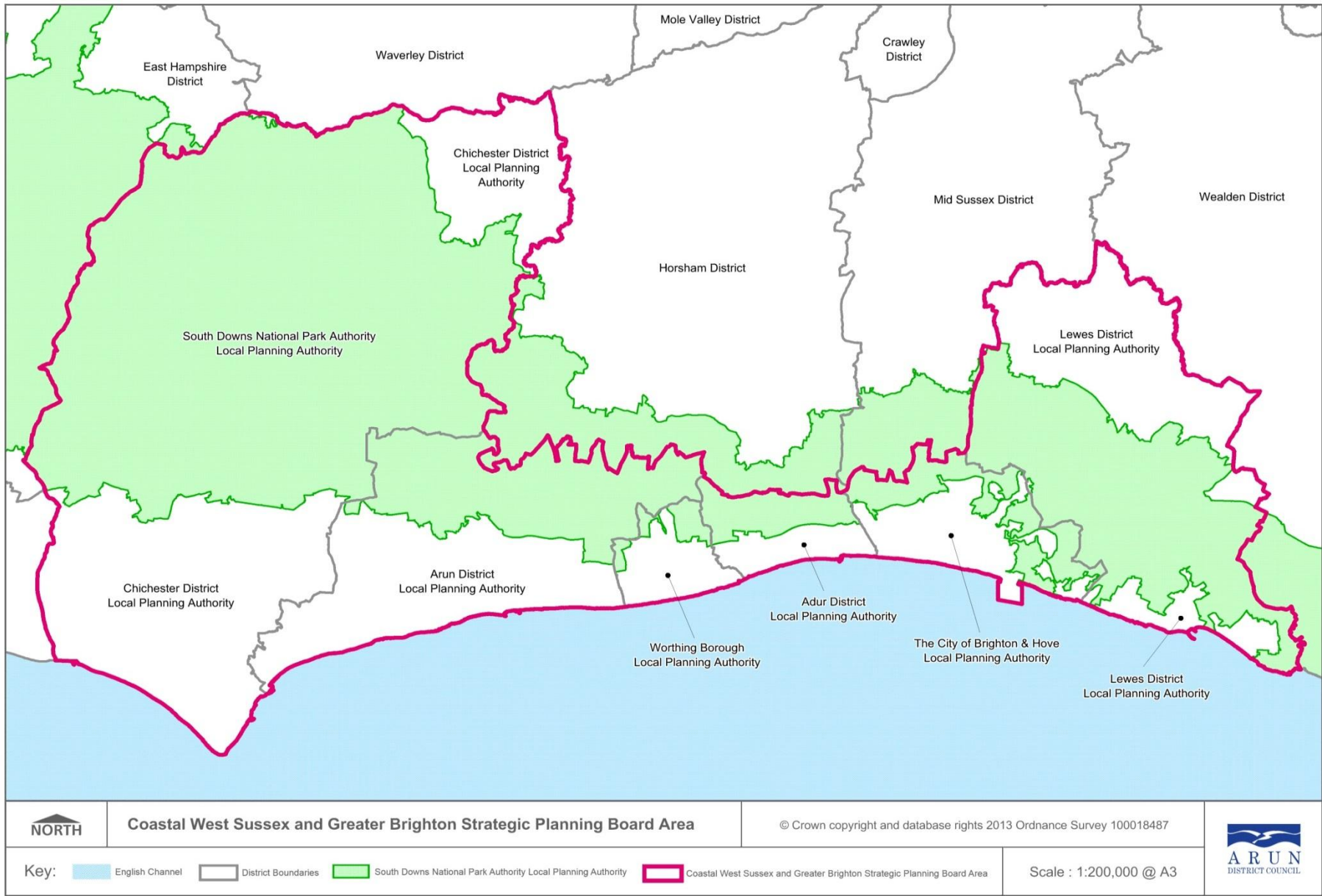


# **Coastal West Sussex and Greater Brighton**

## **Local Strategic Statement**

**Delivering Sustainable Growth 2013-31**

**October 2013**



# Coastal West Sussex and Greater Brighton Local Strategic Statement for Delivering Sustainable Growth 2013-2031

## 1. Introduction

- 1.1 In October 2012 the local planning authorities (LPAs) in Coastal West Sussex<sup>1</sup>, together with Brighton & Hove City Council and Lewes District Council (CWS&GB) agreed to establish a new Strategic Planning Board to facilitate joint work on strategic planning priorities. The Board's remit is to:
- (1) identify and manage spatial planning issues that impact on more than one local planning area within CWS&GB; and
  - (2) support better integration and alignment of strategic spatial and investment priorities in CWS&GB, ensuring that there is a clear and defined route through the statutory local planning process, where necessary.
- 1.2 The Board, which comprises lead councillors from each of the LPAs works in an advisory capacity with all decision-making through the individual member authorities (Memorandum of Understanding is attached as Annex 2). It works closely with the Coastal West Sussex Partnership (CWSP) which brings together organisations and people from the business, education and public sectors to work collectively on economic issues that affect the area<sup>2</sup>. Both bodies have responsibility between them for ensuring that strategic planning and investment issues are addressed locally through the relevant local authorities and organisations, and within a wider context, particularly through the Coast to Capital Local Enterprise Partnership (C2CLEP) and the Coast to Capital Local Transport Body (C2CLTB).<sup>3</sup> They also have responsibility for providing a framework for aligning strategic spatial and investment priorities with the business plans of other public and private sector bodies operating in the CWS&GB area.
- 1.3 The *Local Strategic Statement for Coastal West Sussex and Greater Brighton (LSS)* is the main vehicle for taking forward the Board's work on behalf of the LPAs. It sets out the long term *Strategic Objectives* for the period 2013-2031 and the *Spatial Priorities* for delivering these in the short to medium term (2013-2020). Many are already being addressed through the planning system albeit at very different stages, but all will benefit from a coordinated approach across the area, both in terms of planning and investment. Some will be considered ambitious given the significant challenges to be addressed, particularly in the short to medium term, and many will require new and

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<sup>1</sup> Adur, Arun, and Chichester, Worthing Borough Council, West Sussex County Council and the South Downs National Park Authority

<sup>2</sup> <http://www.coastalwestsussex.org.uk/>

<sup>3</sup> <http://www.coast2capital.org.uk/>

innovative solutions to funding. But they also reflect the local planning authorities' clear aspirations for long term sustainable growth to meet the existing and future needs of the residents and workforce in the CWS&GB area.

- 1.4 The *LSS* focuses on the strategic issues that are shared across CWS&GB or that will impact on the long term sustainability of the area, providing an overlay for local plans and the business priorities of key stakeholders. Unlike local plans, however, the *LSS* is not a statutory document and therefore relies on the voluntary consensus of all partners around the shared ambitions and priorities. A number of stakeholders have therefore been involved in its preparation, particularly those with a role to play in its delivery.
- 1.5 The *LSS* builds upon the long term aims and objectives of successive strategic plans for the area and has largely been informed by the evidence being developed to support local plans, particularly the following strategic research:
  - *Duty to Cooperate Housing Study* (GL Hearn on behalf of the Coastal West Sussex Authorities, May 2013 - <http://www.adur-worthing.gov.uk/media/media,114125,en.pdf>)
  - *Developing an Employment and Infrastructure Strategy* (Parsons Brinkerhoff on behalf of the CWSP, Feb 2012 - <http://www.coastalwestsussex.org.uk/wp-content/uploads/2012/04/consolidated-strategy-and-appendix-1-2.pdf>)
  - *Advice to Support the Development of a Delivery and Investment Framework* (GVA on behalf of the CWSP, March 2013 - <http://www.coastalwestsussex.org.uk/wp-content/uploads/2013/07/Coastal-West-Sussex-Strategic-Investment-Framework-GVA-Final-Report.pdf>)

## **Why develop a Strategic Framework for Coastal West Sussex and Greater Brighton?**

### ***Delivering long term sustainable growth***

- 1.6 Achieving long term sustainable growth in CWS&GB will depend on addressing the key strategic planning issues in an integrated and deliverable way. The *LSS* will provide an opportunity for the LPAs and partners to come to a consensus on what 'sustainable growth' means for the area, and what the short, medium and long term priorities are. An overarching statement reflecting the ambitions of local authorities and their partners around sustainable growth will help to:
  - provide a framework for integrating and aligning the investment priorities and business plans of both public and private sector bodies;
  - establish a clear set of priorities for funding opportunities; and
  - provide a mechanism for contributing to and coordinating work on strategic planning and economic activity in the wider area.

