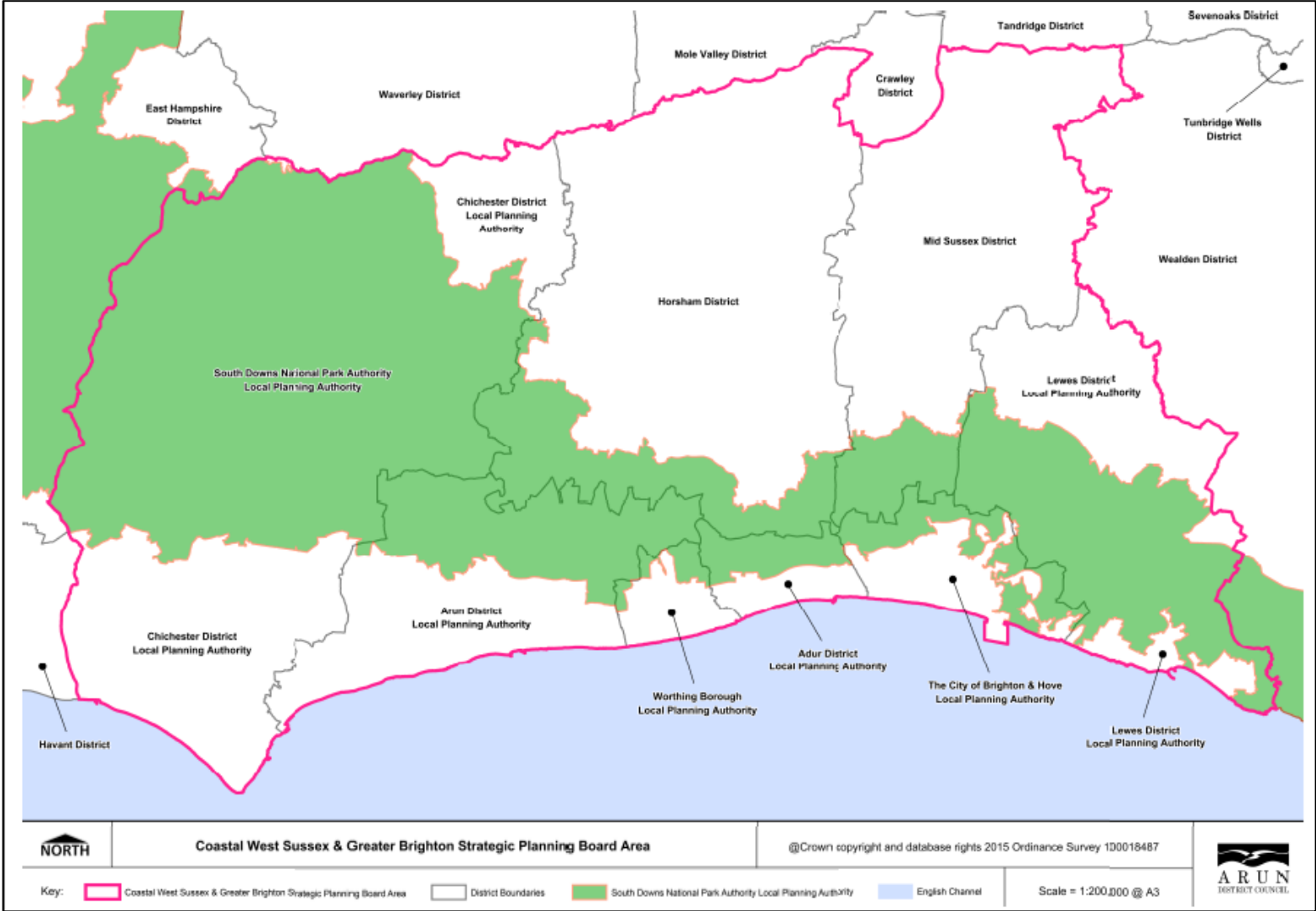


**Coastal West Sussex and  
Greater Brighton  
Local Strategic Statement  
(Updated January 2016)**

**Delivering Sustainable Growth 2015-31**





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# 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 LPAs<sup>1</sup> 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 Board<sup>2</sup>, 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).<sup>3</sup> 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 the short to medium term. Many are already being addressed through the planning system albeit at very different

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<sup>1</sup> 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

<sup>2</sup> 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.

<sup>3</sup> 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/>)

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 2013<sup>4</sup> - <http://www.adur-worthing.gov.uk/media/media.114125.en.pdf>)
  - *Developing an Employment and Infrastructure Strategy* (Parsons Brinkerhoff on behalf of the CWSP, Feb 2012<sup>5</sup> - <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 2015<sup>6</sup> - <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 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'

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<sup>4</sup> Excludes Horsham and Mid Sussex

<sup>5</sup> Excludes Brighton & Hove, Lewes, Horsham and Mid Sussex

<sup>6</sup> Excludes Horsham

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 deals<sup>7</sup>. 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
  - 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'<sup>8</sup>. This requires LPAs to demonstrate how they have engaged '*constructively, actively and on an on-going basis*' with neighbouring authorities and other organisations in the development of strategic planning policies. The statutory bodies

<sup>7</sup> 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.

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

bound by the Duty are listed in Local Plan Regulations<sup>9</sup>. Further guidance on how the Duty should be met is set out in the National Planning Practice Guidance.<sup>10</sup>

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 Deal<sup>11</sup> and will continue to inform any further rounds and reviews of the SEP.
- 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 area<sup>12</sup>. 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 publically owned land and

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

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

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

<sup>12</sup> 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

assets, and to ensure that a range of housing is provided, particularly to support the needs of first time buyers.

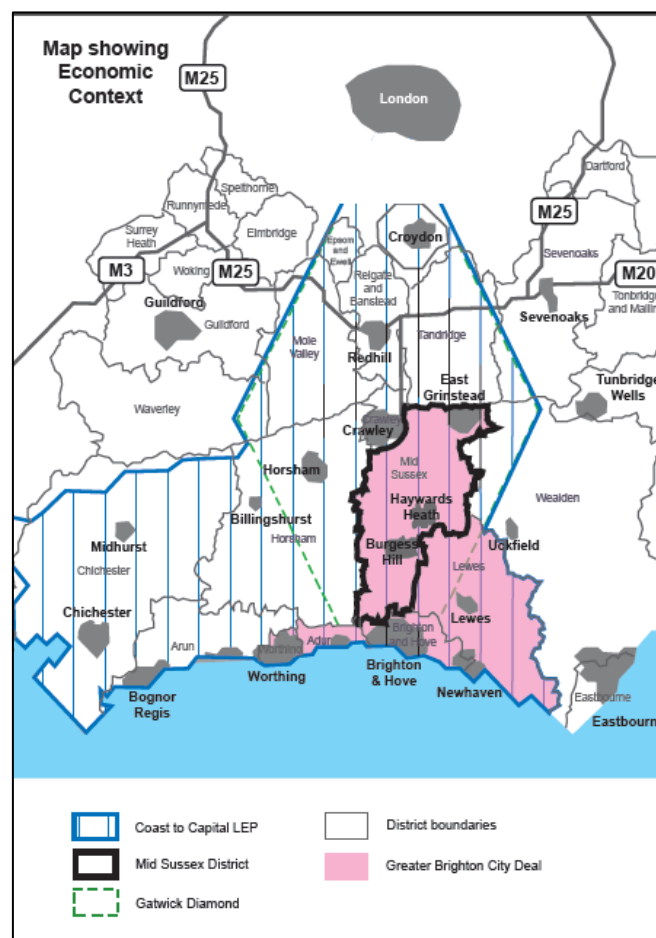
- 1.18 A complementary approach to supporting growth is also being negotiated as part of the Three Southern Counties prospectus which covers the wider Coastal West Sussex area.
- 1.19 In 2016 a Place Plan will be agreed for each of the West Sussex local authority areas to help West Sussex County Council 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.<sup>13</sup>
- 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.

