwater	Identified by the CCG through Estate Strategy and District Valuer build guidance	Primary Care Practice CCG	£4 million	Land West of Southwater, Southwater and/or Land at Buck Barn, West Grinstead (Weald Cross)	2023 – 2035 (subject to housing)	Developer contributions from S106/CIL	Essential	High
Reconfiguration and extension of Billingshurst Practice	Billingshurst	Identified by the CCG through Estate Strategy and District Valuer build guidance	Primary Care Practice CCG	£1.4 million	Land East of Billingshurst (Little Daux) and Land West of Billingshurst (Newbridge Park)	2023 – 2035 (subject to housing build completions)	Developer contributions from S106/CIL	Essential	High
Reconfiguration and extension to Billingshurst Practice	Billingshurst	Identified by the CCG through Estate Strategy and District Valuer build guidance	Primary Care Practice CCG	£2.5 million	Land at Adversane, West Chiltington Parish (Kingswood)	2023 – 2035 (subject to housing build completions)	Developer contributions from S106/CIL	Essential	High

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Infrastructure Project	Location	Evidence/Justification	Provider/Delivery Responsibility	Indicative Cost	Proposed Development in Local Plan requiring Infrastructure Project	Delivery Timescales	Funding Mechanism	Potential Importance to Strategy	Potential Risk to Delivery
Bespoke solution for Land North East of Henfield (Mayfield) (subject to further consideration)	TBC	Identified by the CCG through Estate Strategy and District Valuer build guidance	Primary Care Practice CCG	£3.5 million	Land North East of Henfield (Mayfield)	2023 – 2035 (subject to housing build completions)	Developer contributions from S106/CIL plus potential further funding from the NHS/CCG	Essential	High
Additional site specific improvements relating to windfall sites and small site allocations	TBC	Identified by the CCG through District Valuer working on build costs for size	Primary Care Practice CCG	£2 million	Contributions would be required if sites in the following locations are proposed for allocation: Ashington, Barns Green, Broadbridge Heath, Horsham, Cowfold, Henfield, Lower Beeding, Partridge Green, Pulborough, Rudgwick/Bucks Green, Small Dole, Steyning and Bramber, Upper Beeding, Christs Hospital, Storrington and Sullington, Thakeham, Warnham and West Chiltington	2023-2035 (subject to housing build completions)	Developer contributions from S106/CIL plus potential further funding from the NHS/CCG	Essential	High

3.2.4 COMMUNITY AND SPORTS FACILITIES

Infrastructure Project	Location	Evidence/Justification	Provider/Delivery Responsibility	Indicative Cost	Proposed Development in Local Plan requiring Infrastructure Project	Delivery Timescales	Funding Mechanism	Potential Importance to Strategy	Potential Risk to Delivery
Additional library offer	Land West of Ifield/Allocated Kilnwood Vale strategic site	Initial guidance from West Sussex County Council on potential library provision required as a result of development. Subject to further consideration, a new facility at Land West of Ifield may be required or it could be possible to expand the facility at Kilnwood Vale.	WSCC	TBC	Land West of Ifield and Land West of Kilnwood Vale	TBC	Developer contributions from S106/CIL	Desirable	High
Contributions to Horsham Library	Horsham Library	Initial guidance from West Sussex County Council on potential library provision required as a result of development. The existing Tier 6 library in Southwater is not capable of expansion, therefore contributions to Horsham Library would be required to mitigate development.	WSCC	TBC	Land West of Southwater, Southwater	TBC	Developer contributions from S106/CIL	Desirable	High
Contributions to Billingshurst Library	Billingshurst Library	Initial guidance from West Sussex County Council on potential library provision required as a result of development.	WSCC	TBC	Land East of Billingshurst (Little Daux) and Land West of Billingshurst (Newbridge Park)	TBC	Developer contributions from S106/CIL	Desirable	High

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Infrastructure Project	Location	Evidence/Justification	Provider/Delivery Responsibility	Indicative Cost	Proposed Development in Local Plan requiring Infrastructure Project	Delivery Timescales	Funding Mechanism	Potential Importance to Strategy	Potential Risk to Delivery
Additional library offer	Land at Buck Barn, West Grinstead	Initial guidance from West Sussex County Council on potential library provision required as a result of development. This is a rural location and some distance from an existing library and therefore a library offer would be required.	WSCC	TBC	Land at Buck Barn, West Grinstead (Weald Cross)	TBC	Developer contributions from S106/CIL	Desirable	High
Contributions towards the expansion of the facilities to be provided at North Horsham or towards Horsham Library	New facilities to be provided as part of the North Horsham strategic development or Horsham Library	Initial guidance from West Sussex County Council on potential library provision required as a result of development.	WSCC	TBC	Densification of the existing strategic allocation - Land at North Horsham	TBC	Developer contributions from S106/CIL	Desirable	High
Contributions towards Horsham Library	Horsham Library	Initial guidance from West Sussex County Council on potential library provision required as a result of development.	WSCC	TBC	Land at Rookwood, Horsham	TBC	Developer contributions from S106/CIL	Desirable	High
Additional library offer	Land at Kingsfold, Warnham (North West Horsham)	Initial guidance from West Sussex County Council on potential library provision required as a result of development. This is a rural location and some	WSCC	TBC	Land at Kingsfold, Warnham (North West Horsham)	TBC	Developer contributions from S106/CIL	Desirable	High

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Infrastructure Project	Location	Evidence/Justification	Provider/Delivery Responsibility	Indicative Cost	Proposed Development in Local Plan requiring Infrastructure Project	Delivery Timescales	Funding Mechanism	Potential Importance to Strategy	Potential Risk to Delivery
		distance from an existing library and therefore a library offer would be required.							
Additional library offer	Land North East of Henfield (Mayfield)	Initial guidance from West Sussex County Council on potential library provision required as a result of development. Given the size of the potential allocation a library offer would be required.	WSCC	TBC	Land North East of Henfield (Mayfield)	TBC	Developer contributions from S106/CIL	Desirable	High
Additional library offer	Land at Adversane, West Chiltington Parish (Kingswood)	Initial guidance from West Sussex County Council on potential library provision required as a result of development. This is a rural location and some distance from an existing library and therefore a library offer would be required	WSCC	TBC	Land at Adversane, West Chiltington Parish (Kingswood)	TBC	Developer contributions from S106/CIL	Desirable	High
Contributions to nearest library facilities	District-wide	Initial guidance from West Sussex County Council suggests all these sites would require contributions to mitigate the impact of development, although no new facilities would be required.	WSCC	TBC	Contributions to existing libraries provision would be required if sites in the following locations are proposed for allocation: Ashington, Barns Green,	TBC	Developer contributions from S106/CIL	Desirable	High