## ***Effective strategic planning & the Duty to Cooperate***

- 1.7 Managing strategic issues which impact on more than one local planning area has always been part of the plan preparation process. However, until recently, the strategic elements were managed through regional strategies, which for CWS&GB was the South East Plan. The 2011 Localism Act laid down the foundations for a new way of delivering strategic planning, the 'Duty to Cooperate'<sup>4</sup>. This requires LPAs to demonstrate how they have engaged '*constructively, actively and on an on-going basis*' with neighbouring authorities and other organisations in the development of strategic planning policies. The statutory bodies bound by the Duty are listed in Local Plan Regulations<sup>5</sup>. Under the terms of the Duty, LPAs are also expected to 'take account of' the work of Local Enterprise Partnerships (LEPs) and Local Nature Partnerships (LNPs).
- 1.8 Although the Duty to Cooperate is a legal requirement where compliance is tested through the Local Plan Examination process, the strategic content of a plan and the way in which the evidence and policies have been developed is also fundamental to the plan's soundness. The LSS will be an important mechanism for LPAs in CWS&GB to manage strategic issues and will form key evidence to demonstrate that strategic cooperation has been an integral part of plan-making across the area and that this is being managed on an on-going basis.

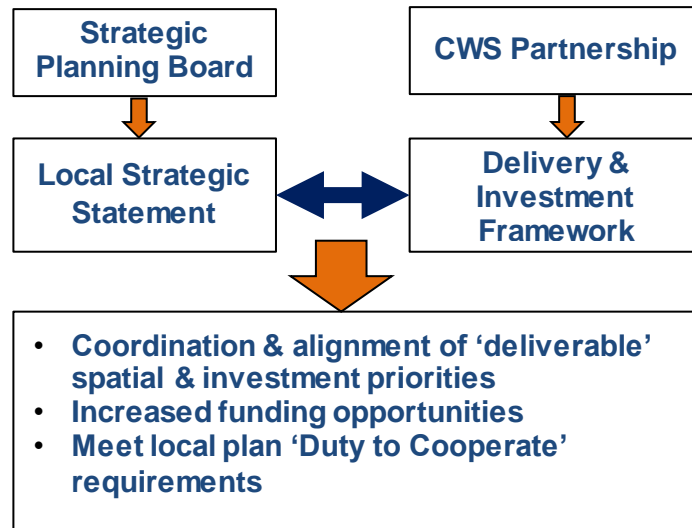
### **Links with other plans, strategies and organisations**

- 1.9 Implementation of the LSS will depend on LPAs playing a key role in ensuring that it is properly tested through the statutory planning process and the local community have been consulted, particularly where Neighbourhood Plans are being prepared. But it will also depend on building consensus with a wide range of other public and private sector bodies and organisations to ensure that they align their business plan priorities accordingly (the key bodies that will need to play a role in delivery are summarised in Annex 3). Critical to the successful implementation of the LSS will therefore be a coordinated approach to investment, particularly on infrastructure funding. The CWSP's *Delivery and Investment Framework (DIF)* will provide a mechanism for managing this co-ordination and ensuring that the LSS has the best chance of delivery. See figure below.

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<sup>4</sup> <http://www.legislation.gov.uk/ukpga/2011/20/section/110/enacted>

<sup>5</sup> Local Planning Regulations 2012: Duty to Cooperate: <http://www.legislation.gov.uk/uksi/2012/767/part/2/made>



1.10 The *LSS* and *DIF* will also play important roles in informing the C2C LEP's emerging Strategic Economic Plan, a multi-year investment plan for the whole Coast to Capital area which will form the basis for bids to the Government's 'Local Growth Fund'<sup>6</sup>. The strategy will use the priorities established through each of the partnership areas, including CWS&GB, to determine what the priorities are on a LEP scale and how much funding should be allocated to support delivery of these priorities.

1.11 In February 2013 Brighton and Hove City Council and its partners (Worthing Borough Council, Adur and Lewes District Councils, and West Sussex County Council), agreed to develop a new 'Greater Brighton City Deal' with Government which would see the transfer of powers, funding and responsibilities to the local authorities in return for a commitment to support growth. The deal focuses on the area becoming a hub for Creative Innovation that prioritises growth in innovative low carbon, high-tec and creative businesses, and includes the development of a network of growth hubs. Part of the deal is a strong governance structure. As such, the authorities have established a high level 'City Deal Board'. Although the final outcome of this will not be known until later in 2013, the freedoms and flexibilities given to local authorities as part of the deal will enable opportunities to support the regeneration and sustainable growth of the whole CWS&GB area.<sup>7</sup>

1.12 In taking forward the *LSS*, local authorities will take account of the wider economic priorities, particularly around the skills agenda, recognising that a key part of improving economic performance and addressing social inequalities is improving skills and access to training and education. This is a priority in the CWSP's Strategy (*Sustaining Growth through Partnership*), for the Brighton and Hove Economic Partnership and C2CLEP, and in West Sussex County Council's Economic Strategy. Improving skills

<sup>6</sup> Proposals for a Single Local Growth Fund were set out in 'Investing in Britain's Future' (June 2013) <https://www.gov.uk/government/publications/investing-in-britains-future>.

<sup>7</sup> The Government's City Deal initiative is a competitive process, the final outcome of which will not be known until late 2013. The latest position with regards to the 'Greater Brighton City Deal' bid is set out in the update report - [http://present.brighton-hove.gov.uk/Published/C00000705/M00004661/AI00034413/\\$20130610163735\\_004280\\_0016395\\_GreaterBrightonCityDealProgressUpdate20June13FINAL1.docA.ps.pdf](http://present.brighton-hove.gov.uk/Published/C00000705/M00004661/AI00034413/$20130610163735_004280_0016395_GreaterBrightonCityDealProgressUpdate20June13FINAL1.docA.ps.pdf)

and education is also a key part of developing Greater Brighton City Deal's proposed growth hubs. Although the *LSS* focuses on 'spatial priorities', the LPAs will continue to work with partners to align its priorities with wider economic objectives thus ensuring a holistic and integrated approach is taken to delivering sustainable economic growth.

- 1.13 A large part of the CWS&GB is within the South Downs National Park. This is a significant asset to the area in terms of its contribution to the overall quality of life, as well as enhancing investment opportunities by providing a high quality environment and visitor attraction. The local authorities will therefore need to work closely with the SDNP Authority to ensure that the ambitions for sustainable growth are delivered in a way that compliments the SDNP's role and functions and are reflected in the SDNPA's emerging Management Plan.<sup>8</sup>
- 1.14 Contributing to the strategic planning priorities is a core objective of the new Sussex Local Nature Partnership (SLNP). Although the SLNP is still in the process of developing its priorities and considering how it will contribute to the various planning activities in the Sussex area, it is potentially an important partnership in terms of implementing the *LSS*. The high quality environmental and ecological assets of CWS&GB are recognised as having a valuable role in supporting the health and well-being of the local community as well as sustainable economic growth. The LPAs will work with SLNP on an on-going basis to ensure that investment in the area's natural capital continues to be a priority.

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<sup>8</sup> The SDNP Authority's Management Plan is currently being prepared - <http://www.southdowns.gov.uk/about-us/news/how-will-you-manage-the-south-downs-national-park>

## 2. Coastal West Sussex & Greater Brighton: The Place

- 2.1 Coastal West Sussex covers an area uniquely positioned between the English Channel and the SDNP. With a resident population of around 524,000, it comprises a number of small towns along the coast, bounded by the City of Chichester in the west and Seaford in the east. The main towns vary in size and character, with the offer to residents and employers different in each – including the historic places of Arundel, the City of Chichester and Lewes, the seaside places including the vibrant and cultural City of Brighton, Bognor Regis, Littlehampton, Shoreham by Sea along with its successful commercial port, Worthing and the Seahaven area of Lewes which includes the Port of Newhaven.
- 2.2 The area boasts a very high quality environment, with the SDNP covering a large part of the northern CWS&GB and a high concentration of other national landscape, ecological and environmental designations, including the Chichester AONB and several SSSIs and SPAs. These distinguishing assets make a major contribution to the attractiveness of the area as a place to live and work. They are also highly regarded by local businesses and are key factors in decisions to invest or locate in the area.
- 2.3 CWS&GB is relatively well served by both roads and public transport with rail services connecting the main towns along the coast, as well as providing good connections north towards London and Gatwick Airport, particularly from Brighton and Worthing. However, the road network along the main east-west routes, is heavily congested restricting access to the main centres during peak periods. As this has had a major impact on the regeneration and investment potential of CWS&GB, tackling the main bottlenecks is a priority for all those that live and work in the area.
- 2.4 Like its towns, the coastal economy is diverse with a wide range of businesses servicing different sectors. The area is home to some of the country's leading companies in advanced manufacturing and horticulture as well as Shoreham Harbour which continues to be one of the country's most successful commercial ports. The tourism and culture sectors are also major contributors to the area's economic success, with the SDNP on its doorstep and several seaside resorts.<sup>9</sup>
- 2.5 However, the level of skills and educational attainment of the resident workforce is generally lower on average than that of the wider South East which has restricted access to jobs for many. Average household income also reflects this and with house prices generally in line with the wider area, access to the housing market is restricted, particularly for younger people and families. This relatively unique position within the affluent South East has been the subject of successive strategic and local policy interventions aimed at regenerating the coastal communities. These have aimed to improve accessibility within the area, harness the area's high quality environmental assets; reflect the distinctiveness character and roles of the different parts of

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<sup>9</sup> A full economic profile of CWS is contained in the CWS Partnership's strategy, Sustaining Growth Through Partnership - [http://www.coastalwestsussex.org.uk/wp-content/uploads/2012/12/1.-Full-CWS\\_Economic\\_Profile.pdf](http://www.coastalwestsussex.org.uk/wp-content/uploads/2012/12/1.-Full-CWS_Economic_Profile.pdf)



CWS&GB; improve the overall quality of the built environment; and increase opportunities for residents to access both housing and jobs.