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

## 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 281,600<sup>14</sup>. 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.



<sup>14</sup> 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 Newhaven<sup>15</sup>.
- 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

<sup>15</sup> Newhaven Enterprise Zone was established in late 2015

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 investment<sup>16</sup>. These improvements, together with roll-out of superfast broadband across the whole area, a priority for both residents and businesses,<sup>17</sup> and the promotion of alternative modes of travel, aim to increase the long term sustainability of the area and support its regeneration and growth prospects.
- 2.12 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 increase accessibility to other main towns outside of the area, particularly to the rest of the Coast to Capital area and London, and to ensure that rail transport can genuinely compete with cars as a more sustainable travel option. Network Rail has already identified some significant gaps where improvements are considered a priority<sup>18</sup>. These include addressing capacity problems for all peak services to and from London, to and from Brighton, and to and from Chichester on the Coastway Line.

<sup>16</sup> 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\\_template.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/209279/PU1524_IUK_new_template.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.

<sup>17</sup> West Sussex CC is currently working with partners to deliver super-fast broadband across the county by 2016 [http://www.westsussex.gov.uk/your\\_council/news\\_and\\_events/news/2013\\_archive/may\\_2013/superfast\\_broadband\\_to\\_4\\_4000.aspx](http://www.westsussex.gov.uk/your_council/news_and_events/news/2013_archive/may_2013/superfast_broadband_to_4_4000.aspx).

<sup>18</sup> Sussex Route Utilisation – 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/>

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.<sup>19</sup> Making the best use of town centre sites as well as getting the balance right between residential and commercial development, will be an essential part of ensuring long term sustainability of the whole area. Part of the challenge will be making sure that town centres continue to be seen by investors as an 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 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

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

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 housing<sup>20</sup>.
- 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.

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<sup>20</sup> 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 East<sup>21</sup> and is forecast to continue to grow, with Brighton and Hove, Chichester and Mid Sussex expected to experience significant growth.<sup>22</sup> 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 Brighton<sup>23</sup>, 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 sub-region makes to support growth and help identify (and protect) the supply and type of employment land needed to support their particular needs.

<sup>21</sup> 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]

<sup>22</sup> 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]

<sup>23</sup> [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]

## 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 housings 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.<sup>24</sup>

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

LPA	OAN (net, dpa)	LP Target (net, dpa)	Completions 2010/11-2014/15 (net, dpa)	Average 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
<b>TOTAL CWS&amp;GB</b>	<b>5,791</b>	<b>4,150</b>	<b>2,963</b>	<b>3,966</b>

\* 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 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.

<sup>24</sup> 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.

- 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 which is branded the "most unreliable all-purpose trunk road in England". Since the LSS was initially agreed, some progress has been made with work underway to deliver improvements on the A27 at Chichester, Arundel and Worthing. Improvements are also being delivered for the A24 (between Ashington & Southwater), A29 (to improve access between A27 and Bognor Regis) and to the A284 (Lyminster Bypass to deliver better communications between Arundel and Littlehampton). 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 pre-requisite 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 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, Housing & Property Investment Plan and skills strategy as they are developed. GB Project Pipeline.
- (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.<sup>25</sup> 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

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<sup>25</sup> 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

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.
- 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 Seafont.
- 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, 21<sup>st</sup> 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
- Identifying priority infrastructure needs to support rural businesses, including home-workers, particularly in relation to communications and digital infrastructure which improves accessibility markets and customers.
- 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*.



**Annexes 1 & 2 (MoU and ToR)**  
**- Updated versions to be added**

### Annex 3: Formal Endorsement of the Local Strategic Statement

Adur & Worthing	<p><b>Original LSS (Oct 2013):</b></p> <p>Joint Strategic Committee: 3 December 2013  <a href="http://www.adur-worthing.gov.uk/media/media,119295,en.pdf">http://www.adur-worthing.gov.uk/media/media,119295,en.pdf</a></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><b>Updated LSS (Jan 2016):</b>          XXXXXXXXXXX</p>
Arun	<p><b>Original LSS (Oct 2013):</b></p> <p>Full Council: 8 January 2014  <a href="http://www.arun.gov.uk/mediaFiles/downloads/83329178/Minutes_080114_2014_Final.pdf">http://www.arun.gov.uk/mediaFiles/downloads/83329178/Minutes_080114_2014_Final.pdf</a></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><b>Updated LSS (Jan 2016):</b></p> <p>Local Plan Sub-Committee: 19 January 2016</p>
Brighton & Hove	<p><b>Original LSS (Oct 2013):</b></p> <p>Economic Development &amp; Culture Committee: 23 January 2014  <a href="http://present.brighton-hove.gov.uk/Published/C00000705/M00004664/\$\$\$Decisions.doc.pdf">http://present.brighton-hove.gov.uk/Published/C00000705/M00004664/\$\$\$Decisions.doc.pdf</a></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><b>Updated LSS (Jan 2016):</b>          XXXXXXXXXXX</p>
Chichester	<p><b>Original LSS (Oct 2013):</b></p> <p>Cabinet: 7 January 2014  <a href="http://www.chichester.gov.uk/index.cfm?articleid=22978">http://www.chichester.gov.uk/index.cfm?articleid=22978</a></p>

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

**ANNEX 4**

## **Coastal West Sussex and Greater Brighton**

Local Strategic Statement (2013) for Coastal West Sussex and  
Greater Brighton

Monitoring and Delivery Framework (Update January 2016)



