



Public Document Pack

Arun District Council
Civic Centre
Maltravers Road
Littlehampton
West Sussex
BN17 5LF

Tel: (01903 737500)
Fax: (01903) 730442
DX: 57406
Littlehampton
Minicom: 01903
732765

e-mail:
committees@arun.gov.uk

Committee Manager Andrew Bishop (Ext 37984)

12 July 2021

PLANNING POLICY COMMITTEE

A meeting of the Planning Policy Committee will be held in the **Council Chamber at the Arun Civic Centre, Maltravers Road, Littlehampton BN17 5LF** on **Tuesday 20 July 2021 at 6.00 pm** and you are requested to attend.

Members: Councillors Bower (Chair), Hughes (Vice-Chair), Chapman, Charles, Coster, Elkins, Goodheart, Jones, Lury, Thurston and Yeates

PLEASE NOTE: Subject to Covid-19 Risk Assessments members of the public are advised that there will be no physical access to this meeting.

Members of the public are asked to watch the meeting online via the Council's Committee pages – the meeting will be available to watch live via the internet at this address: [Agenda for Planning Policy Committee on Tuesday 20 July 2021, 6.00 pm - Arun District Council](#)

Any members of the public wishing to address the Committee meeting during Public Question Time, will need to email Committees@arun.gov.uk by 5.15 pm on **Monday 12 July 2021** in line with current Procedure Rules. It will be at the Chief Executive's/Chair's discretion if any questions received after this deadline are considered. Permitted questions will be read out by an Officer.

For further information on the items to be discussed, please contact: committees@arun.gov.uk

PLEASE NOTE THAT THE ORDER OF THE AGENDA MAY BE ALTERED AT THE DISCRETION OF THE CHAIRMAN AND SUBJECT TO THE AGREEMENT OF THE MEMBERS OF THE COMMITTEE

AGENDA

1. APOLOGIES

2. DECLARATIONS OF INTEREST

Members and Officers are invited to make any declaration of pecuniary, personal and/or prejudicial interests that they may have in relation to items on this agenda, and are reminded that they should re-declare their interest before consideration of the items or as soon as the interest becomes apparent.

Members and Officers should make their declaration by stating:

- a) the item they have the interest in
- b) whether it is a pecuniary/personal interest and/or prejudicial interest
- c) the nature of the interest

3. MINUTES

(Pages 1 - 10)

The Committee will be asked to approve as a correct record the Minutes of the Planning Policy Committee held on 1 June 2021.

4. ITEMS NOT ON THE AGENDA THAT THE CHAIR OF THE MEETING IS OF THE OPINION SHOULD BE CONSIDERED AS A MATTER OF URGENCY BY REASON OF SPECIAL CIRCUMSTANCES

5. PUBLIC QUESTION TIME

To receive questions from the public (for a period of up to 15 minutes).

[15 minutes]

6. A259 CORRIDOR IMPROVEMENTS CONSULTATION

(Pages 11 - 22)

This report seeks Members' agreement to the proposed consultation response to the A259 Corridor Enhancement Study being progressed by West Sussex County Council (Arun District Council is joint funding work with WSCC on the A259 Transport Model for the Corridor Enhancement).

[30 minutes]

7. ARUN INFRASTRUCTURE INVESTMENT PLAN - TIMETABLE AMENDMENT

(Pages 23 - 26)

This report updates Members on the preparation timetable of the Arun Infrastructure Investment Plan (IIP).

[30 minutes]

8. ARUN HOUSING DELIVERY ACTION PLAN - UPDATE (Pages 27 - 32)

This report updates Members on progress with actions to help improve housing land supply, set out in the Council's 'Action Plan' (November 2019).

[30 minutes]

9. DUTY TO COOPERATE (STATEMENT OF COMMON GROUND) BETWEEN CRAWLEY BOROUGH COUNCIL AND ARUN DISTRICT COUNCIL (Pages 33 - 44)

This report seeks Members' agreement that the Chair of Planning Policy Committee be authorised to sign the joint 'Statement of Common Ground' with Crawley Borough Council.

[30 minutes]

OUTSIDE BODIES - FEEDBACK FROM MEETINGS

None.

10. WORK PROGRAMME (Pages 45 - 46)

The Committee is required to note the Work Programme for 2021/22.

Note : If Members have any detailed questions, they are reminded that they need to inform the Chair and relevant Director in advance of the meeting.

Note : Filming, Photography and Recording at Council Meetings – The District Council supports the principles of openness and transparency in its decision making and permits filming, recording and the taking of photographs at its meetings that are open to the public. This meeting may therefore be recorded, filmed or broadcast by video or audio, by third parties. Arrangements for these activities should operate in accordance with guidelines agreed by the Council and as available via the following link [Filming Policy](#)

This page is intentionally left blank

PLANNING POLICY COMMITTEE

1 June 2021 at 6.00 pm

Present: Councillors Bower (Chair), Hughes (Vice-Chair), Charles, Coster, Elkins, Goodheart, Jones, Lury, Thurston and Yeates

Councillors Bicknell, Chace, Edwards, Gunner and Pendleton were also in attendance for all or part of the meeting.