## Opportunities and Challenges

2.6 CWS&GB offers considerable opportunities for residents and businesses. Local authorities and partners are keen to promote CWS&GB as an area that is 'open for business'. Proposals to transform the economy are highlighted in the CWSP's Strategy, including the major regeneration of Shoreham Harbour, and the new business opportunities at Brighton Airport, Shoreham and Enterprise Bognor Regis. However, many of the opportunities now and in the future also bring challenges. Ensuring development is properly supported by the right infrastructure is one. Transforming the area through the successful delivery of high quality development without destroying the very environment that attracts both people and businesses to the area in the first place, is another.

### *Tackling the Infrastructure Deficit*

2.7 CWS&GB is, on paper, a highly accessible place. In reality, its infrastructure foundations are under severe pressure and have been for a number of years. Significant improvements are being made and more are in the pipeline, all of which aim to address existing deficits in infrastructure and increase opportunities for growth. Improvements to the existing road network are already increasing opportunities for development and enhancing the attractiveness of CWS&GB to investors. Existing bottlenecks on the A27 are being targeted and the Bognor Regis Relief Road, which will facilitate development at Enterprise Bognor Regis and strategic housing sites, is already under construction. The Government recently acknowledged the importance of improving the transport infrastructure in and to CWS&GB, in its recent Spending Review and has signalled further commitments to investment<sup>10</sup>. These improvements, together with roll-out of superfast broadband across the whole area, a priority for both residents and businesses,<sup>11</sup> and the promotion of alternative modes of travel, aim to increase the long term sustainability of the area and support its regeneration and growth prospects.

2.8 But considerably more investment in infrastructure is needed to both address existing capacity problems and open up new opportunities. Additional, potentially more major, improvements to the A27, A29 and A259 will be needed in the long term. For example, the possibility of an Arundel Bypass has been investigated over the years

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<sup>10</sup> As part of the Government's July 2013 Spending Review, 'Investing in Britain's Infrastructure' - [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/209279/PU1524\\_IUK\\_new\\_template.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/209279/PU1524_IUK_new_template.pdf)

- was published. This sets out details of the Government's commitments to infrastructure spending and includes: Government funded Feasibility Study for the A27 (incl. Arundel and Worthing; upgrading of junctions on Chichester Bypass; and improvements of M23 Junctions 8-10 which will link the Greater Brighton City Region more efficiently to Gatwick Airport and the M25.

<sup>11</sup> West Sussex CC is currently working with partners to deliver super-fast broadband across the county by 2016 [http://www.westsussex.gov.uk/your\\_council/news\\_and\\_events/news/2013\\_archive/may\\_2013/superfast\\_broadband\\_to\\_44000.aspx](http://www.westsussex.gov.uk/your_council/news_and_events/news/2013_archive/may_2013/superfast_broadband_to_44000.aspx).

and is likely to improve movement in CWS&GB generally and the viability of potential sites, particularly to the north-west of Littlehampton.

- 2.9 The relatively good railway network both along the coast and north towards London also enhances the infrastructure 'offer' of the area. However improvements are needed to address capacity issues, to increase accessibility to other main towns outside of the area, particularly to the rest of the Coast to Capital area and London, and to ensure that rail transport can genuinely compete with cars as a more sustainable travel option. Network Rail has already identified some significant gaps where improvements are considered a priority<sup>12</sup>. These include addressing capacity problems for all peak services to and from London, to and from Brighton, and to and from Chichester on the Coastway Line. Other priorities include improvements to journey times between the main towns on the coast, provision of additional signals in the Arun Valley, examining the potential for an Arundel Chord or other similar solution, and provision of new level crossings which could significantly impact on local journey times.
- 2.10 Many of the infrastructure challenges faced in CWS&GB can be addressed with the right funding and cooperation but they are expensive and some will take a long time to deliver. The *LSS*, together with the *DIF*, aim to put in place a coherent strategy to address this, even if it is recognised that, whilst there are potential 'quick wins' which can be delivered in the next 5 to 7 years, many of the barriers will take a concerted and collaborative approach over a number of years to address.

### ***Delivering a good choice of high quality sites***

- 2.11 CWS&GB offers a number of unique opportunities to deliver high quality strategic sites for both residential and business use, such as Shoreham Harbour and Enterprise Bognor Regis. But the area is already intensively developed due to fact that it is tightly bound between the SDNP and the sea, and opportunities to deliver new, high quality, sustainably located strategic sites outside the town centres are increasingly limited without some form of major infrastructure or policy intervention. As well as general improvements to infrastructure to meet existing deficits and enhance the area's future potential, therefore, significant targeted investment is also needed to support the delivery of strategic sites.
- 2.12 Regeneration of town centres continues to be a priority and makes an important contribution to development needs, especially in areas to the east where land supply is particularly constrained. However, there is increasing pressure to use commercial sites for housing, which is likely to be exacerbated by changes in 'permitted development rights' aimed at making this easier.<sup>13</sup> Making the best use of town centre sites as well as getting the balance right between residential and commercial development, will be an essential part of ensuring long term sustainability of the whole area. Part of the challenge will be making sure that town centres continue to be seen by investors as an

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<sup>12</sup> SussexRoute Utilisation Strategy (2010) -

<http://www.networkrail.co.uk/browsedirectory.aspx?root=\rus%20documents\route%20utilisation%20strategies&dir=\rus%20documents\route%20utilisation%20strategies\sussex>

<sup>13</sup> <https://www.gov.uk/government/news/new-measures-to-breathe-life-into-empty-buildings-and-boost-growth>

attractive offer, which will help deliver some of the more difficult sites and the choice of homes and commercial properties that are needed.

- 2.13 There are potentially more development opportunities in the west of CWS&GB, particularly in Chichester and Arun Districts where the gap between the SDNP and sea is wider. However, there are still some considerable challenges in relation to the transport and waste water treatment capacity issues, and in terms of flooding (coastal, river and surface water) which will need to be addressed before their full potential can be realised. There is also a high concentration of environmental and landscape designations in these areas which will need to be managed carefully to ensure that development does not compromise these vital assets.

### ***Meeting the housing needs of a growing population***

- 2.14 The high concentration of national environmental and landscape designations in CWS&GB make an essential contribution to the overall quality of life and enhance the attractiveness of CWS&GB as an area to invest in and as a business location. But, together with the constrained geography and infrastructure of the area, they are also major obstacles to the long term growth potential of the area. This combination of potential barriers to development was recognised in the previous sub-regional strategy for the area (the South East Plan) where the Government acknowledged that housing provision should be restricted to meeting local needs with limited contribution made to the wider regional housing needs<sup>14</sup>. This position was recently reconfirmed in the GL Hearn Housing Study (referred to in Paragraph 1.5) which considered the ‘objectively assessed needs’ of the area (as required by the NPPF) to be a minimum of 2,905 dwellings per annum. However, the authors also concluded that:

*“... it is highly unlikely that this level of development can be achieved across the sub-region in light of the significant environmental, landscape and infrastructure constraints to development which exist. This is a function of the geography of the sub-region, much of which forms a narrow intensively developed coastal strip which falls between the South Downs National Park and the English Channel.”* [Para 6.6]

### **Indicative Comparison of Housing Needs against Maximum Potential Supply Levels**

	<b>Requirement (Minimum)</b>	<b>Maximum Delivery considered achievable</b>	<b>Minimum Likely Shortfall</b>	<b>20 Year Shortfall</b>
<b>Adur</b>	215	200	15	300
<b>Arun*</b>	550	700	-150	-3000
<b>Chichester*</b>	480	470	10	200
<b>Worthing</b>	430	250	180	3600
<b>Brighton &amp; Hove</b>	800	565	235	4700
<b>Lewes</b>	430	225	205	4100

<sup>14</sup> The housing provision allocated to the Sussex Coast in the South East Plan was approximately 30% below assessed demographic needs in recognition of the high level of constraints placed on the area.

