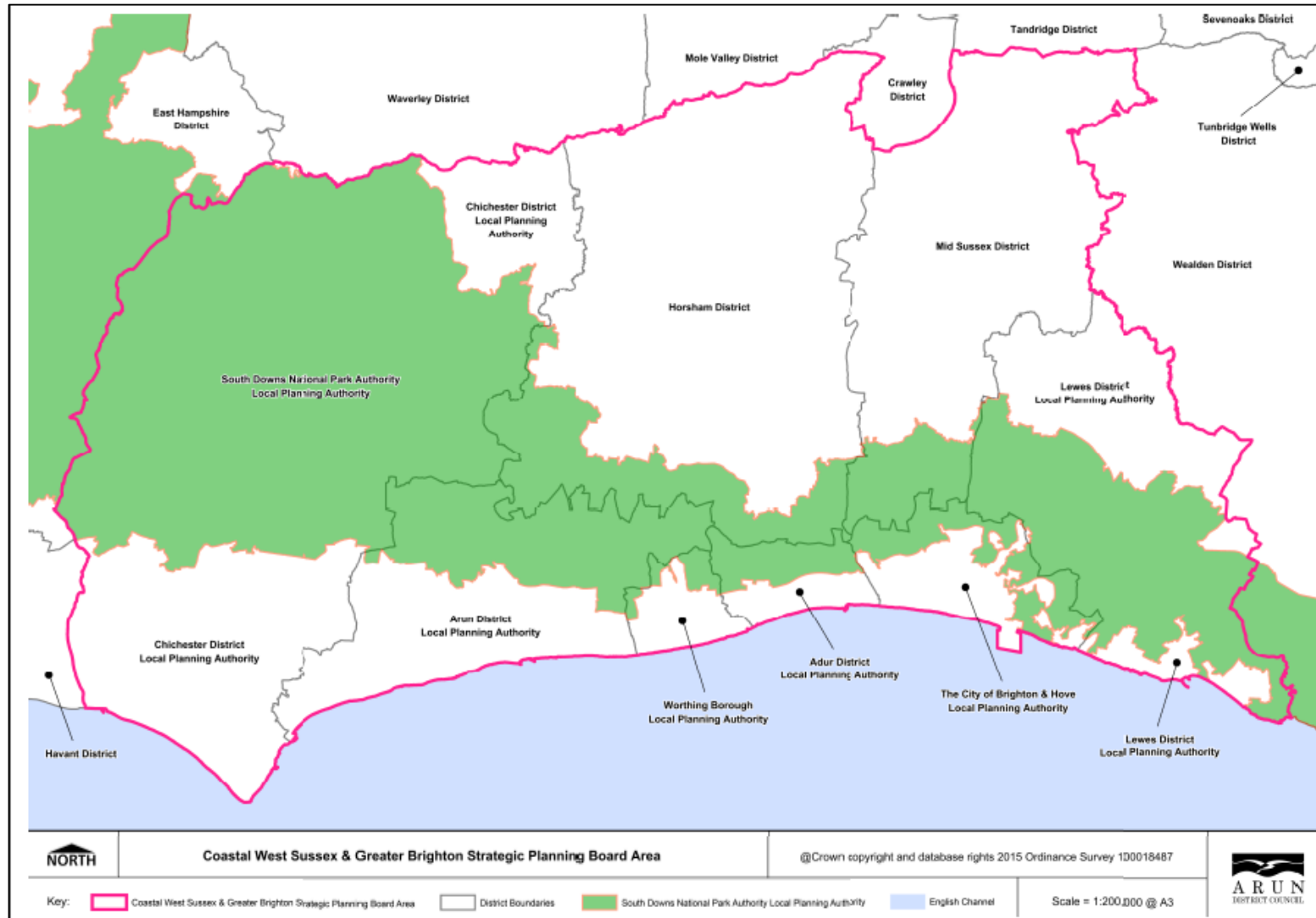


**Coastal West Sussex and
Greater Brighton
Local Strategic Statement
(Updated January 2016)**

Delivering Sustainable Growth 2015-31





Coastal West Sussex and Greater Brighton Local Strategic Statement for Delivering Sustainable Growth 2015-2031

1. Introduction

- 1.1 In October 2012 the local planning authorities (LPAs) in Coastal West Sussex, 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 (see Annex 1 for Terms of Reference) 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 In 2015 the area covered by the Board expanded to include both Mid Sussex and Horsham Districts, reflecting the functional strategic relationship these areas have with Coastal West Sussex and Greater Brighton.
- 1.3 The Board, which comprises lead councillors from each of the LPAs¹ works in an advisory capacity with all decision-making through the individual member authorities (Memorandum of Understanding is attached as Annex 2). Working closely with the Coastal West Sussex Partnership (CWSP) and the Greater Brighton Economic Board², the Board's role is to ensure 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).³ It also has 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.
- 1.4 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. This sets out the long term *Strategic Objectives* and the *Spatial Priorities* for delivering these in

¹ The Strategic Planning Board represents the following local planning authorities - Adur, Arun, Brighton & Hove, Chichester, Horsham, Lewes, Mid Sussex & Worthing – as well as West Sussex County Council and the South Downs National Park Authority

² The CWSP (<http://www.coastalwestsussex.org.uk/>) and GBEB (<http://www.brighton-hove.gov.uk/content/press-release/greater-brighton-economic-board>) bring together organisations and people from the business, education and public sectors to work collectively on economic issues that affect the area. The GBEB has responsibility for overseeing delivery of the Greater Brighton City Deal.

³ All of CWS&GB is within the C2C LEP area (<http://www.coast2capital.org.uk/>) but Lewes is also within the South East LEP area (<http://southeastlep.com/>)

the short to medium term. 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 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.

- 1.5 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.
- 1.6 The LSS and its update (see Paragraph 1.7), builds upon the long term aims and objectives of successive strategic plans for the area and was largely informed by the following key strategic research:
- *Duty to Cooperate Housing Study* (GL Hearn on behalf of the Coastal West Sussex Authorities, May 2013⁴ - <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 2012⁵ - <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>)
 - *Background papers to support sustainable growth in the Greater Brighton and Wider Coastal West Sussex area, (Background Paper 1: Economy, Background Paper 2: Housing Market, Background Paper 3: Transport System* - Nathaniel Lichfield & Partners (NLP), May 2015⁶ - <http://present.brighton-hove.gov.uk/ieListDocuments.aspx?CId=855&MId=5735&Ver=4>
- 1.7 The LSS was agreed by the Board and endorsed by each of the constituent authorities in 2013 (see Annex 3). In 2015 the LSS was updated to reflect the change in strategic area covered, which now includes Horsham and Mid Sussex, and to take account of local plan progress and implementation of the Greater Brighton City Deal which was at

⁴ Excludes Horsham and Mid Sussex

⁵ Excludes Brighton & Hove, Lewes, Horsham and Mid Sussex

⁶ Excludes Horsham

an early stage when the *LSS* was initially prepared. The updated Strategic Objectives cover the period 2015 to 2031 and the Spatial Priorities cover the period 2015-2025.

- 1.8 The Board felt it was important to balance having an up to date and ‘fit for purpose’ strategic framework with the need to support the current round of local plan reviews which are delivering the *LSS* priorities. The 2015 review was therefore managed as a focused ‘refresh’ rather than a full review. The shared ambition set out in the *LSS* is still considered to provide a reasonable approach to the significant challenges the area faces, particularly in terms of housing provision, infrastructure delivery and balancing competing demands for land.
- 1.9 In addition to the updated Strategic Objectives and Spatial Priorities, new sections have been included to provide a more robust response to the *LSS* implementation to ensure that the local authorities’ ambitions can be delivered on the ground within the anticipated timeframe. Critical to its implementation will be the wide range of powers and interventions that are being developed through the devolution deals⁷. The approach to implementation in the *LSS* will therefore be reviewed and updated on an ongoing basis through its *Monitoring and Delivery Framework* in Annex 4 to ensure that it fully captures the opportunities arising through the devolution process.
- 1.10 Whilst the focus is currently on delivery of the short to medium term priorities, it is acknowledged that, in time, a full review of the *LSS* will be needed to address the longer term issues and that this may require a different spatial strategy. This will need to be accompanied by an up to date strategic evidence base to help the local authorities ensure that their approach continues to be in the best interests of the people that live and work in the area, and provides a sustainable approach to growth. A report setting out a potential way forward will be presented to the Board in early 2016.