## Contents

1: Governance

### SECTION 1: MONITORING FRAMEWORK

2: Housing Supply and Delivery

3: Gypsy and Traveller Site

4: Commercial Supply and Delivery

5: Infrastructure Delivery

6: Environmental Assets and Natural Resources

7: Spatial Priorities

### SECTION 2: LOCAL PLAN PROGRESS

### SECTION 3: DELIVERY FRAMEWORK

## 1 Introduction

- 1.1 Since the adoption and agreement of the LSS there has been further work that has been carried out by the Board through joint working on objectively assessed housing needs and the provision of a Transit site for Gypsy and Traveller communities. Additionally, there has been agreement to jointly commission studies relating to Transport, Employment and demographics to update Objectively Assessed Need for Housing.
- 1.2 On 23 June 2014, the bid placed by Coast to Capital was successful in terms of gaining money from the growth fund. This was linked to projects that had been identified in the Strategic Economic Plan. On the 18 June 2014, West Sussex County Council as the Highways Authority also agreed their funding prioritisations over the coming couple of years and awarded money through the Local transport Fund.
- 1.3 At the Board meeting of the 9th October 2014, consideration and membership was extended to include Mid Sussex Council, due to its role within the Greater Brighton Economic Board. The travel to work evidence also supports the strong relationship between the Coastal authorities and Mid Sussex. The paper presenting the case, along with the minutes of the meeting, can be found in Appendix 1.
- 1.4 In late 2014/early 2015 Coastal West Sussex and Greater Brighton Strategic Planning Board and GBEB jointly commissioned background studies for the two overlapping areas. The studies related to Employment, Housing and Transport. The purpose of these was to collate information across the area to help inform an update of the LSS. These were completed in May 2015.
- 1.5 In May 2015 consultants were commissioned to update the Local Strategic Statement following the inclusion of Mid Sussex in the area, with the support of additional information from the joint background studies and the successful bid for growth fund. This is due to be adopted in April 2016.
- 1.6 At the Board meeting in July 2015 will consider the inclusion of Horsham District within the CWS and GB Spatial Planning Board area.

## Section 2: Monitoring Report 2015

2.1 The Local Strategic Statement was approved by the Joint Strategic Planning Board of Coastal West Sussex and Greater Brighton in October 2013. This report contains the first monitoring of the actions carried out and their impact on the progression of the achievement of the aims within the Local Strategic Statement for Coastal West Sussex and Greater Brighton. The following discussion is split into the following areas:

1. Housing Land Supply and Delivery
2. Gypsy and Traveller Sites
3. Commercial Land Supply and Delivery
4. Infrastructure Delivery
5. Spatial Priorities

2.2 As set out in the Local Strategic Statement (LSS) and its accompanying sustainability appraisal, the monitoring of the aims and actions of the document will be through reporting to the Coastal West Sussex Strategic Planning Board. This will include reporting against the Spatial Priorities.

### (1) Housing Land Supply and Delivery

2.3 **Strategic Objective 2: Meeting Strategic Housing Needs** – The target is to provide for a minimum of 2,410 dwellings per annum between 2013 and 2031. Within the Coastal West Sussex area, this is both through respective Local Plans and also through a high level of coverage of neighbourhood development plans.

2.4 Work to address shortfall between the planned provision and the assessed needs of 2905dpa through infrastructure investment to enable the delivery of Spatial Priorities and maximise the potential existing opportunities.

Table of identified housing need and delivery across Coastal West Sussex and Greater Brighton (as at 31<sup>st</sup> March 2015)

Authority	Requirement – Objectively Assessed Need (OAN)	Supply Proposed	Completions 2013/4	Completions 2014/15	Delivery
<b>Brighton and Hove</b>	1506 (from 2015 study)	660	436 (of which 101 were affordable)	545	City Plan Part One – a number of strategic allocations in the Development Areas and one on Seafront (King Alfred site).  City Plan Part Two – allocations  Planning briefs and SPDs where needed.
<b>Coastal - Adur</b>	291 (from OAN Housing Study 2015)	181	93 (net)	96 (net)	An OAN Housing Report for Adur has recently been published and work is on-going to assess how the identified need can be met. The emerging Local Plan identifies two strategic allocations and one broad location which will go some way to meeting this need. However a shortfall will still remain to be met through the Duty to Co-operate.
<b>Coastal - Arun</b>	550	580	397	642	
<b>–Chichester (excluding</b>	530-650 (650dpa top end of OAN	435 (outside National Park)	202	351	Local Plan allocates 4 strategic development locations to deliver 3250 homes. Local Plan provides for a further



<b>SDNP)</b>	range used in total)	70 (assumed for National Park area)			1490 homes on non-strategic sites to be identified in neighbourhood plans and/or a Site allocations DPD. Remaining housing to be met through existing planning permissions and small windfall sites.
<b>Coastal - Worthing</b>	636 (OAN Housing Study July 2015 )	250	245 (net)	351 (net)	The published OAN for housing is significantly higher than the housing provision currently being planned for in the adopted Core Strategy. A Local Plan review has commenced to consider how this need can be met. However, given the constraints and lack of available land, there is no realistic prospect of meeting the full OAN so the Duty to Co-operate will be used to see if it can met elsewhere within the sub-region.
<b>Lewes</b>	490 - 520	345	113	277	Spatial Policy 2 sets out how the housing requirement will be met, including through extant commitments, proposed Strategic sites identified within the Local Plan, non-strategic site allocations identified through Local Plan Part 2, windfall allowance and neighbourhood plans.
<b>South Downs National Park</b>	225-244**	162	73	171	Lewes JCS sets out how the housing requirement for the Lewes part of the National Park will be met. The South

					Downs Local Plan: Preferred Options sets requirements for villages and towns across the Coastal West Sussex area. The figures relate only to that part of the National Park within the Coastal West Sussex area.
<b>TOTAL</b>	4228-4397	2613	1559	2433	

Dpa unless otherwise stated

\*\* The closest approximation for OAN in the SDNP within the Coastal West Sussex HMA based on the SDNPA 2015 SHMA is 225-244 dpa. However, this figure should be treated with caution. It is important to avoid double counting as the OAN for the National Park is incorporated into the local authority figures set out in the table above.

## **(2) Gypsy and Traveller Sites**

- 2.5 The Gypsy and Traveller Accommodation Assessment was produced and finalised in April 2013. As set out within its methodology, this was done in line with the requirements of the Planning for Traveller Sites Policy (March 2012).
- 2.6 In December 2013 it was agreed to enter a multi-agency partnership to develop a transit site. In October 2014, £630, 000 was awarded to West Sussex Councils from the Homes and Communities Agency to help deliver this. In April 2014 a transit site was approved for the whole of West Sussex at Westhampnett under application WH/14/00533/FUL. The transit site officially opened in May 2015.
- 2.7 At the time of preparing the joint evidence base, it was identified that the results of this work would not fit with the preparation timetable for the various Local Plans. Therefore, the majority of authorities are proposing to address their specific public needs through production of Supplementary Planning Documents. This remains the case as further work is required to complete the jointly commissioned GTAA as well as undertake further local evidence gathering as part of a site assessment exercise.
- 2.8 Lewes district forms part of the jointly commissioned 2014 East Sussex and South Downs National Park Gypsy and Traveller Accommodation Assessment (GTAA). The 2014 GTAA update has informed the level of need for permanent and transit pitches set out within the Lewes District Council (LDC) and South Downs National Park Authority (SDNPA) Joint Core Strategy proposed modifications. Specific site allocations will be identified within LDC's Local Plan Part 2 and the SDNPA's Local Plan.
- 2.9 The table that follows also identifies those sites that have been delivered in each authority, as of April 2015.