Apologies: Councillor Chapman

31. WELCOME

The Chair opened the meeting and welcomed Members of the Committee, the Public and Press, other Members and Officers participating in the first meeting of the Planning Policy Committee under the newly adopted Committee structure.

The Chair explained that this meeting was being held in accordance with the resolution of the Extraordinary Council held on 12 May 2021 [Minute 551] which continued Section 5 Part 5 of the Constitution (The Virtual Meeting Procedure Rules) and declared the use of Council powers, under Section 111 of the Local Government Act 1972, and the general power of competence under Section 1 of the Localism Act 2011, for making advisory decisions, as appropriate.

32. DECLARATIONS OF INTEREST

There were no Declarations of Interest made.

33. ITEMS NOT ON THE AGENDA THAT THE CHAIR OF THE MEETING IS OF THE OPINION SHOULD BE CONSIDERED AS A MATTER OF URGENCY BY REASON OF SPECIAL CIRCUMSTANCES

The Chair noted the Ford Masterplan which straddled the responsibilities of this Committee and the Planning Committee and requested that it be added to the agenda of the next meeting of this Committee on 20 July 2021.

The Director of Place, invited by the Chair, explained that this Committee dealt with developing and agreeing policy and that if the Masterplan was to be Supplementary Planning Guidance that it should come to this Committee, but as it had already previously gone to Development Control Committee (the predecessor of Planning Committee in the previous Cabinet structure) then it made sense for it to continue being dealt with by that Committee.

The Director of Place suggested, due to the nature of Masterplans and how they can sit between the two Committees, that instead a report be brought to a future meeting of this Committee about Masterplans more generally and how they are dealt with going forward to avoid future anomalies. The Chair accepted this suggestion.

Planning Policy Committee - 1.06.21

34. PUBLIC QUESTION TIME

The Chair invited questions from members of the public who had submitted their questions in advance of the meeting in accordance with the rules of the Council's Constitution and the Virtual Meeting Procedure Rules amended by the Council on 15 July 2020.

The Chair confirmed that one question had been submitted. This was read out by the Committee Manager and a response was provided by the Chair.

(A schedule of the full question asked and the response provided can be found on the meeting's webpage at: [Agenda for Planning Policy Committee on Tuesday 1st June 2021, 6.00 pm - Arun District Council](#))

The Chair then drew Public Question Time to a close.

35. START TIMES

It was proposed and seconded that the remaining Planning Policy Committee meetings for 2021/22 continue to start at 18:00pm.

The Committee

RESOLVED

that the start time of all remaining meetings of the Committee for 2021/22 would be 18:00pm.

36. COMMITTEE TERMS OF REFERENCE

The Chair invited the Interim Monitoring Officer to present his report. The Interim Monitoring Officer introduced the Committee's new Terms of Reference as defined by Full Council and explained the recommendations as set out in the report. He drew Members' attention to the 2 appendices, in particular in Appendix 1 Part 1 to 3.1.4 [the authority to establish Sub-Committees and Working Parties, which should be rarely employed due to Officer resources] and 3.1.5 [delegation to officers], and in Appendix 2 to the Reserved Matters which Officers had reserved to the Committee. He then invited questions from Members.

The Chair raised the issue of Neighbourhood Development Plan (NDP) referendums as listed in Appendix 2 [Reserved Matters] point 3, which noted that this Committee should recommend to Full Council any successful NDP, but queried whether a change to legislation had now given delegated authority to Officers to refer these to Full Council. The Planning Policy and Conservation Team Leader confirmed the NDP preparation process was governed by 2012 regulations which included provision to give delegated authority to Officers to carry out the necessary functions at the various stages the plans were submitted by a Neighbourhood Planning Body in order to establish the proposed plan was in accordance with strategic policies, for example in

the Local Plan so there was no potential conflict. He explained that the timescales legislated by Central Government for actioning successful referendums were restrictive, and delegated authority to Officers allowed for things to progress in keeping with these timescales and avoid the risk of delay. The Planning Policy and Conservation Team Leader recommended that point 3 be removed from the Reserved Matters in Appendix 2 as it could potentially frustrate that process. The Chair agreed that successful referendums should be actioned promptly and, due to the legislation, the clause should be removed from the Reserved Matters.

One Member raised concerns about the amount being delegated to Officers, in particular the Specific Functions listed in Appendix 1 Part 2 and whether more of these should be reserved to the Committee or at least come to the Committee for consultation or approval. The Interim Monitoring Officer explained that it was difficult to reserve policy matters to Officers and so the reality was that most of the Committee's Specific Functions were Reserved Matters.