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

Delivering long term sustainable growth

- 1.11 Achieving long term sustainable growth in CWS&GB depends on addressing the key strategic planning issues in an integrated and deliverable way. The *LSS* provides 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:
- provides a framework for integrating and aligning the investment priorities and business plans of both public and private sector bodies;
 - establishes a clear set of priorities for funding opportunities; and

⁷ Two devolution deals impacting on the CWS&GB area are being negotiated. The Three Southern Counties Deal and the Greater Brighton Deal both include a range of interventions to help deliver long term sustainable growth in the area, many of which will contribute to the successful delivery of the *LSS*.

- provides 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

- 1.12 Managing strategic issues which impact on more than one local planning area has always been part of the plan preparation process. Since 2011, planning strategically has been guided by the Localism Act's 'Duty to Cooperate'⁸. 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 Regulations⁹. Further guidance on how the Duty should be met is set out in the National Planning Practice Guidance.¹⁰
- 1.13 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 has already proven to be an important mechanism for LPAs in CWS&GB to manage strategic issues, and forms key evidence to demonstrate that strategic cooperation has been an integral part of local plan-making across the area, and that this is being managed on an on-going basis.

Links with other plans, strategies and organisations

- 1.14 Implementation of the LSS depends 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 also depends 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. Critical to the successful implementation of the LSS is a coordinated approach to investment, particularly on infrastructure funding. The LSS therefore sets out specific actions for implementing each of the *Strategic Objectives* and *Spatial Priorities*, all of which rely on close cooperation with key stakeholders. These form the basis of the *LSS Monitoring and Delivery Framework* which will be updated on a regular basis.
- 1.15 The LSS has already played an important role in informing the C2C LEP's priorities in the Strategic Economic Plan (SEP) and associated bids to the Government's 'Local Growth Fund' and Growth Deal¹¹ and will continue to inform any further rounds and reviews of the SEP.

⁸ <http://www.legislation.gov.uk/ukpga/2011/20/section/110/enacted>

⁹ Local Planning Regulations 2012: Duty to Cooperate: <http://www.legislation.gov.uk/uksi/2012/767/part/2/made>

¹⁰ <http://planningguidance.communities.gov.uk/blog/guidance/duty-to-cooperate/what-is-the-duty-to-cooperate-and-what-does-it-require/>

¹¹ <http://www.coast2capital.org.uk/strategic-objectives/strategic-economic-plan.html#sthash.qpxuJRpP.dpbs>

- 1.16 The LSS is also considered to be a key plank of the Greater Brighton City Deal, agreed in 2013, which covers most of the LSS area¹². The deal transfers specific powers, funding and responsibilities to the local authorities in return for a commitment to support growth. It focuses on the area becoming a hub for Creative Innovation that prioritises growth in innovative low carbon, high-tech and creative businesses, and includes the development of a network of growth hubs. Although the Deal focused on the Greater Brighton part of the wider sub-region, it has enabled opportunities to support the regeneration and sustainable growth of the whole CWS&GB area.
- 1.17 The freedoms and flexibilities given to local authorities as part of the City Deal are now being developed through a proposed devolution agreement between the local authorities and Central Government for the devolution of further responsibilities to support growth. The deal aims to facilitate a more focused approach to facilitating the use of the tightly constrained land opportunities in Greater Brighton, particularly brownfield sites and publicly owned land and assets, and to ensure that a range of housing is provided, particularly to support the needs of first time buyers.
- 1.18 A complementary approach to supporting growth is also being negotiated as part of the Three Southern Counties prospectus which covers the wider Coastal West Sussex area.
- 1.19 In 2016 a Place Plan will be agreed for each of the West Sussex local authority areas to help West Sussex County Council manage its investment priorities to support growth more effectively. These will be aligned with the district and borough local plans and will therefore be key to the delivery of the LSS' strategic planning and infrastructure priorities.
- 1.20 In implementing 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*) and for the GBEB. 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.
- 1.21 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 SDNPA 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 Partnership Management Plan.¹³

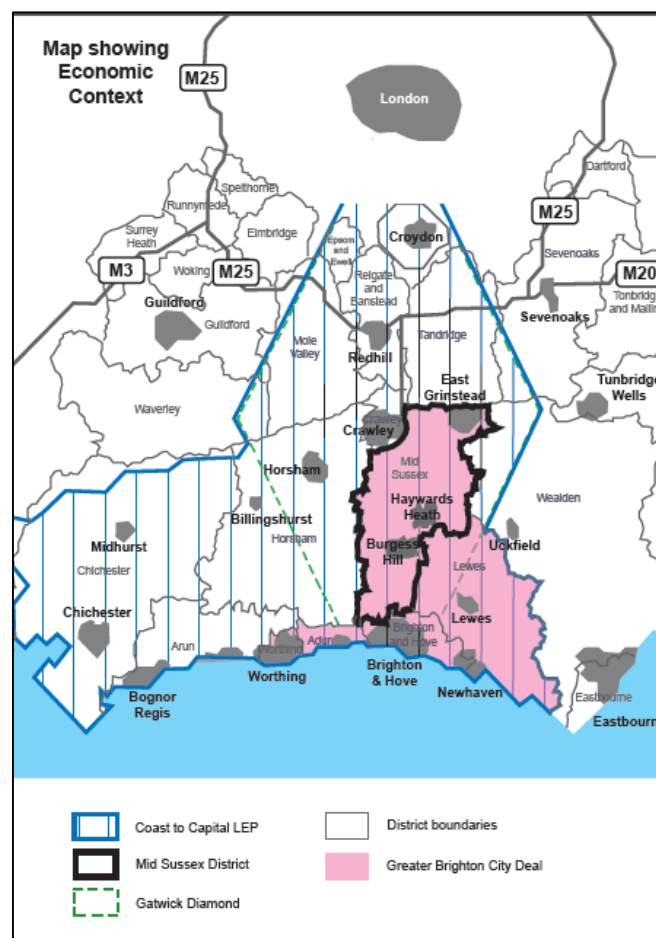
¹² The Greater Brighton City Deal local authority partners are Brighton & Hove City Council, Adur, Lewes and Mid Sussex District Councils, Worthing Borough Council and East & West Sussex County Councils

¹³<http://www.southdowns.gov.uk/national-park-authority/our-work/key-documents/partnership-management-plan/>

- 1.22 Contributing to the strategic planning priorities is a core objective of the Sussex Local Nature Partnership (SLNP). 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.

2. Coastal West Sussex & Greater Brighton: The Place

- 2.1 The Coastal West Sussex and Greater Brighton sub-region comprises a number of settlements along the coast, bounded by Chichester in the west and Seaford in the east, and Horsham and Burgess Hill to the north, beyond the South Downs National Park (SDNP). The sub-region has experienced significant population growth in recent years, with migration from London playing a big part. The resident population is just over 1 million and is forecast to grow by at least 15% over the next 20 years.
- 2.2 The main urban areas vary in size and character, with the offer to residents and employers different in each. The largest settlement is the vibrant and cultural city of Brighton with a population of 281,600¹⁴. Other centres include the historic places of Arundel, Chichester and Lewes, the growth area of Burgess Hill, the villages of Horsham district at the foot of the Downs, the seaside places of Bognor Regis, Littlehampton, Shoreham by Sea along with its successful commercial port, Worthing and the “Seahaven” area of Lewes District which includes the Port of Newhaven.
- 2.3 Mid Sussex and Horsham Districts also have a strong relationship with the Gatwick Diamond sub-region to the north, particularly Horsham Town itself and Burgess Hill which has strong links north and south along the A23 / London-Brighton mainline corridor.