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Infrastructure Project	Location	Evidence/Justification	Provider/Delivery Responsibility	Indicative Cost	Proposed Development in Local Plan requiring Infrastructure Project	Delivery Timescales	Funding Mechanism	Potential Importance to Strategy	Potential Risk to Delivery
					Broadbridge Heath, Horsham, Henfield, Lower Beeding, Cowfold, Partridge Green, Pulborough, Rudgwick, Small Dole, Christs Hospital, Steyning and Bramber, Upper Beeding, Storrington and Sullington, Thakeham, Warnham and West Chiltington				
Within the Plan period 6.98ha of Open Space (formed of Allotments, Parks and Recreation grounds, Grass Pitches, Tennis & Multi-Courts, Equipped Play Areas and Youth Facilities)	Land at Adversane, West Chiltington Parish (Kingswood)	Need based on the guidance in the Sport, Open Space and Recreation Assessment (2014) and the emerging Policy 46	HDC / Developer	TBC	Land at Adversane, West Chiltington Parish (Kingswood)	TBC	Developer contributions from S106/CIL	Essential	High

DRAFT INFRASTRUCTURE DELIVERY SCHEDULE 2020

Infrastructure Project	Location	Evidence/Justification	Provider/Delivery Responsibility	Indicative Cost	Proposed Development in Local Plan requiring Infrastructure Project	Delivery Timescales	Funding Mechanism	Potential Importance to Strategy	Potential Risk to Delivery
(13.97ha over the lifetime of the development scheme)									
Within the Plan period 960sqm of Indoor Space (formed of Local and Neighbourhood Halls) (1920sqm over the lifetime of the development scheme)	Land at Adversane, West Chiltonton Parish (Kingswood)	Need based on the guidance in the Sport, Open Space and Recreation Assessment (2014) and the emerging Policy 46	HDC / Developer	TBC	Land at Adversane, West Chiltonton Parish (Kingswood)	TBC	Developer contributions from S106/CIL	Essential	High
Within the Plan period 2.62ha of Open Space (formed of Allotments, Parks and Recreation grounds, Grass Pitches, Tennis & Multi-Courts, Equipped Play Areas and Youth Facilities) (4.19ha over the lifetime of	Land East of Billingshurst (Little Daux)	Need based on the guidance in the Sport, Open Space and Recreation Assessment (2014) and the emerging Policy 46	HDC / Developer	TBC	Land East of Billingshurst (Little Daux)	TBC	Developer contributions from S106/CIL	Essential	High

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Infrastructure Project	Location	Evidence/Justification	Provider/Delivery Responsibility	Indicative Cost	Proposed Development in Local Plan requiring Infrastructure Project	Delivery Timescales	Funding Mechanism	Potential Importance to Strategy	Potential Risk to Delivery
the development scheme)									
Within the Plan period 360sqm of Indoor Space (formed of Local and Neighbourhood Halls) (576sqm over the lifetime of the development scheme)	Land East of Billingshurst (Little Daux)	Need based on the guidance in the Sport, Open Space and Recreation Assessment (2014) and the emerging Policy 46	HDC / Developer	TBC	Land East of Billingshurst (Little Daux)	TBC	Developer contributions from S106/CIL	Essential	High
Within the Plan period 4.71-6.11ha of Open Space (formed of Allotments, Parks and Recreation grounds, Grass Pitches, Tennis & Multi-Courts, Equipped Play Areas and Youth Facilities)	Land West of Billingshurst (Newbridge Park)	Need based on the guidance in the Sport, Open Space and Recreation Assessment (2014) and the emerging Policy 46	HDC / Developer	TBC	Land West of Billingshurst (Newbridge Park)	TBC	Developer contributions from S106/CIL	Essential	High
Within the Plan period 648-840sqm of Indoor Space (formed of Local and	Land West of Billingshurst (Newbridge Park)	Need based on the guidance in the Sport, Open Space and Recreation Assessment (2014) and the emerging Policy 46	HDC / Developer	TBC	Land West of Billingshurst (Newbridge Park)	TBC	Developer contributions from S106/CIL	Essential	High

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Infrastructure Project	Location	Evidence/Justification	Provider/Delivery Responsibility	Indicative Cost	Proposed Development in Local Plan requiring Infrastructure Project	Delivery Timescales	Funding Mechanism	Potential Importance to Strategy	Potential Risk to Delivery
Neighbourhood Halls)									
Within the Plan period 6.98ha of Open Space (formed of Allotments, Parks and Recreation grounds, Grass Pitches, Tennis & Multi-Courts, Equipped Play Areas and Youth Facilities) (12.22ha over the lifetime of the development scheme)	Land at Buck Barn, West Grinstead (Weald Cross)	Need based on the guidance in the Sport, Open Space and Recreation Assessment (2014) and the emerging Policy 46	HDC / Developer	TBC	Land at Buck Barn, West Grinstead (Weald Cross)	TBC	Developer contributions from S106/CIL	Essential	High
Within the Plan period 960sqm of Indoor Space (formed of Local and Neighbourhood Halls) (1680sqm over the lifetime of the development scheme)	Land Buck Barn, West Grinstead (Weald Cross)	Need based on the guidance in the Sport, Open Space and Recreation Assessment (2014) and the emerging Policy 46	HDC / Developer	TBC	Land at Buck Barn, West Grinstead (Weald Cross)	TBC	Developer contributions from S106/CIL	Essential	High

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Infrastructure Project	Location	Evidence/Justification	Provider/Delivery Responsibility	Indicative Cost	Proposed Development in Local Plan requiring Infrastructure Project	Delivery Timescales	Funding Mechanism	Potential Importance to Strategy	Potential Risk to Delivery
Within the Plan period 13.27ha of Open Space (formed of Allotments, Parks and Recreation grounds, Grass Pitches, Tennis & Multi-Courts, Equipped Play Areas and Youth Facilities) (34.92ha over the lifetime of the development scheme)	Land West of Crawley, Rusper (Land West of Ifield and Land West of Kilnwood Vale)	Need based on the guidance in the Sport, Open Space and Recreation Assessment (2014) and the emerging Policy 46	HDC / Developer	TBC	Land West of Crawley, Rusper (Land West of Ifield and Land West of Kilnwood Vale)	TBC	Developer contributions from S106/CIL	Essential	High
Within the Plan period 1,824sqm of Indoor Space (formed of Local and Neighbourhood Halls) (4,800sqm over the lifetime of the development scheme)	Land West of Crawley, Rusper (Land West of Ifield and Land West of Kilnwood Vale)	Need based on the guidance in the Sport, Open Space and Recreation Assessment (2014) and the emerging Policy 46	HDC / Developer	TBC	Land West of Crawley, Rusper (Land West of Ifield and Land West of Kilnwood Vale)	TBC	Developer contributions from S106/CIL	Essential	High
Within the Plan period 3.49ha	Land at Kingsfold,	Need based on the guidance in the Sport,	HDC / Developer	TBC	Land at Kingsfold,	TBC	Developer contributions	Essential	High