Table of identified need and delivery across Coastal West Sussex (as at April 2015)

Authority	Total provision (pitches) (*including SDNP)	Assessed requirement	Current provision detail (* within SDNP)	Delivery
<b>Brighton and Hove</b>  (excluding SDNP)	23 transit pitches*  (planning permission for 12 permanent pitches)	23 additional permanent pitches to 2018 and a further 9 permanent to 2028 (GTAA 2014 findings including SDNP)	23 transit pitches* at Horsdean, single site in SDNP	Criteria/ safeguarding based policy within Core Strategy. Target set within City Plan Part One (CP22)  Planning permission for 12 permanent pitches in SDNP – consent to be commenced 2015 at Horsdean
<b>Coastal - Adur</b>	12	4 (2012-2027)	1 x public sites (12 pitches)	Seeking provision within strategic allocations (revised submission Adur Local Plan 2014 (Reg 19 stage). Local Plan criteria based and safeguarding policy
<b>Coastal - Arun</b>	26 (35*)	18 (2012-2027)	1 x public site (12 pitches)  12 private pitches  11 pitches*	Target set in Local Plan – delivery through subsequent DPD
<b>– Chichester (excluding SDNP)</b>	84 (85*)	59 G&T pitches (2012-2027)  18 travelling show people plots (2012-2027)	Permissions granted (excl SDNP)  36 G&T pitches  11 travelling show people plots  1 G&T transit site	Target identified in Local Plan along with criteria based approach. Currently close to meeting 5 year requirement. Council intends to prepare G&T Site Allocations DPD to identify additional sites

Authority	Total provision (pitches) (*including SDNP)	Assessed requirement	Current provision detail (* within SDNP)	Delivery
				required.
<b>Coastal - Worthing</b>	0	0 (2012-2027)	0 sites	A criteria based policy will be incorporated into the emerging Worthing Local Plan
<b>Lewes</b>	Permanent pitches 8 (13*) 8 transit pitches within East Sussex area, including National Park area.	13 permanent pitches to 2030 8 transit pitches within the East Sussex GTAA area	1 x public transit site (9 pitches) 2 x private sites* (4 permanent pitches, 1 temporary pitch)	Target identified within Local Plan Core Policy 3, along with criteria based policy. Will allocate specific, deliverable sites through Local Plan Part 2 (Site Allocations and Development Management DPD) and the SDNPA Local Plan.
<b>South Downs National Park</b>	Coastal: 12 MSDC: 0 (1 temporary)	Coastal: 4 (2012-2027) MSDC: 1 (2013-2031)	Coastal: 12 MSDC: 0 (1 temporary)	Need but not requirement identified in Local Plan: Preferred Options. The requirement and allocations as necessary will be set out in the Publication Local Plan – consultation summer 2015.

### (3) Commercial Land Supply and Delivery

2.10 The level of employment land needed is set out within the Spatial Priorities and their supporting text of the LSS. These briefly include:

- Brighton Airport, Shoreham: Priority for securing new employment floorspace and job opportunities
- Co-ordination of improvements required to help stimulate and maximise investment opportunities in Bognor Regis Town Centre and Seafront
- 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
- The local authorities within the Greater Brighton City Region will work with their partners to support a network of Growth Hubs focusing on creative and technology innovation.
- Employment allocations at New Monks Farm and Shoreham Harbour,

2.11 Approvals for commercial floorspace have been approved in individual authorities, but the most significant to the wider sub-region has been those approved at Oldlands Farm, Bognor Regis, under application BE/73/14/PL. This included industrial/distribution units providing 38,099 gross internal floorspace.

Table showing the amount of supply and delivery of employment space across Coastal West Sussex and Greater Brighton

Authority	Supply Proposed	Completions (sqm)	Delivery
	Spatial Priorities/Allocations	2013/14 2014/15	
<b>Brighton and Hove</b>	<p>Forecast need – 112,240 B1a/b Planned for - 91,000-96,000sqm</p> <p>Forecast need 43,430sqm B2/B8 Planned for- 9,500 B2/B8</p> <p>Main Strategic Allocations in City Plan Part One/Growth Hubs:</p> <p><b>Circus Street</b> – 3600sqm office, 4600sqm academic – growth fund secured</p> <p><b>New England Quarter</b> – 5 mixed use allocated sites and 3 extant consents – 20,000sqm employment space</p> <p><b>Preston Barracks</b> – 10,600sqm including employment floorspace and business school</p>	<p>2013/14 - 4953sqm employment floorspace delivered</p> <p>2014/15 - B1 uses net loss of 4077sqm B2 uses net loss of 400sqm B8 use – net gain of 370sqm</p>	Criteria/ safeguarding based policy within Core Strategy. Target set within Core Strategy.
<b>Coastal - Adur</b>	<ul style="list-style-type: none"> <li>Shoreham Airport – allocation for 15,000sqm of employment generating</li> </ul>	2013/14 – 22,088sqm of gross employment floorspace delivered	Seeking provision within strategic allocations (revised Draft Adur Local Plan 2013 (Reg 18 stage).

Authority	Supply Proposed	Completions (sqm)	Delivery
	Spatial Priorities/Allocations	2013/14 2014/15	
	<p>floorspace (to include mix of B class uses) in PSALP 2014</p> <ul style="list-style-type: none"> <li>• New Monks Farm – allocation for 10,000sqm of employment generating floorspace in PSALP 2014</li> <li>• Shoreham Harbour – 16,000sqm of employment generating floorspace (inc B1) (PSALP 2014)</li> <li>• Additional floorspace through existing employment areas.</li> <li>• Total 41,000sqm allocations</li> </ul>	2014/15 – 9,851sqm of gross employment floorspace delivered	Local Plan includes criteria based and safeguarding policy
<b>Coastal - Arun</b>	81.35 Ha	2013/14: 1490 sqm 2014/15: 16,775sqm	<p>Target set in Local Plan</p> <p>Local Development Order in preparation for key employment sites in Bognor Regis</p>
– <b>Chichester (excluding SDNP)</b>	25ha (2014-2029) comprising c5 ha office space and c20ha industrial and warehousing space	<p>Net completed floorspace (excl SDNP):</p> <p>2013/14: 7,667 sq.m</p> <p>2014/15: 5,347 sq.m</p>	Target identified in Local Plan along with criteria based approach. Around 9 ha land proposed in draft Local Plan. Remaining sites will be identified in Site Allocations DPD currently in preparation.
<b>Coastal -</b>	Identified need –	No completions –	Safeguarding policy



Authority	Supply Proposed Spatial Priorities/Allocations	Completions (sqm)	
		2013/14	2014/15
			Delivery
<b>Worthing</b>	78,000sqm B2/B8 and 24,000sqm B1a/b to 2026	2013/14  2014/15 – 1,772sqm of gross employment floorspace delivered	included in Core Strategy which is supported by Sustainable Economy SPD. Core Strategy identifies some opportunities and site that will be reviewed through new local plan. ELR update expected Dec 2015.
<b>Lewes</b>	Identified need is 74,000 sq. m for the period 2012 – 2031. This need is to be met through the existing supply of employment sites This supply includes; Denton Island, Newhaven; Eastside, Newhaven; Malling Brooks, Lewes; and Hoyle Road, Peacehaven.	Net completed floorspace;  2013/14; 71.4 sq.m  2014/15; -772 sq.m (losses generally attributed to office to residential pd).  17.4ha (as at April 2014)	Target set in Local Plan Spatial Policy 1: Provision of Housing and Employment Land. LP also contains safeguarding policy: Core Policy 4: Encouraging Economic Development and Regeneration. Local Plan mixed use allocations
<b>South Downs National Park</b>			Local Plan consultation proposed early 2014.