¹⁴ Population based on 2012 Sub-national population projections

- 2.4 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 Harbour and High Weald AONBs 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.
- 2.5 The sub-region 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.
- 2.6 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 and Newhaven Port which are two of the region'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, including Brighton which is the biggest employment centre in the area and also has a growing high-tech and media industry which impacts on a large proportion of the sub-region (Greater Brighton).
- 2.7 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 CWS&GB; improve the overall quality of the built environment; and increase opportunities for residents to access both housing and jobs.

Opportunities and Challenges

- 2.8 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 both the devolution deals covering the area as well as CWSP's Strategy. These include the major regeneration of Shoreham Harbour, and the new business opportunities at Brighton

Airport, Shoreham and Enterprise Bognor Regis, as well as the newly created Enterprise Zone at Newhaven¹⁵.

- 2.9 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; and delivering new homes to meet all different types of needs is another.

Tackling the infrastructure deficit and building on the infrastructure dividend

- 2.10 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 the sub-region 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.
- 2.11 The Government has acknowledged the importance of improving the transport infrastructure in and to CWS&GB and has signalled further commitments to investment¹⁶. These improvements, together with roll-out of superfast broadband across the whole area, a priority for both residents and businesses,¹⁷ 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.
- 2.12 But considerably more investment in infrastructure is needed to both address existing capacity problems and open up new opportunities. Additional, potentially more major, improvements for instance to the A27, A29 and A259 will be needed in the long term. For example, the possibility of an Arundel Bypass is being explored and is likely to improve movement in CWS&GB generally and the viability of potential sites, particularly to the north-west of Littlehampton.
- 2.13 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 improve accessibility and journey times to main

¹⁵ Newhaven Enterprise Zone was established in late 2015

¹⁶ As part of the Government's July 2013 Spending Review, 'Investing in Britain's Infrastructure' was published - https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/209279/PU1524_IUK_new_temple.pdf 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.

¹⁷ 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.

towns within and 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 priority¹⁸. These include addressing capacity problems for peak services for example on routes to and from London.

- 2.14 Many of the infrastructure challenges faced in the sub-region 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 delivery strategies emerging from the devolution commitments, 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

- 2.15 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 much of 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.
- 2.16 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 been exacerbated by changes in ‘permitted development rights’ and other national policies aimed at making this easier.¹⁹ 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 attractive offer, which will help deliver some of the more difficult sites and the choice of homes and commercial properties that are needed.
- 2.17 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, and to the north, beyond the SDNP. 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

¹⁸ South East Route : Sussex Area Route Study 2015 (Network Rail)
<https://www.networkrail.co.uk/long-term-planning-process/south-east-route-sussex-area-route-study/>

¹⁹ <https://www.gov.uk/government/news/new-measures-to-breathe-life-into-empty-buildings-and-boost-growth>

managed carefully to ensure that development does not compromise these vital assets.

Meeting the housing needs of a growing population

- 2.18 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, there are also major obstacles to the long term growth potential of the area. This position was confirmed in the GL Hearn study which concluded that the number of new homes being planned for and delivered is well below the ‘objectively assessed needs’ of the area (as required by the NPPF). A similar conclusion was reached in the more recent NLP background paper which highlighted the fact that a 50% increase in current completions would be needed to meet objectively assessed needs.
- 2.19 A number of actions to address the significant short – medium term delivery issues are being taken forward through the devolution process and will form key components of the LSS delivery framework. These aim to maximise the potential of all suitable land in the sub-region and make existing sites ‘work harder’. These will also help ensure that new housing is provided to meet all sectors of the community, including affordable housing²⁰.
- 2.20 In the longer term, 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 sustainability as this will limit opportunities for in-migration to support job growth, placing pressure on surrounding areas. The local authorities therefore recognise that a new, robust approach to planning across the area will be needed to address this and are therefore committed to working together to develop a joint understanding of the issues and potential responses to these, including long term spatial options. However, given the advanced stage in the development of many of the local plans and the need for a coherent approach which is underpinned by a robust shared evidence base, the outcome of this joint work will inform the next full review of the LSS which will provide a framework for the next round of local plan reviews.

²⁰ The definition of affordable housing will include Starter Homes (homes provided for sale at a discount) through changes to NPPF proposed December 2015.

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 *Monitoring and Delivery Framework*.
- 3.3 The *Spatial Priorities* are based on existing or emerging local plans and previous work undertaken by the CWS Partnership, particularly the Parsons Brinkerhoff study referred to in Paragraph 1.6. 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 (2015-2025), 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 GBEB. 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 *Monitoring and Delivery Framework* to allow flexibility in potential solutions and to ensure the *LSS* is responsive to changes, particularly funding and policy changes.

Strategic Objectives 2015-2031

- 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:

- Recognising that each part of the sub-region has a unique role to play in contributing to growth and ensuring that strategic support is focused on meeting their particular needs.
- 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 land 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.
- Ensuring there is a good supply of accommodation to support the expansion of small and medium firms within the sub-region.
- 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.

Implementing Strategic Objective 1

The Strategic Planning Board will work with its partners to:

- (1) Address land supply issues as part of a wider approach to sustainable growth which covers support for priority sectors and skills issues, as defined through the West Sussex Place Plans and the ongoing work of the Greater Brighton Economic Board.
- (2) Assess the role and character of all main settlements and their particular contribution to supporting growth within the sub-region.
- (3) Develop a robust strategic evidence base to assess the long term needs of sites in the sub-region and ensure that a flexible supply of employment land and premises is available to support key sectors and to meet the full life cycle of businesses in the area. This will include a review of existing sites to identify whether there are opportunities to make better use of these sites.
- (4) Identify any barriers to the delivery of key strategic sites and potential options for addressing these.

3.6 The Coastal West Sussex and Greater Brighton Authorities are committed to delivering long term economic growth and have set out their ambitions in the devolution proposal. The sub-region has one of the fastest growing economies in the wider South East²¹ and is forecast to continue to grow, with Brighton and Hove, Chichester and Mid Sussex expected to experience significant growth.²² The role of the LSS and local plans in the sub-region is to ensure that growth is sustainable, with a variety of good quality land and premises provided in the right place and supported with the right infrastructure. This continues to be a significant challenge as land supply becomes increasingly restricted and competition for available sites gets tougher, particularly in relation to the national drive to significantly increase housing delivery.

3.7 Strategic Objective 1 (SO1) aims to ensure that sufficient, good quality employment land to support the authorities and their partner's ambitions for growth is identified, helping to ensure a better balance between jobs and homes, reducing the proportion of residents that commute out of the sub-region every day, and supporting the indigenous firms to expand and remain within the area. A key aspect of this is the GBEB's ambitions to develop a number of 'growth hubs' in Brighton, Shoreham, Worthing, Burgess Hill and Newhaven (see Spatial Priorities for further details).

3.8 SO1 also reflects the recognition that, whilst economic activity is increasingly focused on a relatively small part of the sub-region, particularly on Brighton²³, there is a need to 'spread the growth' wider. However, not all places within the sub-region will have the same role or make the same contribution to growth. Implementing this objective will therefore require further work to explore what the role and contribution each part of the

²¹ Between 2009-13 employee job growth was 4.8%, higher than the Gatwick Diamond area, the Solent and Thames Valley Berkshire LEP areas, and double the overall growth of the C2C LEP area [NLP Economy Background Paper, May 2015]

²² Forecast growth to 2031 – B&H (29%), Chichester (20%), Mid Sussex (18%) and 57,000 new jobs across the sub-region (excludes Horsham) [NLP Economy Background Paper, May 2015]

²³[NLP background paper concluded that most economic activity and growth is currently focused on relatively small part of the GBCWS – 1/3 of total jobs in just 5% of the area (Brighton and Chichester) with growth forecast to continue along existing trends]

sub-region makes to support growth and help identify (and protect) the supply and type of employment land needed to support their particular needs.