<b>Total</b>	2905	2410	485	9900
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\*Includes high level estimates of potential supply within the South Downs National Park based on past completions levels

2.15 Having considered the challenges and opportunities across CWS&GB, the conclusion was that under current conditions, a ‘deliverable’ housing target was more likely to be around 2,410 dwellings per annum, leaving a potential minimum shortfall of about 17% (see table above). This study suggested ways in which the shortfall could be reduced including:

- Targeted investment in infrastructure to help and enhance the pace and potential of development at Shoreham Harbour, potential urban extensions in Adur District and urban extensions to Chichester.
- Consideration of longer term options (subject to detailed feasibility testing) on land to the north-west of Bognor Regis and enhanced housing delivery in the Five Villages in Arun.

But it also recognised that even if all of these were deliverable, the ‘objectively assessed needs’ of CWS&GB would still not be met.

2.16 The tight labour supply and restrictions on new housing present a major challenge to meeting the CWS&GB’s full economic potential and to its long term sustainability as this will limit opportunities for in-migration to support job growth, placing pressure on surrounding areas. It will also significantly limit the provision of affordable and intermediate housing to meet the needs of low-paid workers, young people and families. As the GL Hearn Housing Study surmised:

*“...affordable housing, intermediate housing options for younger people in their 20s and 30s and family housing which middle aged households can afford to buy, will be important in sustaining the economically-active population and supporting the economy.”* [Para. 6.44]

2.17 Part of the solution will be addressing the skills gaps to provide more job opportunities for existing residents but it will also be essential that housing delivery is carefully monitored and reviewed as new opportunities are opened up as a consequence of, for example, infrastructure investment. In line with Duty to Co-operate requirements, ongoing discussions between LPAs should seek to address opportunities for additional housing provision to meet needs in both the short to medium term recognising the need for infrastructure investment.

2.18 In the longer term, the LPAs recognise that opportunities may be increasingly limited and are therefore committed to working with the Gatwick Diamond and other adjoining authorities on an ongoing basis to develop a joint understanding of the issues and potential responses to these. However, given the advanced stage in the development of many of the local plans and the need for long term infrastructure investment to open up new opportunities for additional housing, the implications of any wider joint work are likely to be addressed through subsequent local plan reviews.

### 3. Coastal West Sussex & Greater Brighton: Delivering Sustainable Growth

- 3.1 The vision for CWS&GB reflects long term aspirations of the LPAs and partners to support regeneration of the area, providing the jobs and homes needed for its residents and businesses, whilst protecting the high quality environment that provides the essential foundations for *sustainable* growth.

#### Vision for a sustainable future

By 2031 Coastal West Sussex & Greater Brighton will be a place:

- where businesses will want to locate and grow, with a thriving economy supporting a wide range of employment opportunities, high quality, commercially viable sites and a high level of skill and education attainment;
  - which offers a choice of housing to meet the changing needs of the population, with access to a decent home for everyone;
  - which is easy to travel around, with excellent transport links both around CWS&GB and to major destinations in the wider South East;
  - where high quality digital communication plays a key role in supporting the way we live and do business;
  - where residents, businesses and visitors continue to benefit from CWS&GB's high quality natural environment; and
  - where each town continues to play a different role with its distinctive character, opportunities and 'sense of place'.
- 3.2 LPAs will work closely with both public and private sector partners to proactively pursue realisation of this vision through an agreed set of *Strategic Objectives* and *Spatial Priorities* which will be reflected in local plans and other relevant plans and strategies. These will also form the basis for influencing spending priorities, particularly those included in the C2C LEP's Strategic Economic Plan. The *Strategic Objectives* are considered to be long term objectives and will be delivered over the lifetime of the local plans (up to 2031). The *Spatial Priorities* will provide a short to medium term strategic focus for delivering the objectives and will inform the initial priorities set out in the *DIF*.
- 3.3 The *Spatial Priorities* are based on existing or emerging local plans and previous work undertaken by the CWS Partnership, particularly the Parson's Brinkerhoff study referred to in Paragraph 1.5. This highlighted four strategic locations where a 'place-based' approach would help to coordinate activity, focus investment and unlock the potential of important employment and housing sites. These areas form the basis of the short to medium term *Spatial Priorities* across the area (2013-2020), although some of the proposals have evolved since then. The *Spatial Priorities* also reflect the ambitions to support hubs promoting 'Creative Innovation' in the Greater Brighton area which is the focus of the emerging City Deal. It is important to recognise that these are considered to be 'strategic' priorities where the benefits will be shared across CWS&GB and do not exclude pursuit of other more local priorities in each LPA area.

- 3.4 Although reference is made to specific projects and schemes, these will be addressed in more detail through the *DIF* to allow flexibility in potential solutions and to ensure the *LSS* is responsive to changes, particularly funding and policy changes.

### **Strategic Objectives 2013-2031**

- 3.5 The following *Strategic Objectives* aim to facilitate improved accessibility within and across the CWS&GB labour and housing markets; promote strategic development opportunities in town centres and other sustainable locations; and protect the high quality environmental and landscape assets of the area.

#### **STRATEGIC OBJECTIVE 1: DELIVERING SUSTAINABLE ECONOMIC GROWTH**

Local planning authorities will work with their partners to support sustainable economic growth by:

- Identifying and giving priority to the development of the strategic employment sites required to deliver the *Spatial Priorities*, working through partnership to break down the barriers to delivery, improve their viability and realise their full potential.
- Promoting the continued regeneration of brownfield sites in the Coastal Towns, ensuring that there is a wide range of sites and premises to meet the diversity of business needs and a good balance between commercial and residential development.
- Enhancing the overall quality and choice of well-located employment sites and premises by enabling the provision of new sites and making better use of existing sites.
- Facilitating the development of a network of Growth Hubs to support creative and technology innovation identified in the Greater Brighton City Deal.
- Providing an environment that attracts high skilled jobs and enhances employment opportunities for existing residents through access to high quality training and education.

Local planning authorities will also continue to supporting the wider economic initiatives aimed at improving the skills and education of the resident workforce, ensuring a holistic and integrated approach is taken to delivering sustainable economic growth.

#### **STRATEGIC OBJECTIVE 2: MEETING STRATEGIC HOUSING NEEDS**

Local planning authorities will plan for a minimum of 2,410 dwellings per annum (dpa) between 2013 and 2031. Local authorities will work with their partners to address the shortfall between the planned provision and the assessed needs of 2,905 dpa by:

- Giving priority to infrastructure investment that enables the delivery of the *Spatial Priorities* and opens up new, longer term development opportunities.
- Maximising the potential of existing sites and regeneration opportunities to deliver housing, without compromising the other *Strategic Objectives*, particularly in relation to enhancing the choice and quality of employment sites.

Each local planning authority will continue to look for opportunities for further development to meet their assessed needs in the short to medium term, particularly as a result in infrastructure investment. This will be tested through the development of their local plan and any changes highlighted as a result of this will be managed through the monitoring and review process associated with both the *Local Strategic Statement* and *Delivery and Investment Framework*.

In recognition of the increasingly limited opportunities for development in the longer term due to the absolute constraints imposed by the English Channel and South Downs National Park, the LPAs will work with neighbouring authorities on an on-going basis to explore options for meeting housing needs in sustainable locations as part of future local plan reviews.

It is essential that a wide choice of housing is provided but priority will be given to homes that meet the needs of low-paid workers, young people and families to sustain the economically-active population of CWS and support the economy.

### **STRATEGIC OBJECTIVE 3: INVESTING IN INFRASTRUCTURE**

Local planning authorities will work with their partners to enable and facilitate improvements to the capacity of infrastructure required to meet both existing capacity deficits and to provide new infrastructure needed to open up opportunities for sustainable growth. Priorities will be:

- Delivering the new and improved infrastructure required to support the *Spatial Priorities*, strategic priorities.
- Improvements to road infrastructure aimed at providing faster, more efficient east-west movement along the A27/ A259 Corridor and north-south linkages between them, and better access to strategic sites and Growth Hubs identified in the Greater Brighton City Deal proposal.
- Enhanced rail service infrastructure, including the removal of level crossings and new interchanges along the Coastway Rail Line and north towards major destinations in the South East, particularly London and Gatwick Airport.
- Roll-out of superfast broadband across CWS&GB.
- To support changes in travel behaviour by increasing opportunities for sustainable modes of transport that can compete effectively with private cars.
- Facilitate delivery of both waste water treatment and sewerage network capacity to overcome constraints, and address poor surface water drainage which adversely impacts on the performance of the infrastructure. .
- Improving coastal and river flood defences and surface water management.
- Enhancing the provision of Green Infrastructure, particularly where it plays an important 'strategic gap' role, and linking networks across CWS&GB.