#### (4) Infrastructure Delivery

- 2.12 The Infrastructure requirement needs are set out both under Strategic Objective 3: Investing in Infrastructure and within the Spatial Priorities. Those identified focused on highways, wastewater and flood defences, as well as briefly touching on the natural environment.
- 2.13 Delivering the new and improved infrastructure required to support the *Spatial Priorities*, strategic priorities.
- Improvements to road infrastructure aimed at providing faster, more efficient east-west movement along the A27/ A259 Corridor and north-south linkages between them, and better access to strategic sites and Growth Hubs identified in the Greater Brighton City Deal proposal.

See spatial priorities below for detailed improvements secured in West Sussex Brighton & Hove

**Vogue Gyratory:** In 2014, works continued to enable completion of the Lewes Road scheme by reconfiguring and redesigning this busy junction to enable safer journeys, especially for cyclists and pedestrians.

**20mph Phase 3:** consultation began in 2014 to include a further 24,000 households living in the city's outer and more suburban areas, including Portslade to the west and Rottingdean and Saltdean to the east of the city. The principal elements of the extension were approved, other than in the Woodingdean area.

**Lewes Road LSTF Phase 2:** a funding bid to extend the Lewes Road scheme towards the city centre adjacent to The Level park was successful and work will begin in 2015.

**Cycling Ambition Fund:** £450,000 worth of additional funding has been secured from the Government to further invest in 2015 in the 'Transforming Cycling in the South Downs National Park' project. It will significantly improve a popular cycling route from the edge of Brighton Racecourse, near Whitehawk, to the hugely popular new cycle path created as part of the project that runs from Woodingdean down to Falmer Station and Brighton and Sussex Universities.

**Valley Gardens:** is a key area in the centre of the city which is currently a series of traffic islands and unconnected green spaces which are difficult to use and move around by any form of transport. The council aim to open up the spaces, improving routes for all and making the area and attractive and safe space. Funding from the LSTF (revenue) and LGF (capital) has been approved to invest in the area and the scheme will start in 2015.

### **Strategic Local Growth Fund [LGF] Projects**

A number of potential transport infrastructure projects and proposals were developed in outline, in order to support the development of the LEP's SEP and help unlock or improve access to housing, jobs and additional employment floorspace. These included some existing, planned projects in addition to new ones specifically linked to the 4 Primary Development Locations identified in the SEP – the Seafront; the Lewes Road corridor; the New England Quarter and Valley Gardens. Primary schemes that have been put forward include those summarised below under headings that reflect the transport priorities within the SEP.

## Connectivity and capacity schemes

**Valley Gardens Phases 1 & 2:** significant improvements to the public realm and movement and flow of people and traffic along and across a complex section of the A23 which will regenerate the local area economically, socially and environmentally

**Valley Gardens Phase 3:** continuation of improvements to public realm and people/vehicle movement along southern section of treatment of main A23 corridor between the Royal Pavilion and the A259, including the Old Steine.

**A259 improvements:** improvement to movement and flow of people and traffic along and across the main coast road to reduce congestion, maintain and improve the attraction of the seafront environment and increase opportunities for economic and recreational activity.

**A23 London Road/Preston Circus:** redesign of approaches and junction where A23 (north-south) intersects with A270 (east-west) to improve access to the New England Quarter and London Road and reduce severance to local movements.

**Shoreham Harbour Transport Strategy (joint with WSCC):** development and delivery of transport measures that will provide cross-boundary benefits and support the City Region priorities and facilitate the regeneration of the Shoreham Harbour area.

**Toad's Hole Valley transport infrastructure:** could provide contribution to support the provision of necessary, safe and sustainable access and routes into and through a significant development site providing increased employment and housing opportunities for the city.

Lewes District (East Sussex CC) Regarding the A27, the DfT's Roads Investment Strategy identified that around £75 million had been set aside for improvements to the east of Lewes. Consultants Atkins has been appointed to take forward the development of the small scale capacity improvements and sustainable transport improvements using the available funding. Atkins will be engaging with East Sussex County Council and other stakeholders over the next few months on potential options for how the available funding could be spent. ESCC will continue lobbying Government for further funding towards delivering an offline dual carriageway between Lewes and Polegate.

In terms of the A259, the Council's IDP and Reg 123 list identify the need for improvements on the A259 Newhaven ring road, and junction with Telscombe Cliffs Way and Sutton Avenue in Peacehaven.

- Enhanced rail service infrastructure, including the removal of level crossings and new interchanges along the Coastway Rail Line and north towards major destinations in the South East, particularly London and Gatwick Airport.
  - Rolling Stock – Thameslink Class 700 new trains to be provided on the cross-London Thameslink routes from Brighton and other Sussex Coast destinations beginning to be introduced in Spring 2016. Rolling stock renewal programmes are resulting in the removal of 27-year old Class 319 trains from the Brighton-Bedford route. New Class 387 Gatwick Express trains with on-board wifi are also expected to be introduced in Spring 2016 and two of these services per hour will operate throughout the day from Brighton calling at Gatwick Airport and London Victoria.

- Timetable plans – Further phased timetable improvements are planned from December 2015 through to the completion of the Thameslink Programme in 2018 to create more evenly spaced services on the Brighton Main Line, improve resilience and to provide additional capacity and new direct routes from the Brighton Main Line (Brighton and other Sussex Coast destinations) and Gatwick Airport through London to Cambridge and Peterborough. The rail operator GTR will consult on plans for the post-Thameslink Programme completion December 2018 timetable in due course.
- Gatwick Airport – A £120 million project is planned to redevelop Gatwick Airport station with a substantial increase in capacity proposed which is planned to be complete by 2020.
- Station interchanges - Local authorities continue to liaison with the Train Operating Company (TOC) and Network Rail regarding station access and interchange improvements at other stations, including at Three Bridges (planned interchange improvements) and Haywards Heath (significant changes to access under construction). Opportunities will continue to be explored through the new combined Thameslink rail franchise to develop interchange and access improvements at stations, particularly where this supports access from new development.
- Level crossings – Local authorities continues to work with Network Rail to explore opportunities to remove level crossings along the Coastway rail line where development related highway infrastructure provides opportunities. This includes projects at Woodgate on the A29, and at the Toddington Lane development north of Littlehampton. Other projects can be explored as part of any masterplanning for any other strategic development or town centre redevelopment opportunities that come forward.
- Strategic improvements – Network Rail has published its Sussex Area Route Study to inform decisions on potential funding for strategic rail infrastructure improvements in rail industry Control Period 6 (2019-2024) and beyond. This includes measures to improve capacity on the Brighton Main Line into London to serve routes from the Sussex coast, as well as potential improvements to journey times along Coastway routes, for example along the West Coastway route between Brighton, Southampton and further west. Local authorities are continuing to explore the potential of these improvements with Network Rail.