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Infrastructure Project	Location	Evidence/Justification	Provider/Delivery Responsibility	Indicative Cost	Proposed Development in Local Plan requiring Infrastructure Project	Delivery Timescales	Funding Mechanism	Potential Importance to Strategy	Potential Risk to Delivery
of Open Space (formed of Allotments, Parks and Recreation grounds, Grass Pitches, Tennis & Multi-Courts, Equipped Play Areas and Youth Facilities) (4.54ha over the lifetime of the development scheme)	Warnham (North West Horsham)	Open Space and Recreation Assessment (2014) and the emerging Policy 46			Warnham (North West Horsham)		from S106/CIL		
Within the Plan period 480sqm of Indoor Space (formed of Local and Neighbourhood Halls) (624sqm over the lifetime of the development scheme)	Land at Kingsfold, Warnham (North West Horsham)	Need based on the guidance in the Sport, Open Space and Recreation Assessment (2014) and the emerging Policy 46	HDC / Developer	TBC	Land at Kingsfold, Warnham (North West Horsham)	TBC	Developer contributions from S106/CIL	Essential	High
Within the Plan period 10.48ha of Open Space (formed of Allotments,	Land North East of Henfield (Mayfield)	Need based on the guidance in the Sport, Open Space and Recreation Assessment	HDC / Developer	TBC	Land North East of Henfield (Mayfield)	TBC	Developer contributions from S106/CIL	Essential	High

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Infrastructure Project	Location	Evidence/Justification	Provider/Delivery Responsibility	Indicative Cost	Proposed Development in Local Plan requiring Infrastructure Project	Delivery Timescales	Funding Mechanism	Potential Importance to Strategy	Potential Risk to Delivery
Parks and Recreation grounds, Grass Pitches, Tennis & Multi-Courts, Equipped Play Areas and Youth Facilities) (24.44ha over the lifetime of the development scheme)		(2014) and the emerging Policy 46							
Within the Plan period 1440sqm of Indoor Space (formed of Local and Neighbourhood Halls) (3360sqm over the lifetime of the development scheme)	Land North East of Henfield (Mayfield)	Need based on the guidance in the Sport, Open Space and Recreation Assessment (2014) and the emerging Policy 46	HDC / Developer	TBC	Land North East of Henfield (Mayfield)	TBC	Developer contributions from S106/CIL	Essential	High
Within the Plan period 3.14-3.49ha of Open Space (formed of Allotments, Parks and Recreation	Land at Rookwood, Horsham	Need based on the guidance in the Sport, Open Space and Recreation Assessment (2014) and the emerging Policy 46	HDC / Developer	TBC	Land at Rookwood, Horsham	TBC	Developer contributions from S106/CIL	Essential	High

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Infrastructure Project	Location	Evidence/Justification	Provider/Delivery Responsibility	Indicative Cost	Proposed Development in Local Plan requiring Infrastructure Project	Delivery Timescales	Funding Mechanism	Potential Importance to Strategy	Potential Risk to Delivery
grounds, Grass Pitches, Tennis & Multi-Courts, Equipped Play Areas and Youth Facilities)									
Within the Plan period 432-480sqm of Indoor Space (formed of Local and Neighbourhood Halls)	Land at Rookwood, Horsham	Need based on the guidance in the Sport, Open Space and Recreation Assessment (2014) and the emerging Policy 46	HDC / Developer	TBC	Land at Rookwood, Horsham	TBC	Developer contributions from S106/CIL	Essential	High
Within the Plan period 4.19ha of Open Space (formed of Allotments, Parks and Recreation grounds, Grass Pitches, Tennis & Multi-Courts, Equipped Play Areas and Youth Facilities)	Land West of Southwater, Southwater	Need based on the guidance in the Sport, Open Space and Recreation Assessment (2014) and the emerging Policy 46	HDC / Developer	TBC	Land West of Southwater, Southwater	TBC	Developer contributions from S106/CIL	Essential	High
Within the Plan period 576sqm of Indoor Space (formed of Local and Neighbourhood Halls)	Land West of Southwater, Southwater	Need based on the guidance in the Sport, Open Space and Recreation Assessment (2014) and the emerging Policy 46	HDC / Developer	TBC	Land West of Southwater, Southwater	TBC	Developer contributions from S106/CIL	Essential	High

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Infrastructure Project	Location	Evidence/Justification	Provider/Delivery Responsibility	Indicative Cost	Proposed Development in Local Plan requiring Infrastructure Project	Delivery Timescales	Funding Mechanism	Potential Importance to Strategy	Potential Risk to Delivery
Within the Plan period 8.67ha of Open Space (formed of Allotments, Parks and Recreation grounds, Grass Pitches, Tennis & Multi-Courts, Equipped Play Areas and Youth Facilities)	TBC	Need based on the guidance in the Sport, Open Space and Recreation Assessment (2014) and the emerging Policy 46	HDC / Developer	TBC	Cumulative open space requirements generated as a result of the potential Smaller Site Allocations	TBC	Developer contributions from S106/CIL	Essential	High
Within the Plan period 1224sqm of Indoor Space (formed of Local and Neighbourhood Halls)	TBC	Need based on the guidance in the Sport, Open Space and Recreation Assessment (2014) and the emerging Policy 46	HDC / Developer	TBC	Cumulative open space requirements generated as a result of the potential Smaller Site Allocations	TBC	Developer contributions from S106/CIL	Essential	High
3.29 indoor bowls rinks required for growth scenario 1 delivering 1000 homes per annum over the Plan period*	TBC	Sports England Sports Facility Calculator	HDC / Developer	£1,394,772	District-wide need based on delivering 1000 homes per annum (growth scenario 1 set out in draft Policy 14 of the Reg 18 consultation document)	TBC	Developer contributions from S106/CIL	Essential	High
10.97 sports courts and 2.74 sports halls	TBC	Sports England Sport Facility Calculator	HDC / Developer	£7,667,311	District-wide need based on delivering 1000	TBC	Developer contributions	Essential	High