STRATEGIC OBJECTIVE 2: MEETING STRATEGIC HOUSING NEEDS

Local planning authorities will work proactively together and with their partners to narrow the gap between the planned housing provision of 4,000 new homes per annum to the assessed needs of 5,700 within the sub-region 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.
- Developing a long term strategy for the sub-region that considers all sustainable and deliverable spatial options for meeting needs.

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 the *Local Strategic Statement*.

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 sub region and support the economy. Particular encouragement will also be given to meeting the housing needs of the ageing population.

Implementing Strategic Objective 2

The Strategic Planning Board will work with its partners to:

- (1) Review the delivery of strategic housing for the period 2015-2025 across the sub-region and develop a shared approach to maximising the potential of all available sites, including intensification of existing and proposed sites where possible. This will include a strategy for addressing any potential barriers to the delivery of strategic sites, working with the Coast to Capital LEP to ensure these are a priority in Growth Plans and any future funding bids.
- (2) Develop a strategy for narrowing the gap between housing delivery and the longer term (post 2025) housing needs of the sub-region, looking at all alternative sustainable options and how these will support the sub-region's growth aspirations. As part of this process, the LPAs will take account of the work being done to consider the role each place has in delivering long term sustainable growth, including the need to ensure a good supply of diverse, high quality employment land. The results of this work will inform a full review of the LSS.

(3) Ensure that housing provision within the sub-region meets, as far as possible, the specific housing needs of the area, with a clear emphasis on delivery of affordable housing.

3.9 Since the LSS was first approved by the local authorities in 2013, the gap between the planned annual housing provision and the objectively assessed needs (OAN) has narrowed which is mainly due to the progression of local plan reviews for the area. However, as Table 1 clearly demonstrates, there continues to be a significant challenge in terms of turning planning permissions and site allocations into housing on the ground with completions over the last five years falling short of the planned provision. Although the number of new homes completed during 2014/15 has increased, there is still a significant shortfall, and it is important that partners work proactively together to further narrow the gap between housing delivery and the objectively assessed housing needs of the sub-region in the long term.²⁴

Table 1: Indicative Comparison of Housing Needs against Maximum Potential Supply Levels

LPA	OAN (net, dpa)	LP Target (net, dpa)	Average Completions 2010/11-2014/15 (net, dpa)	Annual Completions 2014/15 (net, dpa)
Adur	291	180	119	96
Arun	750	580***	574	655
B&H	1500	650***	397	581
Chichester*	505	435	303	351
Horsham	650	800***	517	854
Lewes	520	345***	204	277
Mid Sussex	695	800***	523	630
SDNP**	244	160***	96	171
Worthing	636	200	230	351
TOTAL CWS&GB	5,791	4,150	3,147	3,782

* excludes SDNP

** disaggregated figure for CWS&GB part of SDNP

*** Provisional figures

3.10 The local authorities are doing everything possible to meet the needs within the current local plan strategies and are working together and with partners through the devolution process address delivery issues. These will be critical to the success of the LSS and

²⁴ NLP Housing Background Paper concluded that delivery of the current planned housing will need a concerted effort from all LPAs with a 50% increase over rate of completions in recent years required.

will therefore form a key plank of its implementation as they are taken forward and developed. However, it is recognised that, whilst these new emerging interventions will help deliver more housing in the short to medium term, there will be increasing constraints on land supply within the sub-region, particularly if the high quality environment is to be retained. This is a significant economic asset and any damage to it could have an adverse impact on potential investment into the area.

- 3.11 CWS&GB authorities will therefore work together to develop a shared approach to long term development needs. This will 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.
- 3.12 It is not just about the number of new homes provided; it is equally important to ensure that these are high quality and meet the varied needs of the sub-region's residents. Continued population growth is forecast and, although there are differences in terms of type of housing needed in different parts of CWS&GB, affordability is a key factor across the whole area. The local authorities will therefore work together to ensure that the new homes provided support the needs of those living and working in the area, particularly in relation to affordability, with a good mix of tenure delivered.

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*.
- 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 on the London-Brighton mainline towards major destinations in the South East, particularly London and Gatwick Airport. Support a high speed Brighton Mainline to enhance national and international connections to the region.
- To support changes in travel behaviour by increasing opportunities for sustainable modes of transport that can compete effectively with private cars including a region wide Bus Network, bus priority and 'park and ride'.
- Ensure that wider community infrastructure needs, including health and education, are addressed, particularly in relation to strategic developments.

- Deliver smart infrastructure including roll-out of Superfast Broadband across the sub-region, with a particular focus on rural areas and the provision of Ultrafast Broadband in key Growth Locations.
- 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.
- To protect waste infrastructure which is key to ensuring sufficient capacity for waste management.
- To protect viable mineral infrastructure which is key to ensuring a steady and adequate supply of minerals for construction and industrial uses.
- Maintain and enhance the provision of Green Infrastructure, particularly where it plays an important 'strategic gap' role and provides a strategic connections across the sub-region and into the South Downs National Park.

Implementing Strategic Objective 3

The Strategic Planning Board will work with its partners to:

- (1) Develop a common approach to Identifying strategic infrastructure needs across the sub-region, both to support the delivery of the existing LSS priorities and to open up new opportunities for growth across the sub-region as a whole. This will build upon the strategic infrastructure frameworks being developed by West Sussex and East Sussex and the infrastructure plan being developed by the GBEB.
- (2) Explore all options for delivery of the infrastructure priorities, including ensuring that these are highlighted as a priority through both C2CLEP and SELEP's economic plans and funding.
- (3) Ensure that a comprehensive approach to infrastructure is taken to support the place-shaping role of local authorities and ensure that development contributes to sustainable communities.
- (4) Develop a holistic and integrated approach to Green Infrastructure (GI), linking networks (e.g. South Downs Green Infrastructure Framework which identifies priorities for GI across the sub-region with the National Park acting as a green living lung) across the sub-region and ensuring that GI priorities are reflected in the wider work to identify and support the role and character of individual places, as proposed under SO1.

3.13 Long term sustainable growth of CWS&GB depends on addressing the 'infrastructure deficit', particularly in relation to east-west movements along the A27 where DfT have identified capacity, reliability, severance, air quality and road safety issues which will constrain growth in the future²⁵. Since the LSS was initially agreed, some progress has

²⁵ Highways Agency, 2014, A27 Corridor Feasibility Study

been made with work underway to deliver improvements on the A27 at Chichester, Arundel and Worthing. Improvements are planned for the A24 (between Ashington & Southwater), A29 (to improve access between A27 and Bognor Regis), A284 (Lyminster Bypass to deliver better communications between Arundel and Littlehampton) and A259 (to relieve congestion between Littlehampton and Angmering). Work is also underway to deliver the GBEB's ambition for an integrated Greater Brighton 'city-region' transport system and to improve connectivity to Gatwick/London.

- 3.14 More will be needed, however, to address both the current infrastructure issues and open up new opportunities for growth, and all will be competing for an ever-decreasing funding pot. It is therefore vital that strategic infrastructure priorities are managed in a coordinated way and a common set of priorities are established across the sub-region. The Strategic Planning Board is therefore working with East Sussex and West Sussex County Councils, and the GBEB to develop a long term infrastructure plan for the area which will help deliver development in the right locations. Improved cooperation with other infrastructure providers/facilitators will also have to be addressed, particularly in relation to utilities companies and government departments/agencies.

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 environmental assets and nationally and internationally (UNESCO Biosphere) designated landscapes that make a significant contribution to the overall quality of life in the area and to its economic success.
- Conserving and enhancing the natural beauty, wildlife and cultural heritage of the National Park and promoting opportunities for the understanding and enjoyment of the special qualities of the National Park by the public.
- Conserving and enhancing the natural beauty of the Chichester Harbour AONB and High Weald AONB, having regard to their respective AONB Management Plans.
- Reducing the environmental and ecological impact of growth where development is necessary.
- Recognising the Social, Economic and Environmental qualities and benefits of the area's coastal location.
- Recognising the importance of natural capital and the role of ecosystem services across the sub-region which can both enhance and complement opportunities for growth.
- Protecting and enhancing the character and distinctiveness of individual settlements.
- Protecting potentially economically viable mineral resources from sterilisation.