In terms of an update on the Arun Valley Line, recent re-signalling of the northern section of the line has improved the reliability of services operating the route. Timetable changes in December 2015 are expected to reduce off-peak journey times on the route for services between Portsmouth and Southampton, the Arun Valley, and London Victoria, by removing stops at Redhill. Local authorities will continue to liaise with the rail industry over future timetable plans, including regarding the provision of peak-time stops at Gatwick Airport for Arun Valley services which currently do not all stop at the Airport.

In the March 2015 budget, it was announced that the Government had set aside £100,000 for a further study into the potential reopening of the Lewes to Uckfield

railway line. In the most recent budget statement it was stated that “the government will extend the scope of the Lewes-Uckfield study to look at improving rail links between London and the south coast, including upgrades to existing routes, consideration of the Brighton Main Line corridor, and re-examination of the DfT’s feasibility study on BML2”. We understand that the DfT are to shortly commission consultants to undertake this work.

In summer 2015 the new public transport interchange at Newhaven Town railway station was completed.

- Roll-out of superfast broadband across Coastal West Sussex & Greater Brighton

#### Brighton & Hove

- Connection Vouchers: Funding will deliver an estimated 1,000 connection vouchers for SMEs to achieve a step change in connection speeds and wireless hotspots in public buildings.
- Public wifi: Free public access to the internet and improved digital inclusion via the wifi hotspots in council buildings.
- Brighton Digital Exchange: Any interested business in New England House and the city centre has the potential to benefit from connecting to the digital exchange, which allows for advanced and rapid forms of file sharing, storage and the development of innovative collaborations, products and services.
- Voucher Connection Scheme opened Feb 2014.
- Wi-Fi in 40 public buildings went ‘live’ April 2015. Wi-Fi at Royal Pavilion, Brighton Museum and Old Court House to go ‘live’ during September 2015.
- Completion of Brighton Digital Exchange at New England House, end of June 2015.
- The BDx was formally opened in July 2015.

#### Lewes District

Go East Sussex Project (led by ESCC with DCMS) is rolling out superfast broadband across East Sussex achieving 95% coverage by 2020.

- To support changes in travel behaviour by increasing opportunities for sustainable modes of transport that can compete effectively with private cars

#### Brighton & Hove

**Cycling Ambition Network:** focused on improvements to identified gaps in the current cycle network on two east–west transport corridors - Old Shoreham Road and Marine Parade - and measures will reallocate road space using high quality design and materials.

**Bike Share/Hire:** comprises 430 bikes and 50 docking stations within the central area with bikes available for use across the scheme area, with the opportunity to provide further extensions to the system over time.

**Sustainable Transport Package:** proposals to increase the availability of measures in line with the LTP capital programme, focussed primarily on locations where benefits will help to unlock or support development sites for housing and jobs.

**Gateway to the Sea:** improvements to the Queen's Road/West Street connection linking the improved Brighton Station Gateway southern entrance/exit with the seafront via the city centre and Clock Tower junction.

**Old Town public realm improvements:** measures to reduce the impact of traffic to create a more attractive environment and revitalise the accessibility and attraction of this key destination between the city centre and the seafront for residents and visitors.

Lewes District (East Sussex CC) The Council's IDP and Reg. 123 list identifies the need for demand management measures along the A259 to encourage a greater use of public transport, including Phase 2 of the bus corridor on the A259. The demand management measures will include increased frequency of bus services on the A259 and on the feeder routes serving the residential areas of Peacehaven, and a cycle route alongside the A259 between Peacehaven and Newhaven. Such measures are expected to be implemented alongside the planned residential development in Peacehaven and Newhaven over the coming 15 years.

- 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.

The implementation of the Newhaven Flood Alleviation Strategy – construction is due to commence in April 2016 and is due for completion in 2019. The total cost of the project is around £8 million.

The implementation of the Shoreham Adur Tidal Walls Strategy - construction is due to commence in early 2016 and is due for completion in 2018. The total cost of the project is £25.5 million.

- Enhancing the provision of Green Infrastructure, particularly where it plays an important 'strategic gap' role, and linking networks across CWS&GB.

Adur DC has commissioned further work to support Policy 4 of the emerging Adur Local Plan, which seeks to retain Local Green Gaps in order to retain the separate identities and character of Adur's settlements.

Since the LSS has been prepared the 'Centenary Park' at Peacehaven has been completed and opened.

Worthing BC has commissioned a Landscape and Biodiversity study (expected Dec 15) which will include the consideration of settlement pattern, 'gaps' and green infrastructure links.

## (5) Environmental Assets and Natural Resources

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

Authority	Measures – invest in and manage important environmental assets	Measures/Policies – to reduce environmental and ecological impacts	Measures/Policies to protect and enhance character of settlements
<b>Brighton and Hove</b>	Biosphere Reserve Downland Initiative Strategy Council Asset Management Joint working SDNPA City Plan policies – Urban Fringe (SA4), The South Downs (SA5), Biodiversity (CP10)	City Plan Part One Policies –Biodiversity (CP10), Open Space (CP16), Flood Risk (CP11) Saved Local Plan policies	City Plan Part One Policies – Urban Design (CP12), Public Streets and Spaces (CP13), Heritage (CP15)
<b>Coastal – Adur</b>	Shoreham Adur Tidal Walls Scheme Council Asset Management Joint working with SDNPA	Proposed Submission Adur Local Plan (2014) policies: Policy 13: Adur’s Countryside and Coast Policy 20: Decentralised Energy and Stand-alone Energy Schemes	Proposed Submission Adur Local Plan (2014) policies: Policy 14: Local Green Gaps Policy 15: Quality of the Built Environment and Public Realm

		<p>Policy 31: Green Infrastructure</p> <p>Policy 32: Biodiversity</p> <p>Policy 33: Open Space, Recreation and Leisure</p> <p>Policy 35: Pollution and Contamination</p> <p>Policy 36: Water Quality and Protection</p> <p>Policy 37: Flood Risk and Sustainable Drainage</p> <p>Saved Adur Local Plan 1996 policies</p>	<p>Policy 16: A Strategic Approach to the Historic Environment</p> <p>Policy 17: The Historic Environment</p> <p>Saved Adur Local Plan 1996 policies</p>
<b>Coastal – Arun</b>	<p>Inclusion of policy ENV DM2 within emerging plan to provide protection to Pagham Harbour SPA; Ramsar and Marine Conservation Zone. A Strategic approach has also been agreed with Chichester, RSPB and NE for contributions to be collected towards an overall mitigation strategy including wardens; dog project; including provision of information such as Codes of Conduct; interpretation/signage</p>	<p>Current policies – AREA 10-13 (may well be others as well but was not able to get plan from under folders</p> <p>Emerging plan – SD SP3; C SP1; GI SP1; LAN DM1; LAN DM2; SO DM1; OSR SP1; OSR DM1; ENV SP1; ENV DM1; ENV DM2; ENV DM3; ENV DM4; ENV DM5; W DM1; W DM2; W DM3; W DM4; QE SP1; QE DM1; QE DM2; QE DM3; QE DM4</p>	<p>Current – AREA10-13;</p> <p>Emerging plan – SD SP3; C SPI SP1; LAN DM2;1; D DM1; HWB SP1; OSR SP1; HER SP1; HER DM1; HER DM2; HER DM3; HER DM4; HER DM5; HER DM6</p>