## **STRATEGIC OBJECTIVE 4: MANAGING ENVIRONMENTAL ASSETS AND NATURAL RESOURCES**

Local planning authorities will work with their partners to deliver sustainable growth within the environmental limits by:

- Managing and investing in the high quality environmental assets and nationally designated landscapes that make a significant contribution to the overall quality of life in the area and to its economic success.
- Reducing the environmental and ecological impact of growth where development is necessary.
- Protecting and enhancing the character and distinctiveness of individual settlements.

### **Spatial Priorities 2013-20**

- 3.6 The following *Spatial Priorities* set out a framework for investment and strategic planning for the period 2013-2020. Although many of these will be challenging, particularly in terms of the funding needed for new and improved infrastructure, they are considered to be achievable within the next 5-7 years with the benefit of a coordinated and flexible approach to delivery.

#### **SPATIAL PRIORITY 1: SHOREHAM HARBOUR AND BRIGHTON AIRPORT, SHOREHAM**

Local planning authorities will work with their partners to support the development of the strategic employment and housing sites, including Brighton Airport, Shoreham and Shoreham Harbour, identified in the Adur Local Plan by giving priority to the infrastructure improvements needed to enable the sites to be delivered.

*Shoreham Harbour:* Priorities for meeting the significant regeneration opportunities to provide new homes and jobs will include:

- Improved road access to and from the A27 and A259 and to local transport infrastructure.
- Improved flood defences.

*Brighton Airport, Shoreham:* Priorities for securing new employment floorspace and job opportunities will include improved road access from the A27 including access to a new strategic housing site.

Development potential should take into account the Landscape setting and views of the Airport from the River Adur and the South Downs National Park as well as the biodiversity and heritage assets of the area.

Taking account of the opportunities on the fringe of the urban areas to meet future housing needs, the Green Gap between Lancing and Shoreham will be protected to preserve the character of Lancing and Shoreham and its role promoted as Strategic Green Infrastructure.



- 3.7 Shoreham Harbour and Brighton Airport, Shoreham offer significant regeneration opportunities for high quality employment land and in the case of the Harbour, a major contribution to housing needs of the wider community in this central coastal area. They also offer an opportunity for a coordinated approach to the delivery of infrastructure improvements that are needed to realise their full development potential and for opening up further longer-term opportunities. If successful, delivery of both sites will benefit from the Greater Brighton City Deal as both are promoted as 'growth hubs' to support the growth in eco-technology.
- 3.8 Shoreham Harbour regeneration is the subject of an emerging Joint Area Action Plan (JAAP) between Brighton & Hove Council, Adur District Council and West Sussex County Council which will consider in detail provision for housing and employment land, as well as the supporting infrastructure. Studies already undertaken highlight both the transport and flood defence infrastructure improvements that are necessary to deliver the site
- 3.9 Proposals for enhanced business use at Brighton Airport, Shoreham are included in the emerging Adur Local Plan. The Airport offers significant opportunities for high value-added businesses given its attractive environment and relatively easy access to the A27. Improved access to the A27 however is needed possibly through a new roundabout which will also help to deliver additional housing in the area. Development of the site is also considered necessary to support the long term viability of the Airport.

## **SPATIAL PRIORITY 2: CHICHESTER CITY/TANGMERE/ BOGNOR REGIS**

Local planning authorities will work with their partners to support the development of the strategic employment and housing sites identified in the Chichester and Arun Local Plans by giving priority to the infrastructure improvements needed to enable the sites to be delivered. Priorities will include:

- Improvements to junctions on the A27 Chichester Bypass.
  - Improvements to north-south links on the A284 and the A29.
  - Co-ordination of improvements required to help stimulate and maximise investment opportunities in Bognor Regis Town Centre and Seafront.
  - Support and facilitate delivery of infrastructure schemes identified in the Chichester area to provide wastewater treatment capacity for new development, and meet water quality objectives.
  - Improved surface water management, particularly around Bognor Regis and the southern part of Chichester, including the Manhood Peninsula.
- 3.10 Several strategic employment and housing sites are located within the Chichester/ Tangmere/ Bognor Regis area. The sites include the major employment land opportunity in Bognor Regis (Enterprise Bognor Regis) which could provide a significant amount of new jobs to support the coastal economy and major mixed-use housing/employment sites in Chichester/Tangmere. All of these are reliant on improvements to transport infrastructure, improved approaches to travel demand and in most cases, mitigation measures to reduce flood risk. Although issues around waste water treatment capacity present significant challenges in this area, the local

authorities are already working together with the relevant organisations to find solutions which can be delivered by 2019. In Arun, issues related to surface water impact on sewerage systems are being addressed through a Surface Water Management Plan. A coordinated approach on an ongoing basis, particularly between the two District Councils, will be required in planning and delivering these sites and the associated infrastructure if their full potential is to be realised.

### **SPATIAL PRIORITY 3: LITTLEHAMPTON**

Local planning authorities and their partners will work together to coordinate transport and other infrastructure improvements in Littlehampton to address existing capacity issues and enhance further opportunities for the delivery of strategic employment and housing sites. Priorities will include:

- Construction of the Lyminster Bypass (southern and northern sections) and improvements to the A259.
- Improvements to rail connections along the Arun Valley and to London.
- Improvements to River Arun flood defences.
- Further consideration of the strategic development potential at West Bank.

3.11 Although not related to any specific sites, the Parsons Brinkerhoff report (referred to in Paragraph 1.15) concluded that transport improvements in and around Littlehampton (including construction of the Lyminster Bypass) are likely to help investor confidence both for employment and residential uses. The strategic contribution to development in CWS&GB will therefore be a rebalancing of the local economy and therefore reduced dependency on other parts of the area for local shopping and employment opportunities.

3.12 Arun District Council has undertaken a Feasibility Study to examine the potential for strategic development at West Bank, Littlehampton, looking specifically at the constraints from flood risk and highways. Further consideration will be given to the requirements to make this viable in the medium to long term.

### **SPATIAL PRIORITY 4: WORTHING'S KEY TOWN CENTRE SITES**

Worthing Borough Council will work with its partners to co-ordinate the infrastructure and transport improvements required to help stimulate and maximise investment opportunities in the Town Centre. Priorities to help secure sustainable economic regeneration and improve economic performance will include:

- Regeneration of the seafront and improved linkages with the town centre.
- Regeneration of key gateway sites in and around the town centre including Union Place and Teville Gate
- Increased vitality in the town centre, including creating new flexible retail floorspace.
- Improved levels of accessibility and connectivity.

- The delivery of new employment floorspace on currently contaminated land at Decoy Farm to potentially relocate existing businesses at Shoreham Harbour and encourage new business growth and investment.

3.13 Worthing is a Borough that is constrained by limited opportunities for expansion, given the South Downs to the north and the sea to the south. The downland setting and the green links from the town are important and need to be protected and enhanced. However, if the borough is to remain competitive and secure regeneration there is a need for the Council and its partners to provide more housing, employment and retail space as well as infrastructure. A coordinated approach to infrastructure and transport improvements is required to help stimulate and maximise investment opportunities. However, consideration will also have to be given to the scope for further development opportunities on the fringe of the built up area to meet future housing needs as part of the review of the current Development Plan subject to appropriate landscape considerations.

### **SPATIAL PRIORITY 5: GREATER BRIGHTON CITY REGION**

The local authorities within the Greater Brighton City Region will work with their partners to co-ordinate and deliver the infrastructure and transport investment needed to support a network of Growth Hubs focusing on creative and technology innovation. Priorities for supporting the Hubs will be established through the City Region's 10 year Growth Plan but include improvements generally to the A27 and to flood defences.

3.14 Brighton & Hove City Council, together with Adur and Lewes District Councils and Worthing Borough Council have submitted a proposal to the Government for a Greater Brighton City Deal. If successful, the authorities within the City Region will benefit from the transfer of powers, funding and responsibilities to the local level to support economic growth. A key part of the proposals is the development of a network of Growth Hubs to support creative and technology innovation, linked to the expertise within the area's universities. Specific details of each of the Hubs will be set out in the City Region's 10 year Growth Plan which will include details of the infrastructure improvements needed to support the Hubs (the outcome of the bidding process will not be known until Autumn 2013). This potentially will contribute significantly to the economic success of the whole coastal area and is therefore considered a strategic priority for CWS & GB.

### **Longer term *Spatial Priorities* 2020-31**

3.15 Longer term priorities in CWS & GB will be confirmed as the local plans for the area are taken forward and further opportunities are exposed as a result of the short to medium term priorities being realised. Particular consideration should be given to the potential opportunities in Arun District that could be offered in the longer term as a result of a new Arundel Bypass.