Implementing Strategic Objective 4

The Strategic Planning Board will work:

- (1) With the Sussex Local Nature Partnership to develop a robust approach to conserving, enhancing and expanding the Natural Capital of the sub-region.
- (2) To ensure that proposed developments /strategic priorities do not compromise valuable mineral resources needed to support long term growth in the sub-region.

- 3.15 The environment makes a significant contribution to the quality of life in CWS&GB and its high quality with one National Park and two Areas of Outstanding Natural Beauty, is an important factor in investment decisions and a major asset to its ongoing economic success. The LSS aims to strike the right balance between ensuring that the environmental quality of the sub-region is protected and, where possible enhanced, with the need to deliver development to support its growth. Although this is proving increasingly challenging as land availability diminishes, it will continue to be a core objective of the local authorities as the LSS is implemented and reviewed.
- 3.16 As part of the ongoing joint work across the area to provide a sustainable environment, work is underway to integrate green infrastructure into development and to raise the importance of natural capital and the role of ecosystem services across the sub-region. Ecosystem Services are the benefits people and society get from the natural environment such as water resources and dark night skies and can both enhance and complement opportunities for growth. This is a priority for the Sussex Local Nature Partnership which recognises that *“Growth in Natural Capital is the fundamental prerequisite for enhancing the services provided by ecosystems and so underpins the economic and social well-being of Sussex”*.

Spatial Priorities 2015-25

3.17 The following *Spatial Priorities* set out a framework for investment and strategic planning for the period 2015-2025. 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 10 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 including public transport, walking and cycling.
- Improved flood defences.
- Consolidated port activities in the eastern harbour arm and safeguarding sufficient capacity at mineral wharves to ensure a steady and adequate supply of minerals to meet foreseeable future demands.

Brighton Airport, Shoreham: Priorities for securing new employment floorspace and job opportunities will include improved road access from the A27, which will also facilitate access to a new strategic mixed use 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, biodiversity and heritage assets of the area and the need to protect and preserve the green gap between Lancing and Shoreham.

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.

Implementing Spatial Priority 1

The Strategic Planning Board will:

- (1) Support the preparation of the Joint Area Action Plan for Shoreham Harbour to provide a sound planning policy basis for future decision-making.
- (2) Work with the LPAs to implement the Joint Area Action Plan for Shoreham Harbour and in taking forward these priorities through the Local Plans.
- (3) Work with the LPAs in taking forward these priorities through the Local Plans.
- (4) Work with the Greater Brighton Economic Board to ensure that the strategic priorities are aligned with the Greater Brighton Infrastructure Plan (and Greater

- Brighton Pipeline), Housing & Property Investment Plan and skills strategy as they are developed.
- (5) Where relevant, work with West Sussex County Council and Local Infrastructure Boards to ensure that the strategic priorities are included in the West Sussex Growth Plan and related Place Plans
 - (6) Highlight any potential barriers to delivery of the strategic sites and work with Coast to Capital LEP and other partners to address these as soon as possible.
- 3.18 Shoreham is one of Greater Brighton's growth hubs and offers significant regeneration opportunities providing 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.²⁶ 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. Both sites are promoted as 'growth hubs' to support the wider priorities of the GBEB.
- 3.19 Shoreham Harbour development includes 1,400 new homes, 23,500sqm of new and improved employment generating floorspace, a package of measures to improve highway infrastructure (including improvements to the A27), as well as new social and physical infrastructure, a comprehensive upgrade to existing flood defences and a renewable energy hub.
- 3.20 The proposals for Brighton Airport in Shoreham are focused around an enhanced business offer for the area. The Airport offers significant opportunities for high value-added businesses given its attractive environment and relatively easy access to the A27. The proposals include 15,000sqm of employment floorspace at the Airport, together with 10,000sqm of employment floorspace and 600 new homes at adjacent New Monks Farm. Both developments will be supported by a new junction onto the A27.
- 3.21 Spatial Priority 1 emphasises the need to balance the delivery of housing and employment to meet identified needs and to facilitate regeneration (accompanied by appropriate and timely infrastructure delivery) alongside the limited capacity of the area to accommodate further growth.

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 the A27 at Chichester.

²⁶ A Joint Area Action Plan (JAAP) for Shoreham Harbour is being prepared by Brighton & Hove City and Adur District Councils and West Sussex County Council and is due to be submitted for consultation in Spring 2016

- Improvements to north-south links including the A259 between Chichester and Bognor Regis and the A29.
- Co-ordination of improvements required to help stimulate and maximise investment opportunities in Bognor Regis Town Centre and Seafront.
- Supporting the delivery of Enterprise Bognor Regis
- Supporting the delivery of key strategic development sites in the wider Bognor Regis and Chichester area including critical highways and transport infrastructure essential to the delivery of those sites.
- 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, taking the opportunity to maximise the potential for green infrastructure and recreation provision
- Consideration of long term secondary school infrastructure provision to serve new development in Chichester and Arun.

Implementing Spatial Priority 2

The Strategic Planning Board will:

- (1) Support the LPAs in taking forward these priorities through the Arun and Chichester Local Plans.
- (2) Work with West Sussex County Council and the Local Infrastructure Boards to ensure that the strategic priorities are included in the West Sussex Growth Plan and related Place Plans.
- (3) Highlight any potential barriers to delivery of the strategic sites and work with Coast to Capital LEP and other partners to address within the timescale set out in the local plans.
- (4) Support the LPA in its work with Southern Water to find solutions to wastewater capacity in Chichester which can facilitate the early delivery of the strategic development sites.

3.22 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 of environmental impacts, particularly to address the potential impact on the Chichester and Langstone Harbours SPA and Pagham Harbour SPA.

3.23 Although issues around waste water capacity present significant challenges in this area, the local authorities are already working together with the relevant organisations to find solutions. An upgrade to the Tangmere Waste Water Treatment Works is underway and due to be completed by the end of 2017. 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.
- Support for new housing and employment opportunities proposed in an emerging Ford Parish Neighbourhood Plan to deliver up to 1500 homes
- Construction of a cycleway between Arundel and Littlehampton to provide a sustainable transport link between the National Park and the Coast
- Maximising the economic and infrastructure benefits of the proposed Arundel Bypass

Implementing Spatial Priority 3

The Strategic Planning Board will:

- (1) Support the LPA in taking forward these priorities through the Arun Local Plan.
- (2) Work with West Sussex County Council and Local Infrastructure Board to ensure that the strategic priorities are included in the West Sussex Growth Plan and related Place Plan.
- (3) Highlight any potential barriers to delivery of the strategic sites and work with Coast to Capital LEP and other partners to address within the timescale set out in the local plan.

3.24 Although not related to any specific sites, the Parsons Brinkerhoff report (referred to in Paragraph 1.6) 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.

3.25 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. Further development will be provided through the Ford Neighbourhood Plan which has at its heart the opportunity to provide new housing and employment opportunities around new community facilities. These proposals will support the rationale for improved road and rail infrastructure and improved recreation facilities.

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.

Implementing Spatial Policy 4

The Strategic Planning Board will:

- (1) Work with the LPA in taking forward these priorities through the Worthing Local Plan review.
- (2) Work with the Greater Brighton Economic Board to ensure that the strategic priorities are delivered through implementation of the Greater Brighton City Deal and are aligned with the Greater Brighton Infrastructure Plan, Housing & Property Investment Plan and skills strategy as they are developed.
- (3) Work with West Sussex County Council and Local Infrastructure Board to ensure that the strategic priorities are included in the West Sussex Growth Plan and related Place Plan.
- (4) Highlight any potential barriers to delivery of the strategic sites and work with Coast to Capital LEP and other partners to address these as soon as possible.