	and monitoring. Provision also included in emerging plan around landscape and biodiversity in Chapters 7 and 17.		
<b>Coastal – Chichester</b>	Chichester Local Plan: Key Policies: Policy 22 – Integrated Coastal Zone Management for the Manhood Peninsula; Policy 43 – Chichester Harbour Area of Outstanding Natural Beauty; Policy 50 – Development and Disturbance of Birds in Chichester and Langstone Harbours SPAs; Policy 51 - Development and Disturbance of Birds in Pagham Harbour SPA; Policy 52 – Green Infrastructure	Chichester Local Plan: Key Policies: Policy 40 - Sustainable Design and Construction; Policy 42 – Flood Risk and Water Management; Policy 43 – Chichester Harbour Area of Outstanding Natural Beauty; Policy 44 – Development around the Coast; Policy 45 – Development in the Countryside; Policy 48 – Natural Environment; Policy 49 – Biodiversity; Policy 50 – Development and Disturbance of Birds in Chichester and Langstone Harbours SPAs; Policy 51 - Development and Disturbance of Birds in Pagham Harbour SPA; Policy 52 – Green Infrastructure; Policy 22 – Integrated Coastal Zone Management for the Manhood Peninsula	Chichester Local Plan: Key Policies: Policy 7- Masterplanning Strategic Development; Policy 47 – Heritage and Design;

<b>Coastal – Worthing</b>	Council Asset Management Joint Working with SDNPA	Core Strategy adopted 2011  Policy 13 – The Natural Environment and Landscape Character  Policy 14 – Green Infrastructure  Policy 15 – Flood risk and sustainable water management  Policy 17 – Sustainable construction  Policy 18 – Sustainable Energy  Policy 19 – Sustainable Travel	Core Strategy adopted 2011  Policy 16 – Built environment and design
<b>Lewes</b>		Core policies 8, 9, 12, 13 and 14 from the Joint Core Strategy	Core Policies 2, 10 and 11 from the Joint Core Strategy, together with saved Local Plan policies.
<b>South Downs National Park</b>	All work carried out by SDNPA.	South Downs National Park Local Plan: Preferred Options: all policies	South Downs National Park Local Plan: Preferred Options: policies SD1-SD9, SD14, SD18, SD29, SD34, SD35-41, SD43-45, SD51-56.

## (6) Spatial Priorities

This is framework for investment and strategic planning for the period 2013-2020. They are considered to be achievable within the next 5-7 years with a coordinated and flexible approach to delivery. It includes a long term spatial priority (2020-31) for CWS&GB to work with neighbours on the long term development needs in the wider area.

Spatial Priority	Priorities	Progress – what and by when
<b>1. Shoreham Harbour and New Monks Farm / Shoreham Airport</b>	<p>Shoreham Harbour:</p> <p>Delivery of key housing and employment sites to be facilitated by:</p> <ul style="list-style-type: none"> <li>· Improved road access to and from the A27 and A259 and to local transport infrastructure.</li> <li>● Improved flood defences.</li> </ul> <p>Shoreham Airport/ New Monks Farm:</p> <p>Delivery of key housing, new employment floorspace and job opportunities to be facilitated by:</p> <ul style="list-style-type: none"> <li>● improved road access from the A27 (Shoreham Airport and New Monks Farm)</li> <li>● improved flood defences (Shoreham Airport)</li> </ul>	<p>Flood defences:</p> <ul style="list-style-type: none"> <li>● Adur Tidal Walls £6m growth fund secured</li> <li>● Shoreham Harbour Flood Defences £3.5. Growth Fund secured.</li> </ul> <p>Transport Strategy has been prepared to support the regeneration of Shoreham Harbour. The draft strategy identifies mitigation measures for the highway network and aims to promote sustainable travel behaviours.</p> <p>Growth Fund secured - £9.5m allocated to Shoreham flood defences.</p> <p>Shoreham Airport: Developer discussions have been undertaken with Highways England to establish the most suitable access arrangements and mitigation measures.</p>

<b>2. Chichester City/Tangmere/Bognor Regis</b>	<p>Delivery of key housing and employment sites to be facilitated by:</p> <ul style="list-style-type: none"> <li>● Improvements to junctions on the A27 Chichester Bypass.</li> <li>● Improvements to north-south links on the A284 and the A29.</li> <li>● Co-ordination of improvements required to help stimulate and maximise investment opportunities in Bognor Regis Town Centre and Seafront.</li> <li>● 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.</li> <li>● Improved surface water management, particularly around Bognor Regis and the southern part of Chichester, including the Manhood Peninsula.</li> </ul>	<p>A27 Chichester improvement is identified as a committed road scheme in the DfT Road Investment Strategy for 2015/16 – 2019/20. Highways England is currently reviewing options to be presented for public consultation in Spring 2016.</p> <p>A284 Lyminster Bypass: please see Littlehampton section.</p> <p>A29 realignment: WSCC is currently procuring consultants to develop a transport business case. This will start with transport modelling work by developing and expanding the Chichester Area Transport Model and result in the production of a transport business case for consideration by the Local Transport Body. Local growth funding (£13m) which has been allocated in principle as part of the Government’s Growth Deal with Coast to Capital LEP, will be accessed following confirmation of deliverability and value for money through a transport business case. Delivery of the scheme is currently expected to commence in 2018 although this is dependent on, among other things, the timing of development at Barnham, Eastergate and Westergate.</p> <p>The A259 Bognor Regis Relief Road is under construction, with the North Bersted section having opened to traffic in December 2014 and the A29-Flansham section now expected to open in March 2016. This road was fully funded by housing developers prior to the Growth Deal, but provides essential access to the Enterprise at Bognor Regis site which is currently the subject of an LDO</p>

		<p>application.</p> <p>Tangmere Growth Scheme - scheme to upgrade and expand Tangmere Wastewater Treatment Works - will provide capacity to serve 3,000 additional dwellings in the Chichester city to Tangmere area. Scheme included in Southern Water Business Plan for 2015-2020 (AMP6). SW have undertaken feasibility and design work and are programming to complete WwTW upgrade by 31 December 2017.</p> <p>Manhood Peninsula Surface Water Management Plan published July 2015.  <a href="https://www.westsussex.gov.uk/media/5607/manhood_peninsula_swmp_final_report.pdf">https://www.westsussex.gov.uk/media/5607/manhood_peninsula_swmp_final_report.pdf</a></p> <p>SWMP for West Chichester, including Fishbourne and Parklands is in preparation.</p>
<p><b>3. Littlehampton</b></p>	<p>Delivery of key housing and employment sites to be facilitated by:</p> <ul style="list-style-type: none"> <li>● Construction of the Lyminster Bypass (southern and northern sections) and improvements to the A259.</li> <li>● Improvements to rail connections along the Arun Valley and to London.</li> <li>● Improvements to River Arun flood defences.</li> </ul>	<p>A284 Lyminster Bypass northern section: Local growth funding (£3m) for this scheme is allocated in principle in the Government's Growth Deal with Coast to Capital LEP and it is planned to be completed in December 2017. A transport business case has been completed, which shows the scheme to achieve very high value for money. A planning application has also been submitted for the scheme, which the County Council will determine. There is currently a funding gap due to increases in scheme cost between feasibility and preliminary design cost estimates and WSCC is currently</p>