3.16 CWS&GB authorities will continue to work together and with their neighbours on the long term development needs in the wider area, particularly given the significant constraints along the coast. Although this will aim to address development needs towards the end of the LSS period (2031), a strategy will take time to agree and to take

through the planning process, especially if done on a joint basis. This should also take account of any major new opportunities that will have potential as a result of long term infrastructure improvements in the area. Any implications arising from this work would be taken into account in a future round of local plan reviews.

## 4. Translating the *LSS* into Action

- 4.1 The *Strategic Objectives* and *Spatial Priorities* set out in the *LSS* will be implemented through a number of different routes and by different organisations working together, often with the local authorities in a lead coordinating role. Highlighted in Annex 3 are the key partners expected to play a role in delivering both the *Strategic Objectives* and *Spatial Priorities* alongside the local authorities. This list is not exclusive and may change/evolve as implementation of the *LSS* through the local plans and *DIF*s is taken forward. It is also important to note that some partners identified are ‘partnerships’ in themselves and will therefore involve a considerable number and mix of public, private and voluntary stakeholders both within CWS & GB and the wider ‘Coast to Capital’ area. Although many of these have been involved in the development of the *LSS*, the local authorities will consult each of the Statutory Bodies and key partnerships with the intention that they endorse the *LSS* and subsequently include it in their business plans/strategic priorities.
- 4.2 Most, if not all of the short to medium term priorities are already reflected in existing or emerging local plans or other planning processes (see Annex 4 for current Local Plan timetables). As such, many partners, particularly the Statutory Bodies, are actively engaged in the development of the local plans. It is envisaged that the *LSS*, together with the local plans will increase investor confidence over time and delivery of some of the more challenging aspects of the *LSS* will become more viable.
- 4.3 Critical to the success of the *LSS* will be the coordinated approach to delivery and funding provided by the *Delivery and Infrastructure Framework*. This aims to develop an approach and practical framework to coordinate the delivery of these objectives between CWS&GB partners and develop a set of tools for their delivery plans. As part of this process, the *DIF* will analyse schemes and initiatives, helping the local authorities and partners to prioritise these. The *DIF* will also be used as a bidding document (together with the *LSS*) to raise the profile of CWS&GB and access funding from the C2C LEP and Transport Body. An immediate priority in 2013 will be to feed into the development of the C2C Strategic Economic Plan, ensuring that the CWS&GB priorities are reflected.
- 4.4 Engagement with the authorities in the wider C2C area will be key to developing a sustainable approach to meeting needs in CWS&GB, as set out in *Strategic Objective 2*. As such, and following initial consultation, particularly with those authorities adjoining the area, discussions on how to take this forward should be initiated as soon as possible.

## 5. Monitoring and Review

- 5.1 The Strategic Planning Board (SPB) will be responsible for monitoring implementation of the *LSS*, ensuring the priorities are being progressed through the relevant key plans and strategies, particularly local plans, and identifying any potential obstacles that have not already been picked up through other processes or through the *DIF*.
- 5.2 A progress report on each of the *Spatial Priorities* should be made to the SPB on a 6 monthly basis, setting out how these are being taken forward through the relevant local plans and through the business priorities of other key partners. This should also set out any potential risks to delivery that have been highlighted through the *DIF*. A full review of the *LSS* should be undertaken every two years with the first taking place following adoption of all local plans in the area. This should also include a review of the SPB's Terms of Reference and its membership.
- 5.3 The SPB's Planning Officers' Group should be tasked with ensuring that a proper monitoring framework for the *LSS* is put in place as soon as possible following formal approval and endorsement by the individual local authorities. This should clearly identify lead officers for each of the *Strategic Objectives* and *Spatial Priorities*.



## Annex 1

# COASTAL WEST SUSSEX & GREATER BRIGHTON STRATEGIC PLANNING BOARD

## Terms of Reference

October 2013

### 1. Aims and Objectives

**(1) The Strategic Planning Board will identify and manage spatial planning issues that impact on more than one local planning area within Coastal West Sussex and the Greater Brighton area.<sup>15</sup>**

- 1.1 Local authorities are required by law through the Duty to Cooperate to '*engage constructively, actively and on an on-going basis*' on planning matters that impact on more than one local planning area ('strategic planning matters'). The duty is further amplified in the National Planning Policy Framework (NPPF) which sets out the key 'strategic priorities' that should be addressed jointly<sup>16</sup>.
- 1.2 The Strategic Planning Board ('the Board') is responsible, on behalf of the CWS and Greater Brighton Authorities, for identifying the sustainable development issues that impact on more than one local planning area and agreeing how these should be prioritised and managed (covering the whole local plan cycle from plan-making, through to delivery and monitoring)
- 1.3 As part of this process, the Board should review existing 'strategic priorities' being progressed through the current local plans and identify areas which are likely to be vulnerable in the legal tests applied under the Duty to Cooperate.

**(2) The Strategic Planning Board will support better integration and alignment of strategic spatial and investment priorities in the Coastal West Sussex and Greater Brighton area, ensuring that there is a clear and defined route through the statutory local planning process, where necessary.**

- 1.4 In order to maximise development potential and investor confidence in the wider CWS area there should be a clear strategic planning vision which helps integrate spatial and infrastructure investment priorities. The Board will be responsible for developing the vision and will work jointly with the economic and regeneration Coastal West Sussex Partnership (CWSP) to integrate this with long term investment priorities and ensure that these are aligned with other public and private sector investment plans.
- 1.5 The Board will also work closely with the CWSP on any work that is already underway and is relevant to the Board's strategic planning role. Of immediate priority, the Board

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<sup>15</sup> The Coastal West Sussex and Greater Brighton area covers the local planning areas of Adur, Arun, Chichester, Worthing, the South Downs National Park, Brighton and Hove and Lewes.

<sup>16</sup> 'Strategic priorities' that local planning authorities have a duty to cooperate on are defined in Paragraph 156 of the National Planning Policy Framework (NPPF).



will support the CWSP in developing an investment framework which builds on the priorities set out in the report 'Developing an Employment and Infrastructure Study'<sup>17</sup>.

## **2. Membership and Accountabilities**

- 2.1 The Strategic Planning Board provides a forum for local authorities to manage issues that impact on more than one local planning area, developing the necessary evidence base and ensuring wider corporate and other relevant matters are fully taken into account. Although there is a clear emphasis on reaching a common approach on key strategic policies, the Board is an advisory body, therefore any decisions on taking forward outputs from its work programme (e.g. shared evidence or research) will be the responsibility of individual local authorities and the statutory planning process.
- 2.2 Core membership of the Board will comprise representatives from Adur, Arun, Chichester, Worthing, Lewes, West Sussex County Council, Brighton & Hove City Council, and the South Downs National Park. Each Authority will be invited to contribute to the work programme and to consider strategic planning issues that impact on the wider area. Others may be invited to attend on an occasional basis if an issue being considered is likely to have a significant impact on the authority's planning area. Each constituent authority will be represented on the Board by the relevant holder of the planning portfolio to ensure confidence of authority and commitment to resources.
- 2.3 Regular feedback and briefings to the constituent members' political and corporate leadership should be used as a way of ensuring wider ownership and support for the Board's work as it progresses. There should also be appropriate liaison between the local authority representatives of both the Board and the CWSP.
- 2.4 The Chairman of the Board will be appointed on a rotating basis which should be reviewed on an annual basis to ensure fair and equal opportunities amongst the constituent member authorities. Given the potential close working between the Board and the CWSP, the chairman should have a place on the CWSP Board to provide a link between the two bodies.

## **3. Ways of Working**

- 3.1 Refer to Diagram in Annex 1 for details of working arrangements. The Strategic Planning Board will agree a work programme, including steering and management arrangements for each project, on an annual basis. This could include setting up 'task and finish' groups for specific projects, either reporting directly to the Board or on a shared basis with the CWSP. The Board will meet four times a year at times to best suit the forward work programme. Additional meetings may be called if workload justifies. In the interests of transparency, notes of the Board's meetings will be publically available.

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<sup>17</sup> Parsons Brinckerhoff, February 2012

- 3.2 The CWS Development and Infrastructure Group and the CWS Officer Group will work on behalf of the CWS Strategic Planning Board and the CWS Partnership Board to provide either direct advice or support or to deliver agreed projects.
- 3.3 Good project management principles should be applied, such as risk management, particularly around political sensitivities and funding, and keeping the work programme under review to ensure that it is meeting the agreed objectives and the identified priorities remains relevant.