3.26 Worthing is identified as a growth hub supporting the wider economic ambitions of the GBEB. Although the Borough is constrained by limited opportunities for expansion, given the South Downs to the north and the sea to the south, it needs to remain competitive and secure regeneration. The key focus therefore continues to be the regeneration of sites, particularly those in and around the town centre, building on the successful delivery of a number of significant sites in recent years. These have helped to meet many of the aspirations incorporated within the town centre and seafront masterplans.

- 3.27 The new Local Plan will continue to support the drive for significant public and private investment into Worthing to help fund town centre, seafront, transport, commercial and residential development but 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 local plan review.

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;
- identify strategic employment sites needed to support the priority sectors and higher value industries, and to ensure a good supply and range of commercial accommodation to support growth of small to medium firms.

Critical to delivery of the City Region's growth aspirations will be improvements to infrastructure. Priorities will be to facilitate east-west movement along the coast, particularly through the Coastal Transport System and improvements to the A27 where most development is proposed, and an integrated city-region transport system with good connectivity to Gatwick Airport and London through a high speed Brighton Mainline. Improvements will include delivery of Intelligent Transport Systems, smart infrastructure and investment in a region-wide Bus Network.

Implementing Spatial Priority 5

The Strategic Planning Board will:

- (1) Work with the LPA in taking forward these priorities through the Local development Plans and any subsequent reviews
 - (2) Work with the Greater Brighton Economic Board to ensure that the strategic priorities are delivered through implementation of the Greater Brighton City Deal and are aligned with the Greater Brighton Infrastructure Plan, Housing & Property Investment Plan and skills strategy as they are developed.
 - (3) Highlight any potential barriers to delivery of the strategic sites and work with Coast to Capital LEP and other partners to address these as soon as possible.
- 3.28 Brighton is the main focus of economic activity in the sub-region and has experienced the greatest employment growth in recent years, particularly in relation to finance and business, and media and technology sectors. The local authorities are now building on the success of the Greater Brighton City Deal, agreed in 2013, by developing new tools and mechanisms to help maximise the potential of all sites in the area to support long term sustainable growth. This includes ongoing development of a network of Growth Hubs (Brighton, Worthing, Shoreham, Newhaven and Burgess Hill) to support

creative and technology innovation, linked to the expertise within the area's universities. Although focussed on the Greater Brighton part of the sub-region, the ongoing work of the GBEB offers significant opportunities to boost the economic success of the whole coastal area.

SPATIAL PRIORITY 6: BRIGHTON - SEAFRONT AND BRIGHTON CITY CENTRE

Brighton City Council will work with its partners to support the regeneration of Brighton City Centre and the seafront to secure its role as a key driver for the sub-region's economy. To facilitate and support the timely delivery of key strategic site allocations in the City Plan and to maximise opportunities for new housing, modern office space, leisure and tourism related development, particularly in the City Centre, Valley Gardens and Brighton Seafront.

Implementing Spatial Priority 6

The Strategic Planning Board will:

- (1) Work with the LPA in taking forward these priorities through the City Plan and any subsequent reviews
- (2) Work with the Greater Brighton Economic Board to ensure that the strategic priorities are delivered through implementation of the Greater Brighton City Deal and are aligned with the Greater Brighton Infrastructure Plan, Housing & Property Investment Plan and skills strategy as they are developed.
- (3) Highlight any potential barriers to delivery of the strategic sites and work with Coast to Capital LEP and other partners to address these as soon as possible.

3.29 The redevelopment of Central Brighton and its seafront will play a significant role in the wider City Region objectives to support growth, with a focus on leisure and tourism projects. This will also open up significant opportunities for much needed housing delivery. The key projects include:

- *Brighton City Centre* – including Circus Street, Edward Street Quarter and Royal Sussex County Hospital in the Edward Street/Eastern Road Development Area; bring forward 20,000sqm of B1a office space through a portfolio of sites in the New England Quarter Development Area; and significant mixed employment and residential development at Preston Barracks/University site.
- *Valley Gardens* – a Coast to Capital LEP funded priority infrastructure improvement scheme
- *Brighton Seafront* – a range of strategic sites including the Brighton Waterfront scheme which will comprise a minimum of 20,000sqm retail floorspace in the sub regional shopping centre at Brighton Centre/Churchill Square including re-provision of an arena/conference centre at Black Rock. A minimum of 2,000 new dwellings are identified at Brighton Marina; and provision of a new sports centre and 400 new homes at King Alfred and RNR site.

SPATIAL PRIORITY 7: BURGESS HILL

Mid Sussex District Council will work with its partners to maximise the opportunities of the Burgess Hill Growth Area, supporting delivery of a revitalised town centre; 5,000 new homes both within and on the edge of the town; a new business park; and a new science and technology park. This development will need to be supported by:

- New transport infrastructure, including a sustainable transport package to improve access within Burgess Hill, a new cycle link between Burgess Hill and Haywards Heath, construction of a new northern link road and A2300 corridor improvements between Burgess Hill and the A23;
- New community infrastructure including two primary schools, a secondary school, neighbourhood facilities and a centre for community sport;
- Improvements to wastewater treatment capacity and odour management; and
- Ultrafast broadband to premises for new housing, employment and retail development.

Implementing Spatial Priority 7

The Strategic Planning Board will:

- Work with the LPA in taking forward these priorities through the Mid Sussex District Plan.
- Work with the Greater Brighton Economic Board to ensure that the strategic priorities are delivered through implementation of the Greater Brighton City Deal and are aligned with the Greater Brighton Infrastructure Plan, Housing & Property Investment Plan and skills strategy as they are developed.
- Support the work of the Burgess Hill Development Board to ensure that the strategic priorities in the West Sussex Growth Plan and related Place Plan are delivered.
- Highlight any potential barriers to delivery of the strategic sites and work with Coast to Capital LEP and other partners to address these as soon as possible.

3.30 Burgess Hill is a key growth area for the Greater Brighton City Region and the Gatwick Diamond. Significant development is proposed both within the existing town and in a strategic location to the north of the town (the Northern Arc) and a proposed new business park and science park to the west along the A2300. The vision is to create a fully sustainable, 21st century town focused around a high quality, vibrant and accessible town centre, supported by necessary community facilities, employment opportunities and access to green open space underpinned by a state of the art transport network and digital infrastructure.

SPATIAL PRIORITY 8: NEWHAVEN

Lewes District Council will work with its partners to provide significant new development and regeneration at Newhaven to support the long term growth of the Greater Brighton City Region and to improve the overall accessibility and efficiency of the town, including its strategically important Port. This will be aided by the designation of Newhaven as an Enterprise Zone with the priority being to deliver 70,000 sqm of employment floorspace and 1,700 new homes. Key to the success of the town's regeneration will be improvements to the Town Centre and improved connectivity with areas outside the town centre ring road.

Implementing Spatial Priority 8

The Strategic Planning Board will:

- Work with the LPA in taking forward these priorities through the Lewes District Local Plan.
- Work with the Greater Brighton Economic Board to attract inward investment and to ensure that the strategic priorities are aligned with the Greater Brighton Infrastructure Plan, Housing & Property Investment Plan and skills strategy as they are developed.
- Highlight any potential barriers to delivery of the strategic sites and work with Coast to Capital LEP and other partners to address these as soon as possible.

3.31 The regeneration of Newhaven is a strategic priority for the Greater Brighton Economic Board and as such, eight strategic sites in the town were announced for Enterprise Zone status in 2015. Significant new development and regeneration of the town will be delivered by 2030, including:

- 70,000 sq. m of new and refurbished/upgraded employment floorspace, with a focus on providing space that allows for smaller business to expand and to take advantage of certain emerging innovative sectors, including the renewable energy and marine and environmental technologies.
- 1,700 new homes
- A reconfigured and expanded Port, including the provision of a deep sea berth and improved accessibility through a new Port Access Road.
- The provision of flood defences, which will benefit much of the towns existing commercial areas.
- Town centre improvements, including improved connectivity with areas outside the town centre ring road and improvements to the ring road and connecting transport corridors.