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Infrastructure Project	Location	Evidence/Justification	Provider/Delivery Responsibility	Indicative Cost	Proposed Development in Local Plan requiring Infrastructure Project	Delivery Timescales	Funding Mechanism	Potential Importance to Strategy	Potential Risk to Delivery
required for growth scenario 1 delivering 1000 homes per annum over the Plan period*					homes per annum (growth scenario 1 set out in draft Policy 14 of the Reg 18 consultation document)		from S106/CIL		
1.92 swimming pools (407.30 sqm) required for growth scenario 1 delivering 1000 homes per annum over the Plan period*	TBC	Sports England Sport Facility Calculator	HDC / Developer	£8,196,815	District-wide need based on delivering 1000 homes per annum (growth scenario 1 set out in draft Policy 14 of the Reg 18 consultation document)	TBC	Developer contributions from S106/CIL	Essential	High
3.95 indoor bowls rinks required for growth scenario 2 delivering 1200 homes per annum over the Plan period*	TBC	Sports England Sports Facility Calculator	HDC / Developer	£1,673,727	District-wide need based on delivering 1200 homes per annum (growth scenario 2 set out in draft Policy 14 of the Reg 18 consultation document)	TBC	Developer contributions from S106/CIL	Essential	High
13.16 sports courts and 3.29 sports halls required for growth scenario 2	TBC	Sports England Sport Facility Calculator	HDC / Developer	£9,200,773	District-wide need based on delivering 1200 homes per annum (growth scenario 2 set	TBC	Developer contributions from S106/CIL	Essential	High

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Infrastructure Project	Location	Evidence/Justification	Provider/Delivery Responsibility	Indicative Cost	Proposed Development in Local Plan requiring Infrastructure Project	Delivery Timescales	Funding Mechanism	Potential Importance to Strategy	Potential Risk to Delivery
delivering 1200 homes per annum over the Plan period*					out in draft Policy 14 of the Reg 18 consultation document)				
2.30 swimming pools (488.76 sqm) required for growth scenario 2 delivering 1200 homes per annum over the Plan period*	TBC	Sports England Sport Facility Calculator	HDC / Developer	£9,836,177	District-wide need based on delivering 1200 homes per annum (growth scenario 2 set out in draft Policy 14 of the Reg 18 consultation document)	TBC	Developer contributions from S106/CIL	Essential	High
4.61 indoor bowls rinks required for growth scenario 3 delivering 1400 homes per annum over the Plan period*	TBC	Sports England Sports Facility Calculator	HDC / Developer	£1,952,681	District-wide need based on delivering 1400 homes per annum (growth scenario 3 set out in draft Policy 14 of the Reg 18 consultation document)	TBC	Developer contributions from S106/CIL	Essential	High
15.35 sports courts and 3.84 sports halls required for growth scenario 3 delivering 1400 homes per	TBC	Sports England Sport Facility Calculator	HDC / Developer	£10,734,236	District-wide need based on delivering 1400 homes per annum (growth scenario 3 set out in draft Policy 14 of the Reg 18	TBC	Developer contributions from S106/CIL	Essential	High

DRAFT INFRASTRUCTURE DELIVERY SCHEDULE 2020

Infrastructure Project	Location	Evidence/Justification	Provider/Delivery Responsibility	Indicative Cost	Proposed Development in Local Plan requiring Infrastructure Project	Delivery Timescales	Funding Mechanism	Potential Importance to Strategy	Potential Risk to Delivery
annum over the Plan period*					consultation document)				
2.68 swimming pools (570.22 sqm) required for growth scenario 3 delivering 1400 homes per annum over the Plan period*	TBC	Sports England Sport Facility Calculator	HDC / Developer	£11,475,540	District-wide need based on delivering 1400 homes per annum (growth scenario 3 set out in draft Policy 14 of the Reg 18 consultation document)	TBC	Developer contributions from S106/CIL	Essential	High

*Unlike the remainder of the document which presents infrastructure projects resulting from site-specific development, the sports facilities requirements calculated using the [Sports England Calculator](#) has been generated as a District-wide requirement based on the three possible quanta of growth over the whole Plan period.

DRAFT INFRASTRUCTURE DELIVERY SCHEDULE 2020

3.2.5 GREEN INFRASTRUCTURE

Infrastructure Project	Location	Evidence/Justification	Provider/Delivery Responsibility	Indicative Cost	Proposed Development in Local Plan requiring Infrastructure Project	Delivery Timescales	Funding Mechanism	Potential Importance to Strategy	Potential Risk to the delivery
Within the Plan period 5.95ha of Open Space (formed of Accessible Natural Greenspace and Amenity Greenspace) (11.90ha over the lifetime of the development scheme)	Land at Adversane, West Chiltington Parish (Kingswood)	Need based on the guidance in the Sport, Open Space and Recreation Assessment (2014) and the emerging Policy 46	HDC / Developer	TBC	Land at Adversane, West Chiltington Parish (Kingswood)	TBC	Developer contributions from S106/CIL	Essential	High
Within the Plan period 2.23ha of Open Space (formed of Accessible Natural Greenspace and Amenity Greenspace) (3.57ha over the lifetime of the development scheme)	Land East of Billingshurst (Little Daux)	Need based on the guidance in the Sport, Open Space and Recreation Assessment (2014) and the emerging Policy 46	HDC / Developer	TBC	Land East of Billingshurst (Little Daux)	TBC	Developer contributions from S106/CIL	Essential	High
Within the Plan period 4.02-	Land West of Billingshurst	Need based on the guidance in the Sport,	HDC / Developer	TBC	Land West of Billingshurst	TBC	Developer contributions	Essential	High

DRAFT INFRASTRUCTURE DELIVERY SCHEDULE 2020

Infrastructure Project	Location	Evidence/Justification	Provider/Delivery Responsibility	Indicative Cost	Proposed Development in Local Plan requiring Infrastructure Project	Delivery Timescales	Funding Mechanism	Potential Importance to Strategy	Potential Risk to the delivery
5.21ha of Open Space (formed of Accessible Natural Greenspace and Amenity Greenspace)	(Newbridge Park)	Open Space and Recreation Assessment (2014) and the emerging Policy 46			(Newbridge Park)		from S106/CIL		
Within the Plan period 5.95ha of Open Space (formed of Accessible Natural Greenspace and Amenity Greenspace) (10.42ha over the lifetime of the development scheme)	Land at Buck Barn, West Grinstead (Weald Cross)	Need based on the guidance in the Sport, Open Space and Recreation Assessment (2014) and the emerging Policy 46	HDC / Developer	TBC	Land at Buck Barn, West Grinstead (Weald Cross)	TBC	Developer contributions from S106/CIL	Essential	High
Within the Plan period 11.31ha of Open Space (formed of Accessible Natural Greenspace and Amenity Greenspace) (29.76ha over the lifetime of the	Land West of Crawley, Rusper (Land West of Ifield and Land West of Kilnwood Vale)	Need based on the guidance in the Sport, Open Space and Recreation Assessment (2014) and the emerging Policy 46	HDC / Developer	TBC	Land West of Crawley, Rusper (Land West of Ifield and Land West of Kilnwood Vale)	TBC	Developer contributions from S106/CIL	Essential	High