#### **4. Key relationships**

- 4.1 **CWS Partnership:** The Board will work closely with the CWSP to ensure the long term integration of strategic planning and investment priorities. The technical work, including appropriate support structures, for any joint projects will be agreed at an annual meeting of the two bodies. An early initial joint meeting should be used to agree how to take forward any immediate shared objectives, particularly related to those identified in Paragraph 1.5. Local authority Leaders and Chief Executives should be invited to attend this initial meeting to ensure corporate buy-in for the priorities and work programme.
- 4.2 **Coast to Capital LEP:** The LEP plays a key support role on economic development and regeneration and is responsible for major funding streams, such as the Growing Places Fund. It is also identified in Local Planning Regulations as a body that local authorities need to take account of in meeting its 'duty to cooperate' obligations. Although the C2C LEP's role in strategic planning has yet to be determined, any support provided to the local authorities is likely to use the existing local partnership areas, such as Coastal West Sussex. Through the CWSP, the Board should ensure regular liaison with the LEP Board and provide advice on strategic planning and investment priorities for the CWS area, particularly through the preparation and delivery of a strategic planning and investment framework.
- 4.3 **West Sussex Joint Planning Board:** The JPB is an established forum for all West Sussex Authorities to come together and discuss planning issues of common interest. This will provide a useful forum for the Board to share and learn from good practice, to receive updates on common policy or legislative changes, and to contribute to the management of the wider strategic planning issues i.e. strategic infrastructure needs and priorities beyond the CWS area.
- 4.4 **Other Key Partners:** A number of key bodies and organisations will be necessary to support the work of the Board either through direct support/advice or through joint projects. Most of these will be subject to the legal requirements of the 'duty to cooperate' and may well already be involved in the other partnerships mentioned above. Key bodies include the Environment Agency, Highways Agency, Homes and Communities Agency. Private sector infrastructure providers, particularly utility companies, will also be key partners particularly in terms of ensuring alignment between investment plans and priorities.

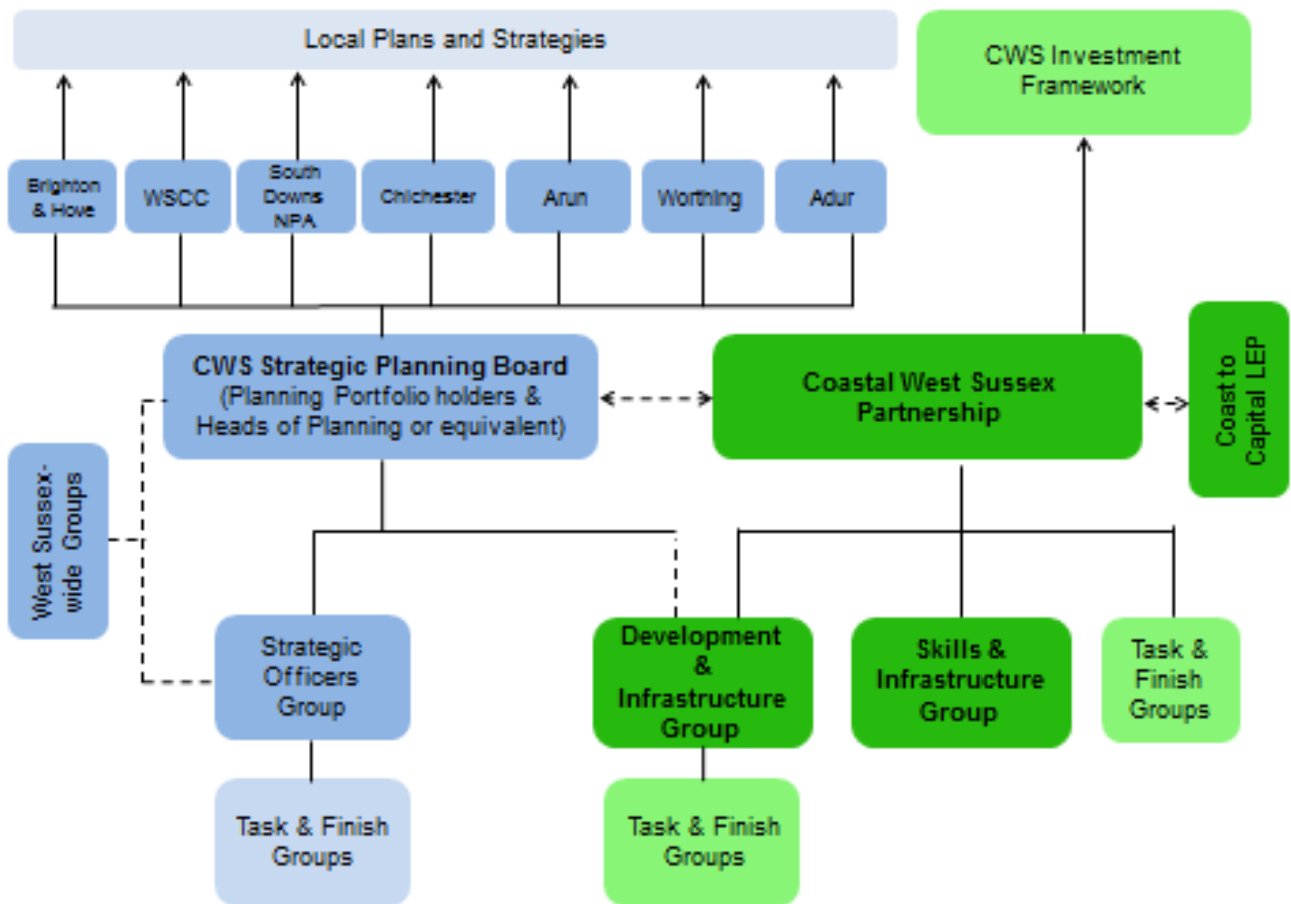
## **5 Technical Support**

- 5.1 The Board will be supported by an officer group with representatives from each of the constituent authorities. The group will act as a steering group for each identified project and will establish suitable technical support and project management arrangements for each. This may involve the use of 'task and finish' groups and could include the use of external expertise e.g. from key statutory bodies identified in Paragraph 3.6 above or the use of consultants. The group will therefore also be responsible for any necessary joint procurement arrangements. Where joint projects with the CWS Partnerships are commissioned, appropriate joint steering and technical arrangements should be established with clear lines of responsibility and accountability.
- 5.2 A representative of the officer group will attend the Strategic Planning Board meetings and provide regular progress updates on the work programme to the Chairman. A representative(s) of the officer group will also be identified as the main liaison with key partners.
- 5.3 In establishing the new support arrangements, the opportunity should be taken to identify where key skills and expertise lie within the local authorities and partners, and share these where it is practical to do so. The identification of 'lead' experts can be used to develop a relationship with other organisations on behalf of the partners.
- 5.4 The officer group will work closely with the CWSP's Development and Infrastructure Group and will establish joint working arrangements where required to support any Strategic Planning Board/CWS Partnership projects.

## **6. Review**

- 6.1 It is important to keep arrangements flexible to respond to changes in planning policy, changes in priorities and work programmes and to move forward from plan policy development stages to implementation which may require changes to the LSS.

## Proposed working arrangements in Coastal West Sussex



## **Annex 2**

# **COASTAL WEST SUSSEX & GREATER BRIGHTON<sup>18</sup> AUTHORITIES MEMORANDUM OF UNDERSTANDING<sup>19</sup>**

## **INTRODUCTION**

This memorandum of understanding establishes a framework for co-operation between the eight local planning authorities with respect to strategic planning and development issues.

Local planning authorities are required by law through the Duty to Cooperate to '*engage constructively, actively and on an on-going basis*' on planning matters that impact on more than one local planning area ('strategic planning matters'). The duty is further amplified in the National Planning Policy Framework (NPPF) which sets out the key 'strategic priorities' that should be addressed jointly<sup>20</sup>.

## **PARTIES TO THE MEMORANDUM**

The Memorandum is agreed by the following Local Planning Authorities:

- Arun District Council
- Worthing Borough Council
- Chichester District Council
- West Sussex County Council
- Adur District Council
- Brighton and Hove City Council
- South Downs National Park
- Lewes District Council

## **LIMITATIONS**

The Local Planning Authorities recognise that there will not always be full agreement with respect to all of the issues on which they have agreed to cooperate. For the avoidance of doubt, this Memorandum will not restrict the discretion of any of the local planning authorities in the determination of any planning application, or in the exercise of any of its statutory powers and duties, or in its response to consultations, and is not intended to be legally binding.

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<sup>18</sup> The Coastal West Sussex and Greater Brighton area covers the local planning areas of Adur, Arun, Chichester, Worthing with the South Downs National Park, Brighton and Hove and Lewes.

<sup>19</sup> This paper is based on work from the Gatwick Diamond

<sup>20</sup> 'Strategic priorities' that local planning authorities have a duty to cooperate on are defined in Paragraph 156 of the National Planning Policy Framework (NPPF).