	<ul style="list-style-type: none"> <li>● Further consideration of the strategic development potential at West Bank.</li> </ul>	<p>working to show how this funding gap will be filled, to secure local growth funding which has been allocated in principle. £3.75m has been secured from developer contributions.</p> <p>A284 Lyminster Bypass southern section: This is due to be directly provided by developers of the North Littlehampton site. Design work is underway with revised junction designs at the A259 and the Toddington development access agreed with WSCC (preliminary design stage) and pavement design in progress as of summer 2015. The changes to junction design will have to be included in an upcoming planning application to Arun District Council. WSCC is also discussing with the developer minor changes to the S106 and implementation of access infrastructure including the Mill lane/ Lyminster Road roundabout. The scheme is to be completed during 2017.</p> <p>A259 improvements: This scheme has been accepted into the SEP under the title of the A259 East Arun Corridor Improvements. A Transport Business Case is under preparation for consideration by the Local Transport Body. The scheme has attracted local growth funding in principle (£7.5m), as part of the Government’s Growth Deal with Coast to Capital LEP, but there is a significant funding gap. The scheme is divisible which may enable it to be part-delivered using available funding and options for doing this are currently being investigated by WSCC. The funding gap is intended to be filled, at least in part, through additional developer contributions</p>
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		(from sites in Arun and Worthing). £4.85 million from developer contributions has been secured towards the Roundstone Bypass dualling. The scheme is currently programmed for completion by 2018.
<b>4 Worthing's Key Town Centre Sites</b>	<p>Priorities to help secure sustainable economic regeneration and improve economic performance will include:</p> <ul style="list-style-type: none"> <li>● Regeneration of the seafront and improved linkages with the town centre.</li> <li>● Regeneration of key gateway sites in and around the town centre including Union Place and Teville Gate</li> <li>● Increased vitality in the town centre, including creating new flexible retail floorspace.</li> <li>● Improved levels of accessibility and connectivity.</li> <li>● 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.</li> </ul>	<ul style="list-style-type: none"> <li>● Regeneration of Worthing seafront (Active Beach Zone) continues with delivery of Splash Pad and other leisure activities.</li> <li>● Teville Gate has been sold (June 15) to an investment company who remain committed to the project.</li> <li>● WBC is working with the new owners of Union place to ensure that the development helps to deliver wider objectives. An application for a mixed use (retail / residential and leisure scheme is being prepared).</li> <li>● A number of prospective users have expressed an interest in moving to Decoy Farm – discussions are continuing. Contamination tests being progressed.</li> </ul> <p>Local Growth Fund to the value of £800,000 has been allocated to Phase 1 of Montague Place, including the removal of the Rotunda, creating an area for market and social events, and strengthening the link between the main shopping area and the seafront. Once constructed, the improvements are expected to have an estimated design life of 40 years.</p>
<b>5. Greater Brighton City Region</b>	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	Growth Fund – to improve junctions on the strategic road network, Brighton Circus Street/Edward Street Quarter, Skill Capital, Newhaven Port Access Road, Brighton Valley Gardens, Preston Barracks Central Research Lab. Funding secured for Ultrafast Broadband and flood defences at Newhaven and Shoreham

	<p>on creative and technology innovation. Priorities for supporting the Hubs will be established through the City Region's 10 year Growth Plan but include improvements generally to the A27 and to flood defences.</p>	Harbour.
<b>Longer Term spatial priorities – 2020-31</b>	<ul style="list-style-type: none"> <li>● Consideration of housing opportunities arising in Arun District as a consequence of the Arundel Bypass</li> <li>● Work with neighbouring authorities to CWS&amp;GB</li> </ul>	Mid Sussex DC and Horsham DC have joined the CWS&GB Strategic Planning Area



**SECTION 2: LOCAL PLAN PROGRESS (as at Dec 2015)**

<b>Adur Local Plan</b>	Preparation of the draft plan is underway but the timetable is currently being reviewed. <a href="http://www.adur-worthing.gov.uk/adur-ldf/adur-local-plan/">http://www.adur-worthing.gov.uk/adur-ldf/adur-local-plan/</a>
<b>Arun Local Plan</b>	Local Plan Examination currently suspended to allow more work on meeting increased housing needs. <a href="http://www.arun.gov.uk/local-plan-examination">http://www.arun.gov.uk/local-plan-examination</a>
<b>Brighton &amp; Hove City Plan</b>	Adoption of the City Plan is expected imminently following consultation on further proposed modifications. <a href="http://www.brighton-hove.gov.uk/content/planning/local-development-framework/city-plan">http://www.brighton-hove.gov.uk/content/planning/local-development-framework/city-plan</a>
<b>Chichester Local Plan</b>	Local Plan Key Policies adopted July 2015. <a href="http://www.chichester.gov.uk/newlocalplan">http://www.chichester.gov.uk/newlocalplan</a> <a href="http://www.chichester.gov.uk/newlocalplan">Site Allocation Development Plan Document: Preferred Approach subject to consultation January-February 2016. Adoption anticipated Summer 2017</a>
<b>Horsham District Planning Framework</b>	Planning Framework adopted November 2015. <a href="https://www.horsham.gov.uk/planningpolicy/planning-policy/horsham-district-planning-framework">https://www.horsham.gov.uk/planningpolicy/planning-policy/horsham-district-planning-framework</a>
<b>Lewes Core Strategy</b>	Consultation on proposed Main Modifications Summer 2015, adoption of CS expected by the end of 2015. <a href="http://www.lewes.gov.uk/corestrategy/index.asp">http://www.lewes.gov.uk/corestrategy/index.asp</a>
<b>Mid Sussex District Plan</b>	Draft Plan to be submitted to Government for Examination Spring 2016 <a href="http://www.midsussex.gov.uk/districtplan">http://www.midsussex.gov.uk/districtplan</a>
<b>Worthing Core Strategy</b>	Core Strategy Adopted April 2011. Review initiated 2015 with adoption expected 2018. <a href="http://www.adur-worthing.gov.uk/worthing-ldf/worthing-core-strategy/">http://www.adur-worthing.gov.uk/worthing-ldf/worthing-core-strategy/</a>
<b>South Downs National Park LP</b>	Preferred Options for LP covering whole NP - consultation September 2015 with submission for Examination expected Spring 2016. <a href="http://www.southdowns.gov.uk/planning/planning-policy/local-plan">http://www.southdowns.gov.uk/planning/planning-policy/local-plan</a>

**SECTION 3: DELIVERY FRAMEWORK**

**To be finalised**