DRAFT INFRASTRUCTURE DELIVERY SCHEDULE 2020

Infrastructure Project	Location	Evidence/Justification	Provider/Delivery Responsibility	Indicative Cost	Proposed Development in Local Plan requiring Infrastructure Project	Delivery Timescales	Funding Mechanism	Potential Importance to Strategy	Potential Risk to the delivery
development scheme)									
Within the Plan period 2.98ha of Open Space (formed of Accessible Natural Greenspace and Amenity Greenspace) (3.87ha over the lifetime of the development scheme)	Land at Kingsfold, Warnham (North West Horsham)	Need based on the guidance in the Sport, Open Space and Recreation Assessment (2014) and the emerging Policy 46	HDC / Developer	TBC	Land at Kingsfold, Warnham (North West Horsham)	TBC	Developer contributions from S106/CIL	Essential	High
Within the Plan period 8.93ha of Open Space (formed of Accessible Natural Greenspace and Amenity Greenspace) (20.83ha over the lifetime of the development scheme)	Land North East of Henfield (Mayfield)	Need based on the guidance in the Sport, Open Space and Recreation Assessment (2014) and the emerging Policy 46	HDC / Developer	TBC	Land North East of Henfield (Mayfield)	TBC	Developer contributions from S106/CIL	Essential	High
Within the Plan period 2.68-2.98ha of Open Space (formed	Land at Rookwood, Horsham	Need based on the guidance in the Sport, Open Space and Recreation Assessment	HDC / Developer	TBC	Land at Rookwood, Horsham	TBC	Developer contributions from S106/CIL	Essential	High

DRAFT INFRASTRUCTURE DELIVERY SCHEDULE 2020

Infrastructure Project	Location	Evidence/Justification	Provider/Delivery Responsibility	Indicative Cost	Proposed Development in Local Plan requiring Infrastructure Project	Delivery Timescales	Funding Mechanism	Potential Importance to Strategy	Potential Risk to the delivery
of Accessible Natural Greenspace and Amenity Greenspace)		(2014) and the emerging Policy 46							
Within the Plan period 3.57ha of Open Space (formed of Accessible Natural Greenspace and Amenity Greenspace)	Land West of Southwater, Southwater	Need based on the guidance in the Sport, Open Space and Recreation Assessment (2014) and the emerging Policy 46	HDC / Developer	TBC	Land West of Southwater, Southwater	TBC	Developer contributions from S106/CIL	Essential	High
Within the Plan period 7.59ha of Open Space (formed of Accessible Natural Greenspace and Amenity Greenspace)	TBC	Need based on the guidance in the Sport, Open Space and Recreation Assessment (2014) and the emerging Policy 46	HDC / Developer	TBC	Cumulative open space requirements generated as a result of the potential Smaller Site Allocations	TBC	Developer contributions from S106/CIL	Essential	High
Horsham Pond Flood Alleviation Scheme to improve amenity, biodiversity and alleviate flood risk	Horsham	Feasibility Study undertaken by WSCC, Final Report, June 2018	HDC/LLFA (WSCC)	£1million	N/A	2020-2025	Government capital grant, developer contributions from S106/CIL	Desirable	Medium

3.2.6 EMERGENCY SERVICES

DRAFT INFRASTRUCTURE DELIVERY SCHEDULE 2020

Infrastructure Project	Location	Evidence/Justification	Provider/Delivery Responsibility	Indicative Cost	Proposed Development in Local Plan requiring Infrastructure Project	Delivery Timescales	Funding Mechanism	Potential Importance to Strategy	Potential Risk to delivery
Officer/staff training and recruitment	Hurst Road, Horsham	Preliminary advice provided by Sussex Police on the potential capital costs associated with increased numbers of officers and staff to meet the demand created by new development	Sussex Police	£200,000 - £250,000	District-wide potential site allocations	2019-2036	Government capital grant, developer contributions from S106/CIL	Essential	High
Automatic Number Plate Recognition (ANPR) Cameras – fixed sites	ANPR improvement to manage impact of the potential strategic site allocations 1. A2037 – Small Dole Road 2. Buck Barn (A24/A272) 3. Adversane (A29) 4. A283 (Steyning Road) 5. A24 (Southwater) 6. A264 (Ifield)	Identified by Sussex Police through consultation with the Roads Policing team and Sussex/Surrey ANPR Manager	Sussex Police	£80,000 - £90,000	All strategic-scale sites proposed for potential allocation	2019-2036	Government capital grant, developer contributions from S106/CIL	Essential	High
Automatic Number Plate Recognition (ANPR) Cameras –	District-wide in new vehicles	Identified by Sussex Police through consultation with the Roads Policing team and Sussex/Surrey	Sussex Police	£70,000	All potential District-wide site allocations	2019-2036	Joint Transport Service capital funding and	Essential	High

DRAFT INFRASTRUCTURE DELIVERY SCHEDULE 2020

Infrastructure Project	Location	Evidence/Justification	Provider/Delivery Responsibility	Indicative Cost	Proposed Development in Local Plan requiring Infrastructure Project	Delivery Timescales	Funding Mechanism	Potential Importance to Strategy	Potential Risk to delivery
fixed in vehicles		ANPR Manager. ANPR will be required to be fitted into all new prevent and response vehicles					developer contributions from S106/CIL		
Refurbishment of Horsham Police Station (ground floor and first floor)	Hurst Road, Horsham	Identified by Sussex Police	Sussex Police	Ground floor £1,432,998 First floor £917,868	N/A	2021-2023	Government capital grant, capital receipts, developer contributions from S106/CIL	Desirable	High
Public engagement vehicle – mobile police office	Based at Hurst Road, Horsham	Preliminary advice provided by Sussex Police. This is a mobile police vehicle/station to increase engagement opportunities with the general public and mobility of policing in the District	Sussex Police	£70,000	District-wide potential site allocations	2020-2025	Joint Transport Service capital, developer contributions from S106/CIL and divisional funding	Desirable	High
Expand existing Community First Responder (CFR) Scheme in Horsham	Horsham	Mapping and analysis undertaken by SECamb	SECamb	Each new CFR team member costs approximately £1,000 plus £150 from SECamb	Land at Mercer Road (North Horsham) and sites in Horsham – Forest Ward and Broadbridge Heath	TBC	Developer contributions from S106/CIL, SECamb funding, charitable funding and grants	Essential	High