## **OBJECTIVES**

The Memorandum has the following broad objectives:

- To help secure a broad but consistent approach to strategic planning and development issues across the Coastal West Sussex and Greater Brighton area.
- To identify and manage spatial planning issues that impact on more than one local planning area within Coastal West Sussex and the Greater Brighton area.
- To ensure that the local planning and development policies prepared by each local planning authority are, where appropriate, informed by the views of other local planning authorities across the Coastal West Sussex and Greater Brighton area
- To ensure that decisions on major, larger than local planning applications are informed by the views of other local planning authorities across the Coastal West Sussex and Greater Brighton area
- To support better integration and alignment of strategic spatial and investment priorities in the Coastal West Sussex and Greater Brighton area, ensuring that there is a clear and defined route, where necessary, through the statutory local planning process.

## **STRATEGIC PLANNING AND DEVELOPMENT ISSUES**

The Local Planning Authorities will jointly:

- Prepare, maintain and update a Local Strategic Statement which provides a broad strategic direction for the Coastal West Sussex and Greater Brighton area and establishes areas for inter-authority cooperation on strategic issues
- Develop and implement a programme for jointly addressing strategic planning and development issues
- Maintain liaison with the Local Enterprise Partnership(s) on the work they are undertaking

## **POLICY DOCUMENTS**

Each Local Planning Authority will:

- ❖ Notify the Councils party to the MoU at each consultation stage in the preparation of its local development documents and, in the case of a County Council, plans relevant to its statutory function; Waste and Minerals and local transport.
- ❖ Notify the Councils of consultation on any other policy document which, in its view, would have a significant impact on strategic planning or development within the Coastal West Sussex & Greater Brighton area
- ❖ If requested, meet with and discuss any issues raised by one or more of the other Local Planning Authorities and take into account any views expressed on those issues.

Any response from the Coastal West Sussex Partnership will be made by the Chairman and is independent from the individual local planning authorities.

## **DEVELOPMENT MANAGEMENT**

Each Local Authority will:

- ❖ Notify the Council's party to the MoU of any major planning applications, from within its area or on which it is consulted by a local authority from outside its area, which would, in its view, have a significant impact on the strategic planning and development of the Coastal West Sussex & Greater Brighton area, having particular regard to the Local Strategic Statement agreed by the Councils and
- ❖ Take into account any views expressed in determining the application.

Any response from the Coastal West Sussex Partnership will be made by the Chairman and is independent from the individual local authorities.

## **LIAISON**

The Members of the CWS & Greater Brighton Strategic Planning Board will meet quarterly, or more frequently when appropriate, in order to;

- ❖ Maintain and update the Local Strategic Statement and the joint work programme
- ❖ Monitor the preparation of policy documents across the Coastal West Sussex & Greater Brighton area and discuss strategic issues emerging from them
- ❖ Review work undertaken jointly by the Coastal West Sussex & Greater Brighton Local Authorities

The Development and Infrastructure Group and the CWS Planning Officer Group will work on behalf of the CWS & Greater Brighton Strategic Planning Board and the CWS Partnership Board to deliver the agreed work programme

## **TIMESCALE**

The Memorandum of Understanding is intended to run for a two year period from October 2013 but will be reviewed in October 2014 to establish how effective it has been.

Signed by the parties

Arun District Council	
Signed by.....	Date.....
Name .....	Position.....
Worthing Borough Council	
Signed by.....	Date.....
Name .....	Position.....
Chichester District Council	
Signature by.....	Date.....
Name .....	Position.....
West Sussex County Council	
Signed by.....	Date.....
Name .....	Position.....
Adur District Council	
Signed by.....	Date.....
Name .....	Position.....
Brighton and Hove City Council	
Signed by.....	Date.....
Name .....	Position.....
South Downs National Park	
Signed by.....	Date.....
Name .....	Position.....



Lewis District Council

Signed by.....

Date.....

Name .....

Position.....

### Annex 3: LSS Key Delivery Partners (in addition to the Local Authorities)

<p><b>Strategic Objective 1: Delivering Sustainable Growth</b> Coastal West Sussex Partnership; Coast to Capital Local Enterprise Partnership/Transport Board; Greater Brighton City Deal Board; Environment Agency.</p>
<p><b>Strategic Objective 2: Meeting Strategic Housing Needs</b> Homes &amp; Communities Agency; Environment Agency; Coastal West Sussex Partnership Coast to Capital Local Enterprise Partnership/Transport Board; House Builders.</p>
<p><b>Strategic Objective 3: Investment in Infrastructure</b> Coastal West Sussex Partnership Coast to Capital Local Enterprise Partnership/Transport Board; Highways Agency; Network Rail; Rail Operating Companies; Environment Agency; Southern Water</p>
<p><b>Strategic Objective 4: Managing Environmental Assets and Natural Resources</b> Environment Agency; Natural England; South Downs National Park Authority; Sussex Local Nature Partnership.</p>
<p><b>Spatial Priority 1: Shoreham Harbour and Shoreham Airport</b> Coastal West Sussex Partnership; Coast to Capital Local Enterprise Partnership/Transport Board; Greater Brighton City Deal Board: Highways Agency; Environment Agency.</p>
<p><b>Spatial Priority 2: Chichester City/Tangmere/Bognor Regis</b> Coastal West Sussex Partnership; Coast to Capital Local Enterprise Partnership/Transport Board; Environment Agency; Southern Water; Highways Agency.</p>
<p><b>Spatial Priority 3: Littlehampton</b> Coastal West Sussex Partnership; Coast to Capital Local Enterprise Partnership/Transport Board; Environment Agency; Highways Agency.</p>
<p><b>Spatial Priority 4: Worthing's Key Town Centre Sites</b> Coastal West Sussex Partnership; Coast to Capital Local Enterprise Partnership/Transport Board; Greater Brighton City Deal Board;</p>
<p><b>Spatial Priority 5: Brighton Eco-Technology City Region</b> Coastal West Sussex Partnership; Coast to Capital Local Enterprise Partnership/Transport Board; Greater Brighton City Deal Board.</p>

## Annex 4: Local Plan Timetables (as at July 2013)

<b>Adur Local Plan</b>	<p>Consultation on Revised Draft Local Plan: Sept-Nov 2013          Submission of Draft Local Plan to Planning Inspectorate: Aug 2014          Examination: Nov 2014          Adoption: Feb 2015</p> <p><a href="http://www.adur-worthing.gov.uk/adur-ldf/adur-local-plan/#alp-timetable">http://www.adur-worthing.gov.uk/adur-ldf/adur-local-plan/#alp-timetable</a></p>
<b>Arun Local Plan</b>	<p>New timetable for preparation of Draft Local Plan currently being revised as a result of Council decision in May 2013.</p> <p><a href="http://www.arun.gov.uk/main.cfm?type=LOCALPLAN2&amp;objectid=6221&amp;searchtermredirect=Local%20Plan%202012">http://www.arun.gov.uk/main.cfm?type=LOCALPLAN2&amp;objectid=6221&amp;searchtermredirect=Local%20Plan%202012</a></p>
<b>Brighton &amp; Hove City Plan</b>	<p>Draft City Plan submitted to the Planning Inspectorate June 2013          Examination due to take place Sept/Oct 2013          Adoption Feb 2014</p> <p><a href="http://www.brighton-hove.gov.uk/content/planning/local-development-framework/city-plan-previously-core-strategy">http://www.brighton-hove.gov.uk/content/planning/local-development-framework/city-plan-previously-core-strategy</a></p>
<b>Chichester Local Plan</b>	<p>Consultation on Pre-Submission Draft Plan: Oct/Nov 2013          Submission of Draft Plan to Planning Inspectorate: March 2014          Examination: June/July 2014</p> <p><a href="http://www.chichester.gov.uk/index.cfm?articleid=5079">http://www.chichester.gov.uk/index.cfm?articleid=5079</a></p>
<b>Lewes Core Strategy</b>	<p>Submission to Planning Inspectorate December 2013          Examination early 2014          Adoption Summer 2014</p> <p><a href="http://www.lewes.gov.uk/corestrategy/index.asp#timetable">http://www.lewes.gov.uk/corestrategy/index.asp#timetable</a></p>
<b>Worthing Core Strategy</b>	<p>Core Strategy Adopted April 2011</p> <p><a href="http://www.adur-worthing.gov.uk/worthing-ldf/worthing-core-strategy/">http://www.adur-worthing.gov.uk/worthing-ldf/worthing-core-strategy/</a></p>
<b>South Downs National Park LP</b>	<p>Draft Local Plan submitted to Planning Inspectorate: June 2016          Adoption: June 2017</p> <p><a href="http://www.southdowns.gov.uk/planning/planning-policy/local-plan">http://www.southdowns.gov.uk/planning/planning-policy/local-plan</a></p>