SPATIAL PRIORITY 9: RURAL SUSSEX

The local authorities and the South Downs National Park Authority will work together with partners to ensure that the rural parts of the sub-region benefit from long term sustainable growth through:

- Supporting delivery of affordable housing.
- Improving connectivity between the priority sectors of the rural economy, including tourism, leisure, agriculture and horticulture.
- Identifying priority infrastructure needs to support rural businesses, including home-workers, particularly in relation to communications infrastructure which improves accessibility to the main employment centres within the sub-region.
- Facilitating a good supply of small business, retail and community facilities to support the sustainability of rural communities,
- Supporting existing and proposed land management and land based businesses that protect and enhance the landscape character of the countryside
- Safeguarding mineral sites and areas with potentially economically viable minerals from alternative forms of development to ensure a steady supply of minerals for use in construction and industrial purposes
- Improving access to the South Downs National Park particularly by sustainable modes of transport from key gateway locations

Implementing Spatial Priority 9

The Strategic Planning Board will:

- (1) Work with the LPAs, the Rural Partnership and other partners to identify the strategic development contribution of rural areas towards supporting long term sustainable growth of the sub-region and how this should be reflected in the relevant local plans and in the devolution proposals as they are taken forward and developed. This will inform the assessment of the role and character of the sub-region which is proposed as part of the implementation of Strategic Objective 1.
- (2) Work with West Sussex County Council and Local Infrastructure Boards to ensure that the strategic priorities are included in the West Sussex Growth Plan and Place Plans.

3.32 A significant proportion of the CWS & GB sub-region is rural, much of which is designated as part of the SDNP or is within the two AONBs. These areas already contribute significantly to the overall economy of the area, particularly with regards to tourism and leisure, but also in other priority sectors such as horticulture. In many parts of the rural area, small businesses are considered to be the lifeblood of the economy and contribute significantly to the local communities and a significant number of residents are 'homeworkers'.

3.33 The LSS aims to ensure that these areas do not stagnate and that the rural economy is supported as much as the wider economy, for example, through ensuring that they are

properly connected, particularly with broadband and other telecommunications. It is vital that as part of this approach, the need to support growth and therefore new development is balanced with the need to protect and enhance the significant landscape and environmental assets of these areas.

4. Monitoring and Delivery

- 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. Most, if not all of the short to medium term priorities are already reflected in existing or emerging local plans or other planning processes. 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.
- 4.2 A number of specific measures are being taken forward through the devolution process and it is important that the *LSS* priorities are fully reflected in these. A coordinated approach to delivery will therefore be key, ensuring that interventions, funding and other delivery mechanisms are fully aligned. The Strategic Planning Board will therefore continue to work closely with the Greater Brighton Economic Board, the Coastal West Sussex Partnership and the two LEPs to ensure that the *LSS* is aligned with their priorities.
- 4.3 Progress in implementing the *LSS* is set out in the *Monitoring and Delivery Framework* (see Annex 4). This is an evolving framework and will be regularly updated, reflecting the priorities and ongoing development of new tools and mechanisms taken forward through both the local planning process (e.g. the Infrastructure Delivery Plans and the West Sussex Place Plans) and strategic partnerships. This 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 SELEP) and will inform the next reviews of their strategic economic plans.
- 4.4 Engagement with the authorities in the wider area will be key to developing a sustainable approach to meeting the long term needs in CWS&GB, as set out in *Strategic Objective 2*. As such discussions will be initiated with the adjoining authorities to take the *LSS* review forward as soon as possible.
- 4.5 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 *Monitoring and Delivery Framework*.
- 4.6 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 *Monitoring and Delivery Framework*.

- 4.7 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*.

COASTAL WEST SUSSEX & GREATER BRIGHTON STRATEGIC PLANNING BOARD

Terms of Reference

September 2015

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.²⁷

- 1.1 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'). This duty is further amplified in the National Planning Policy Framework (NPPF) which sets out the key 'strategic priorities' that should be addressed jointly²⁸.
- 1.2 The Strategic Planning Board (SPB) 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 SPB 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 and Greater Brighton area there should be a clear strategic planning vision which helps integrate spatial and infrastructure investment priorities. The SPB will be responsible for developing the vision and will work jointly on the economic regeneration with the Coastal West Sussex Partnership Board and Greater Brighton Economic Board to integrate 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 CWS Partnership Board and the Greater Brighton Economic Board (GBEB) on any work that is already underway and is relevant to the Board's strategic planning role.

²⁷ The Coastal West Sussex and Greater Brighton area covers the local planning areas of Adur, Arun, Chichester, Worthing, the South Downs National Park Authority, West Sussex County Council, Brighton and Hove, Mid Sussex and Lewes.

²⁸ 'Strategic priorities' that Local Planning Authorities have a Duty to Cooperate on are defined in Paragraph 156 of the National Planning Policy Framework (NPPF).

2. Membership and Accountabilities

- 2.1 The Strategic Planning Board provides a forum for Local Planning 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 SPB 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 Planning Authorities and the statutory planning process.
- 2.2 Core membership of the SPB will comprise representatives from Adur, Arun, Chichester, Worthing, Lewes, West Sussex County Council, Brighton & Hove City Council, Horsham, Mid Sussex and the South Downs National Park Authority. 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 SPB 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 Strategic Planning Board's work as it progresses. There should also be appropriate liaison between the Local Planning Authorities representatives of the SPB, the CWS Partnership Board and the GBEB.
- 2.4 The Chairman of the Board will be elected on an annual basis to ensure fair and equal opportunities amongst the constituent member authorities. The Chairman may stand for re-election but may only stand for a maximum of two years. Given the potential close working between the SPB and the CWS Partnership Board, the chairman should have a place on the CWS Partnership Board, should he or she desire, 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 SPB 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 SPB or on a shared basis with the CWS Partnership Board and GBEB. The SPB will meet four times a year at times to best suit the work programme. Additional meetings may be called if workload justifies. In the interests of transparency, notes of the Strategic Planning Board's meetings will be publically available.
- 3.2 The CWS & GB Planning Officer Group will work on behalf of the CWS & GB Strategic Planning Board, the CWS Partnership Board and the GBEB to provide either direct advice, 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 Board and Greater Brighton Economic Board:** The SPB will work closely with the CWS Partnership Board and the GBEB to ensure the long term integration of strategic planning and investment priorities. Local Planning Authority leaders and chief executives should be invited to attend periodically arranged meetings 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 Local Growth Fund. It is also identified in Local Planning Regulations as a body that Local Planning 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 Planning Authorities is likely to use the existing local partnership areas, such as Coastal West Sussex. Through the CWS Partnership Board and the GBEB, the SPB should ensure regular liaison with the LEP Board and provide advice on strategic planning and investment priorities for the CWS & GB area, particularly through the preparation and delivery of a strategic planning and investment framework.
- 4.4 **Other Key Partners:** A number of key bodies and organisations will be necessary to support the work of the SPB 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