DRAFT INFRASTRUCTURE DELIVERY SCHEDULE 2020

Infrastructure Project	Location	Evidence/Justification	Provider/Delivery Responsibility	Indicative Cost	Proposed Development in Local Plan requiring Infrastructure Project	Delivery Timescales	Funding Mechanism	Potential Importance to Strategy	Potential Risk to delivery
Expand existing CFR Scheme in Southwater	Southwater	Mapping and analysis undertaken by SECamb	SECamb	Each new CFR team member costs approximately £1,000 plus £150 from SECamb	Land West of Southwater, Southwater	TBC	Developer contributions from S106/CIL SECamb funding, charitable funding and grants	Essential	High
Expand existing CFR Scheme in Partridge Green	Partridge Green	Mapping and analysis undertaken by SECamb	SECamb	Each new CFR team member costs approximately £1,000 plus £150 from SECamb	Land at Buck Barn, West Grinstead (Weald Cross) and Land at Partridge Green	TBC	Developer contributions from S106/CIL, SECamb funding, charitable funding and grants	Essential	High
Expand existing CFR Scheme in Crawley	Crawley	Mapping and analysis undertaken by SECamb	SECamb	Each new CFR team member costs approximately £1,000 plus £150 from SECamb	Land West of Ifield and Land West of Kilnwood Vale	TBC	Developer contributions from S106/CIL, SECamb funding, charitable funding and grants	Essential	High
Expand existing CFR Scheme in Billingshurst	Billingshurst	Mapping and analysis undertaken by SECamb	SECamb	Each new CFR team member costs approximately £1,000 plus £150 from SECamb	Land East of Billingshurst (Little Daux) and Land West of Billingshurst (Newbridge Park)	TBC	Developer contributions from S106/CIL, SECamb funding, charitable funding and grants	Essential	High

DRAFT INFRASTRUCTURE DELIVERY SCHEDULE 2020

Infrastructure Project	Location	Evidence/Justification	Provider/Delivery Responsibility	Indicative Cost	Proposed Development in Local Plan requiring Infrastructure Project	Delivery Timescales	Funding Mechanism	Potential Importance to Strategy	Potential Risk to delivery
Expand existing CFR Scheme in Ashington	Ashington	Mapping and analysis undertaken by SECamb	SECamb	Each new CFR team member costs approximately £1,000 plus £150 from SECamb	Land at Ashington	TBC	Developer contributions from S106/CIL, SECamb funding, charitable funding and grants	Essential	High
Establish a new CFR team in Adversane (there could be some alignment with the existing Billingshurst CFR Scheme)	Adversane	Mapping and analysis undertaken by SECamb	SECamb	Set up costs for a new CFR team are £3,000 (minimum of two new team members)	Land at Adversane, West Chiltington Parish (Kingswood)	TBC	Developer contributions from S106/CIL, SECamb funding, charitable funding and grants	Essential	High
Establish a new CFR team in Kingsfold (there could be some alignment with the existing Horsham CFR Scheme)	Kingsfold	Mapping and analysis undertaken by SECamb	SECamb	Set up costs for a new CFR team are £3,000 (minimum of two new team members)	Land at Kingsfold, Warnham (North West Horsham)	TBC	Developer contributions from S106/CIL, SECamb funding, charitable funding and grants	Essential	High
Create new Ambulance Community Response Post (ACRP)	Mayfield or Henfield	Mapping and analysis undertaken by SECamb	SECamb in co-operation with Horsham District Council	TBC	Land North East of Henfield (Mayfield)	TBC	Developer contributions from S106/CIL, SECamb funding, charitable	Desirable	High

DRAFT INFRASTRUCTURE DELIVERY SCHEDULE 2020

Infrastructure Project	Location	Evidence/Justification	Provider/Delivery Responsibility	Indicative Cost	Proposed Development in Local Plan requiring Infrastructure Project	Delivery Timescales	Funding Mechanism	Potential Importance to Strategy	Potential Risk to delivery
							funding and grants		
Improvements to or replacement of Billingshurst Ambulance Community Response Post (ACRP)	Billingshurst	Mapping and analysis undertaken by SECamb	SECamb	TBC	Land at East of Billingshurst (Little Daux), Land at West Billingshurst (Newbridge Park), Land at Adversane, West Chiltington Parish (Kingswood) and sites in Pulborough, Storrington and Sullington, Thakeham and West Chiltington	TBC	Developer contributions from S106/CIL, SECamb funding, charitable funding and grants	Desirable	High
Additional provision of Public Access Automatic External Defibrillators (AEDs) across the District	District-wide	Mapping and analysis undertaken by SECamb	SECamb Local CFR Schemes Community groups (e.g. parish councils)	Approximately £1,000 per AED Set up costs approximately £500 Ongoing maintenance costs (approximately £100 per year)	District-wide proposed sites	TBC	Developer contributions from S106/CIL, SECamb funding, charitable funding and grants	Desirable	High
Upgrade Crawley Fire	Crawley Fire Station	Initial guidance from West Sussex County	WSFRS / WSCC	TBC	Cumulative impact of	TBC	Developer contributions	Essential	High

DRAFT INFRASTRUCTURE DELIVERY SCHEDULE 2020

Infrastructure Project	Location	Evidence/Justification	Provider/Delivery Responsibility	Indicative Cost	Proposed Development in Local Plan requiring Infrastructure Project	Delivery Timescales	Funding Mechanism	Potential Importance to Strategy	Potential Risk to delivery
Station including additional training facilities and equipment		Council suggesting that the further demand placed on West Sussex Fire and Rescue Service as a result of development requires additional resources			potential District-wide site allocations		from S106/CIL		
Further resources for Horsham Fire Station (including additional appliance, training facilities and equipment and additional Community Fire Safety resource and equipment)	Horsham Fire Station	Initial guidance from West Sussex County Council suggesting that the further demand placed on West Sussex Fire and Rescue Service as a result of development requires additional resources	WSFRS / WSCC	TBC	Cumulative impact of potential District-wide site allocations	TBC	Developer contributions from S106/CIL	Essential	High
Upgrade Billingshurst Fire Station (including the provision of training facilities and equipment)	Billingshurst Fire Station	Initial guidance from West Sussex County Council suggesting that further demand placed on West Sussex Fire and Rescue Service as a result of development requires additional resources	WSFRS / WSCC	TBC	Cumulative impact of potential District-wide site allocations	TBC	Developer contributions from S106/CIL	Essential	High
Upgrade Storrington Fire Station (including the provision of	Storrington Fire Station	Initial guidance from West Sussex County Council suggesting that further demand placed on West Sussex Fire	WSFRS / WSCC	TBC	Cumulative impact of potential District-wide site allocations	TBC	Developer contributions from S106/CIL	Essential	High

DRAFT INFRASTRUCTURE DELIVERY SCHEDULE 2020

Infrastructure Project	Location	Evidence/Justification	Provider/Delivery Responsibility	Indicative Cost	Proposed Development in Local Plan requiring Infrastructure Project	Delivery Timescales	Funding Mechanism	Potential Importance to Strategy	Potential Risk to delivery
training facilities and equipment)		and Rescue Service as a result of development requires additional resources							
Upgrade Henfield Fire Station (including the provision of training facilities and equipment)	Henfield Fire Station	Initial guidance from West Sussex County Council suggesting that further demand placed on West Sussex Fire and Rescue Service as a result of development requires additional resources	WSFRS / WSCC	TBC	Land North East of Henfield (Mayfield)	TBC	Developer contributions from S106/CIL	Essential	High
Upgrade Partridge Green Fire Station (including the provision of training facilities and equipment)	Partridge Green Fire Station	Initial guidance from West Sussex County Council suggesting that further demand placed on West Sussex Fire and Rescue Service as a result of development requires additional resources	WSFRS / WSCC	TBC	Land North East of Henfield (Mayfield)	TBC	Developer contributions from S106/CIL	Essential	High

DRAFT INFRASTRUCTURE DELIVERY SCHEDULE 2020

3.2.7 UTILITIES AND WASTE

Infrastructure Project	Location	Evidence/Justification	Provider/Delivery Responsibility	Indicative Cost	Proposed Development in Local Plan requiring Infrastructure Project	Delivery Timescales	Funding Mechanism	Potential Importance to Strategy	Potential Risk to delivery
New Waste Transfer Station	TBC	Initial guidance from West Sussex County Council suggests that the scale of potential development could require a new waste transfer station located within the District (the current station is in Burgess Hill)	WSCC	TBC	District-wide proposed sites	TBC	TBC	Essential	High
District-wide electricity network reinforcement probably with a large proportion expected to be required at Bolney Grid substation	Horsham District	Initial guidance from UK Power Networks following review of potential sites proposed for allocation	UK Power Networks UK Power Networks Alliance Partners Local authorities	£2-4 million	District-wide proposed sites	2019-2036	Developer contributions from connectees from S106/CIL and Part-funded by UK Power Networks (reinforcement provided in accordance with the Common Charging Connection Methodology)	Critical	High
District-wide gas network reinforcement to be delivered in line with the development trajectory	Horsham District	Initial guidance from SGN following review of potential sites proposed for allocation	SGN (Southern Gas Networks) Partners	TBC – each project is analysed and costed on an individual basis	District-wide proposed sites	2019-2036	Developer contributions from connectees from S106/CIL and part-	Critical	High

DRAFT INFRASTRUCTURE DELIVERY SCHEDULE 2020

Infrastructure Project	Location	Evidence/Justification	Provider/Delivery Responsibility	Indicative Cost	Proposed Development in Local Plan requiring Infrastructure Project	Delivery Timescales	Funding Mechanism	Potential Importance to Strategy	Potential Risk to delivery
Sewerage network reinforcement	Various locations	Preliminary advice provided by Southern Water following local sewer capacity assessment	Southern Water and Developer	£550 - £765 per property plus site specific charges	All potential District-wide site allocations – to be assessed once specific locations and yields are determined	In parallel with development	funded by SGN New infrastructure charge	Critical	High
Water network reinforcement	Various locations	Preliminary advice provided by Southern Water following local water capacity assessment	Southern Water and Developer	£0 - £200 per property plus site specific charges	All potential District-wide site allocations – to be assessed once specific locations and yields are determined	In parallel with development	New infrastructure charge	Critical	High
Water or wastewater treatment works	Various locations	Preliminary advice provided by Southern Water based on strategic growth and population projections	Southern Water	TBC	TBC	2025 - 2030	Southern Water Business Plan	Critical	High
Local upgrades	Various locations	Preliminary advice provided by Thames Water following review of potential sites proposed for allocation	Thames Water	TBC	Land West of Ifield and Land West of Kilnwood Vale	TBC	Thames Water Infrastructure Charges	Critical	High
Strategic network and sewage treatment works upgrades	Various locations	Preliminary advice provided by Thames Water following review of potential sites proposed for allocation	Thames Water	TBC	Land West of Ifield and Land West of Kilnwood Vale	TBC	Thames Water Strategic Business Plan	Critical	High

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5.3 List of Abbreviations and Acronyms

3Rs	Recycling, Recovery & Renewable Energy	ESFA	Education and Skills Funding Agency
ACRP	Ambulance Community Response Post	HDPF	Horsham District Planning Framework
AED	Automated External Defibrillator	HWRS	Household Waste Recycling Site
AMP	Asset Management Plan	ICS	Integrated Care System
AMR	Authority Monitoring Report	IDP	Infrastructure Delivery Plan
ANPR	Automatic Number Plate Recognition	LCWIP	Local Cycling and Walking Infrastructure Plan
AONB	Area of Outstanding Natural Beauty	LEPs	Local Enterprise Partnerships
AP	Alternative Provision	LFFN	Local Full Fibre Networks
ATP	Artificial Turf Pitch	LLFA	Lead Local Flood Authority
BCIS	Building Cost Information Service	MCA	Minerals Consultation Area
CCG	Clinical Commissioning Group	MP	Medium Pressure
CFMP	Catchment Flood Management Plan	MRC	Make Ready Centre
CFR	Community First Responder	MRF	Materials Recycling Facility
CIL	Community Infrastructure Levy	MRN	Major Road Network
CWZ	Core Walking Zone	MSA	Minerals Safeguarding Area
DCA	Double Crewed Ambulance	MUGA	Multi-Use Games Area
DCMS	Department for Digital, Culture, Media & Sport	NPPF	National Planning Policy Framework
Defra	Department for Environment, Food & Rural Affairs	ONS	Office for National Statistics
EA	Environment Agency	PAD	Public Access Defibrillator

PAN	Published Admission Numbers	SWMP	Surface Water Management Plan
PRI	Pressure Reduction Installation	TBC	To be confirmed
PRoW	Public Right of Way	TfL	Transport for London
SASH	Sussex and Surrey Healthcare NHS Trust	TOC	Train Operating Company
SDNPA	South Downs National Park Authority	TRS	Transmission Reduction Station
SECamb	South East Coast Ambulance Service	UKPN	UK Power Networks
SFRA	Strategic Flood Risk Assessment	WCA	Waste Collection Authority
SGN	Southern Gas Networks	WSCC	West Sussex County Council
SSEN	Scottish and Southern Electricity Networks	WSFRS	West Sussex Fire and Rescue Service
SuDS	Sustainable Drainage Systems	WTS	Waste Transfer Station
MSW	Municipal Solid Waste		

5.4 Glossary

Affordable Housing: Housing for sale or rent, for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is for essential local workers); and which includes the following types set out in the NPPF (2019);

- a) Affordable housing for rent
- b) Starter homes
- c) Discounted market sales housing
- d) Other affordable routes to home ownership

Alternative Provision: School facilities which provide education for children who cannot attend a mainstream school either because they have been permanently excluded or who – because of illness or other reasons – would not otherwise receive suitable education.