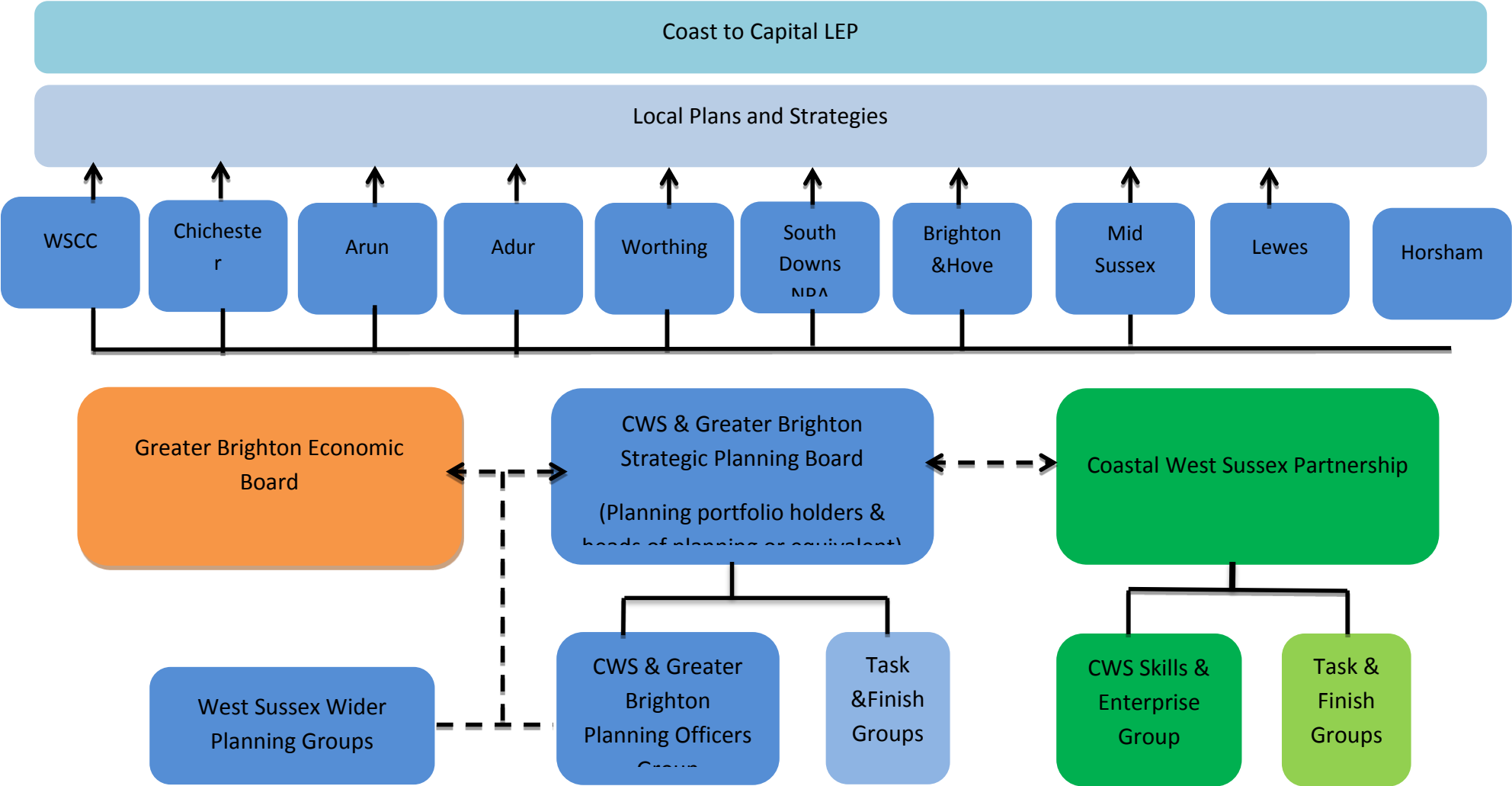
- 5.1 The SPB will be supported by an officer group with representatives from each of the constituent Local Planning Authorities. The group will act as a steering group for each identified project and will establish suitable technical support and project management arrangements for each. This may involve 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 Partnership Board and or GBEB 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 Planning 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.

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.



COASTALWEST SUSSEX & GREATER BRIGHTON²⁹ AUTHORITIES

MEMORANDUM OF UNDERSTANDING²

INTRODUCTION

This Memorandum of Understanding establishes a framework for co-operation between the ten 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 jointly³.

PARTIES TO THE MEMORANDUM

The Memorandum is agreed by the following Local Planning Authorities:

- Arun District Council
- Adur District Council
- Brighton and Hove City Council
- Chichester District Council
- Horsham District Council
- Mid Sussex District Council
- South Downs National Park Authority
- Lewes District Council
- West Sussex County Council
- Worthing Borough 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, as this MoU is not intended to be legally binding.

²⁹ The Coastal West Sussex and Greater Brighton area covers the local planning areas of Adur, Arun, Chichester, Worthing and the South Downs National Park Authority with West Sussex County Council, Brighton and Hove, Mid Sussex and Lewes.

² This paper is based on work from the Gatwick Diamond

³'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 applications, that are 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.
- Consider the options for more formalised mechanisms and processes for strategic planning.

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, City Council and the National Park Authority, plans relevant to their statutory functions; 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 Board or the Greater Brighton Economic Board will be made by the Chairman and is independent from the individual Local Planning Authorities.

DEVELOPMENT MANAGEMENT

Each Local Planning 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 Planning 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 Board or the Greater Brighton Economic Board will be made by the Chairman and is independent from the individual Local Planning 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 Planning Authorities.

The CWS & Greater Brighton 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 SPB have reviewed the MoU and this revised document is intended to run for a year from January 2016 to be reviewed in January 2017.

Name Cllr

Date / / 2015

Annex 3: Formal Endorsement of the Local Strategic Statement

Adur & Worthing	<p>Original LSS (Oct 2013):</p> <p>Joint Strategic Committee: 3 December 2013 http://www.adur-worthing.gov.uk/media/media,119295,en.pdf</p> <p><u>Decision:</u></p> <p>The Joint Strategic Committee:- (i) noted and approved the Coastal West Sussex and Greater Brighton Local Strategic Statement; (ii) noted and approved the Coastal West Sussex and Greater Brighton Memorandum of Understanding; (iii) noted and approved the Agreement for Joint Working between all Local Planning Authorities in West Sussex together with Brighton and Hove City Council, Lewes District Council and the South Downs National Park Authority.</p> <p>Updated LSS (Jan 2016): XXXXXXXXXXX</p>
Arun	<p>Original LSS (Oct 2013):</p> <p>Full Council: 8 January 2014 http://www.arun.gov.uk/mediaFiles/downloads/83329178/Minutes_080114_2014_Final.pdf</p> <p><u>Decision:</u></p> <p>The Council resolved that the Coastal West Sussex and Greater Brighton Local Strategic Statement be adopted.</p> <p>Updated LSS (Jan 2016):</p> <p>Local Plan Sub-Committee: 19 January 2016</p>
Brighton & Hove	<p>Original LSS (Oct 2013):</p> <p>Economic Development & Culture Committee: 23 January 2014 http://present.brighton-hove.gov.uk/Published/C00000705/M00004664/\$\$\$Decisions.doc.pdf</p> <p><u>Decision:</u></p> <p>The Committee resolved to approve the Coastal West Sussex and Greater Brighton Local Strategic Statement including the ToR and MoU</p> <p>Updated LSS (Jan 2016): XXXXXXXXXXX</p>
Chichester	<p>Original LSS (Oct 2013):</p> <p>Cabinet: 7 January 2014 http://www.chichester.gov.uk/index.cfm?articleid=22978</p>

	<p><u>Decision:</u> Cabinet resolved the Coastal West Sussex and Greater Brighton Local Strategic Statement be agreed.</p> <p>Updated LSS (Jan 2016): XXXXXXXX</p>
Horsham	<p>Original LSS (Oct 2013): NA</p> <p>Updated LSS (Jan 2016): XXXXXXXX</p>
Lewes	<p>Original LSS (Oct 2013):</p> <p>Cabinet: 6 January 2014 http://cmispublic.lewes.gov.uk/Public/Meeting.aspx?meetingID=657</p> <p><u>Decision:</u> Cabinet agreed to endorse the Coastal West Sussex and Greater Brighton – Local Strategic Statement.</p> <p>Updated LSS (Jan 2016): XXXXXXXX</p>
Mid Sussex	<p>Original LSS (Oct 2013): NA</p> <p>Updated LSS (Jan 2016): Council: 27 Jan 2016</p>
SDNP	<p>Original LSS (Oct 2013):</p> <p>Endorsement of LSS delegated to Director of Planning</p> <p>Updated LSS (Jan 2016): XXXXXXXX</p>
West Sussex CC	<p>Original LSS (Oct 2013):</p> <p>Executive Decision: 23 January 2014 http://www.westsussex.gov.uk/your_council/meetings_and_decision-making/executive_decisions.aspx</p> <p>Cabinet Member for Highways and Transport agreed the LSS on behalf of the Council</p> <p>Updated LSS (Jan 2016): XXXXXX</p>