Community Infrastructure Levy (CIL): The Community Infrastructure Levy is a levy that local authorities in England and Wales can choose to charge on new developments in their area. The money can be used to support development by funding infrastructure that the council, local community and neighbourhoods want - for example, new or safer road schemes, park improvements or a new health centre. The Council adopted its CIL charging schedule in October 2017.

Duty to Co-operate: Local authorities have a legal duty to co-operate with other bodies to ensure that strategic priorities across local boundaries are properly co-ordinated and reflected in their Local Plan. The Local Plan will be examined by an independent inspector whose role is to assess whether the plan has been prepared in accordance with the duty to cooperate, legal and procedural requirements, and whether it is sound. Although there is a legal duty to co-operate, there is no legal requirement to agree.

Green Infrastructure: A network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities.

Highway Authority: Highways England are the body responsible for the administration and maintenance of trunk roads, including all motorways in England.

Horsham District Planning Framework (HDPF): The HDPF is the current overarching planning document for Horsham District, and was adopted in 2015. The HDPF sets out the planning strategy for the years up to 2031 to deliver the social, economic and environmental needs of the whole district, as well as looking beyond the district's boundaries. The new Local Plan will replace this document.

Household Waste Recycling Site: A facility which allows the public to dispose of household waste and items that cannot be collected by local waste collection schemes such as bulky waste.

Infrastructure: A collective term for structures, services and facilities such as roads, electricity, sewerage, water, education and health provision required for society and the economy to function.

Inspector: Individual appointed by the Secretary of State and reporting to the Council. Responsible for overseeing the independent examination of the plan, a public discussion of selected issues raised by respondents at the Proposed Submission/Publication stage of representations on the Local Plan documents(s).

Local Cycling and Walking Infrastructure Plan (LCWIP): A strategic document produced in line with the government's Cycling and Walking Investment Strategy 2016 which identifies networks of key walking and cycling routes, based on potential and future demand. Networks are identified in readiness for funding bids and to allow investment to be targeted correctly. The plans also help ensure walking and cycling networks meet core design outcomes.

Local Enterprise Partnership: A body, designated by the Secretary of State for Housing, Communities and Local Government, established for the purpose of creating or improving the conditions for economic growth in an area.

Local Highway Authority: The body responsible for the administration and maintenance of local public roads (excluding trunk roads and all motorways) within a particular area. West Sussex County Council is the local highway authority for the Horsham District.

Local Plan: Local Plans set out a vision and a framework for the future development of the area, addressing needs and opportunities in relation to housing, the economy, community facilities and infrastructure - as well as a basis for safeguarding the environment, adapting to climate change and securing good design for the area they cover. They are a critical tool in guiding decisions about individual development proposals as Local Plans (together with any Neighbourhood Development Plans that have been made) are the starting-point for considering whether applications can be approved. It is important for all areas to put an up to date Local Plan in place to positively guide development decisions.

Make Ready Centre: SECamb post where ambulances are prepared by cleaning, re-stocking and checking equipment at the beginning and end of each shift.

Mechanical Biological Treatment: A combination of biological and physical processes used to divert biodegradable municipal solid waste from landfill to help protect the environment and reduce the amount of greenhouse gas emitted from landfill sites.

Municipal Waste: Household waste and waste similar in nature and composition to household waste.

National Planning Policy Framework (NPPF): Part of the Government's reforms to make the planning system less complex, more accessible and to promote sustainable growth, it sets out national planning policies. It was most recently updated in 2019.

Open Space: All open space of public value, including not just land, but also areas of water (such as rivers, canals, lakes and reservoirs) which offer important opportunities for sport and recreation and can act as a visual amenity.

Pay and Play: Facilities that can be flexibly booked by local groups or individuals, paying for activities as they are used. These include public facilities and some joint use facilities, such as at Steyning Leisure Centre.

Planning Obligations: A legally binding agreement between the local planning authority and persons with an interest in a piece of land. Planning Obligations will have been set out in an agreement often known as a 'Section 106 Agreement' and may be used to prescribe the nature of development, to compensate for loss or damage created by development or to mitigate a development's impact on surrounding built natural environment. Circular 5/2005 and Community Infrastructure Levy Regulations set out the national policy that regulates these agreements.

Primary Care: Primary care services provide the first point of contact in the healthcare system, acting as the 'front door' of the NHS. Primary care includes general practice, community pharmacy, dental, and optometry (eye health) services.

Real Time Information (related to bus travel) provides live bus departure information which track

Secondary Care: Secondary care refers to services provided by healthcare professionals who generally do not have the first contact with a patient.

Standard Housing Methodology (Standard Method): A formula set by Government and used by all local authorities in England to identify the minimum number of homes expected to be planned for, in a way which addresses projected household growth and historic under-supply.

Strategic Flood Risk Assessment (SFRA): An assessment of flood risk at a strategic level across a local planning authority area. The National Planning

Policy Framework requires local planning authorities to undertake a strategic flood risk assessment to understand the risk of flooding in their areas to help inform strategic policies.

Strategic Road Network (SRN): A road network designated in the West Sussex Structure Plan, comprising of the M23 motorway, the trunk roads, and some other class A roads of more than local importance. These are the main routes which are best able to cater for trips starting or ending outside West Sussex.

Sustainability: Defined by the World Commission on Environment and Development as 'development that meets the needs of the present, without compromising the ability of future generations to meet their own need.'

Sustainable Development: Sustainable development is commonly defined as development that meets the needs of the present without compromising the ability of future generations to meet their own needs. Principles of sustainable development include social progress that recognises the needs of everyone, effective protection of the environment, prudent use of natural resources and high and stable levels of economic growth and employment. The Planning definition of sustainable development is set out in the National Planning Policy Framework (NPPF).

Sustainable Transport Modes: Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, low and ultra-low emission vehicles, car sharing and public transport.

Train Operating Company (TOC): The franchisee running passenger or freight services on specified routes on the railway network. These are distinct from Network Rail, who are responsible for managing rail infrastructure.

Viability (in context of development costs and deliverability): A development is considered viable if, after taking account of all costs, including central and local government policy and regulatory costs and the cost and availability of development finance, the scheme provides a competitive return to the developer

to ensure that development takes place and generates a land value sufficient to persuade the landowner to sell the land for the development proposed.

Waste Collection Authority: The local authority which has a duty to collect household waste. The local authority also has a duty to collect commercial waste as requested to do so and may also collect industrial waste. (The WCA may differ from the Waste Disposal Authority). HDC is the WCA in this District.

Waste Disposal Authority: The local authority responsible for managing the waste collected by the collection authorities and the provision of Household Waste Recovery Centres. (The WDA may differ from the Waste Collection Authority). West Sussex County Council is the WDA for this District.

Waste Transfer Station: A processing site used for the temporary deposition of municipal solid waste.