In response to a number of points raised by Members, the Interim Monitoring Officer confirmed that the establishment of Sub-Committees and Working Parties should be a Reserved Matter and the Appendix would be amended to reflect this, that the Committee could retain power over a delegated decision through the consultation of the Chair and Vice-Chair with the Lead Officers and for Committee Members via the Work Programme which was their opportunity to draw attention to issues they wanted to come to Committee, and that nothing in the Reserved Matters was not a high level strategic matter, for example approving policies before public consultation.

The Chair thanked Members for the helpful discussion and urged them to communicate any issues regarding the Terms of Reference with the Interim Monitoring Officer and Constitution Working Party. The recommendations were then proposed and seconded.

The Committee

RESOLVED that

- 1) the general terms of reference for Committees in Part 3 paragraph 3 of the Constitution and further the specific Terms of Reference for the Planning Policy Committee as established by Full Council on 19 May 2021 as set out in Part 1 and Part 2 of Appendix 1 (attached) be noted
- 2) suggestion be made to Full Council through the Constitution Working Party for clarifications of these Terms of Reference
- 3) the schedule of Planning Policy Committee meetings as set out in the Calendar of meetings (attached) be noted
- 4) the matters reserved scheme whereby matters not reserved by Committee to itself are delegated to Officers by default as set out in Appendix 2 (attached) be agreed

Planning Policy Committee - 1.06.21

37. ARUN LOCAL PLAN UPDATE - ACTIVE TRAVEL STUDY

The Chair welcomed Adam Bunce from 2020 Consultancy and invited the Planning Policy and Conservation Team Leader to present his report. The Planning Policy and Conservation Team Leader introduced the Active Travel Study and explained how it supported the update of the Arun Local Plan and in particular sustainability and transport policies, but also aimed to improve the health of the community and the connectivity between places with non-motorised transport. He explained that the study was the first phase of this Local Plan update that mapped the District as a whole and identified the existing network and Active Travel opportunities. He then introduced Adam Bunce from 2020 Consultancy who gave a presentation.

The Chair thanked Adam Bunce and invited discussion from the Committee. Members raised many points including concerns over the amount of use of other people's land, for example Highways being responsible for foot paths, and that this meant some cost would fall to other authorities and potential developers, whether this work was necessary as the connectivity between places and nodes of transport were already there and therefore whether the money could be better spent elsewhere, concerns over the sums of money involved in the project, the significant percentage of responses to the public consultation that came from one area (Arundel) and how that could distort District-wide priorities, the importance of designated cycle and foot paths, praise for the 3.5 metre width for paths, possible solutions to the fragmented sections in Littlehampton, the relationship to the Arundel to Littlehampton path along the riverbank and the project only relating to the Planning Authority Area and not those parts of the District within the South Downs National Park

To reflect the level of discussion, the Director of Place suggested revised recommendations to those in the report. These recommendations were then proposed and seconded.

The Committee

RESOLVED that

- 1) the content of the study be acknowledged
- 2) its use to inform the development of a revised Arun Local Plan be supported
- 3) the use of the study as a material consideration for development management decisions in the Arun Local Planning Authority area be supported

38. ARUN LOCAL PLAN UPDATE - EVIDENCE BASE

The Chair invited the Planning Policy and Conservation Team Leader to present his report. The Planning Policy and Conservation Team Leader explained that this report was for noting and kept members aware of the commissioning of evidence and its progress, in particular the climate change and sustainable design study, biodiversity study and the commissioning of the sustainability appraisal.

The Chair raised the need for an overall Arun update on the transport study for the District because circumstances had changed since the adoption of the previous Local Plan. The Director of Place confirmed that modelling work was currently in progress in relation to the transport network in Arun, but that a full transport study would only be undertaken when the Council was seeking to accommodate any additional growth that it was required to accommodate and needed to understand the transport implications of that.

The Committee then noted the report.

39. ARUN LOCAL PLAN UPDATE - CREATING HEALTHY PLACES - A PUBLIC HEALTH AND SUSTAINABILITY FRAMEWORK FOR WEST SUSSEX

The Chair invited the Planning Policy and Conservation Team Leader to present his report. The Planning Policy and Conservation Team Leader explained that the 'Creating Healthy Places' document, produced by West Sussex County Council in association with Public Health England and other health in the community stakeholders, was a collation of good practice for developers, practitioners and Planning Officers to borrow from to improve the quality of developments and outcomes for health. He drew Members' attention to the recommendations around plan making and development management for practitioners to consider implementing.

The Chair invited questions from Members. Members who spoke commended the proposals and hoped to make effective use of them but also raised concerns over previous and ongoing difficulties with the NHS West Sussex Clinical Commissioning Group and, though they were well-intentioned statements, questioned whether there was any support available to action these and see them carried out.

The recommendations were then proposed and seconded.

The Committee

RESOLVED

that the published document 'Creating Healthy & Sustainable Places' is approved as a material consideration for informing development management decisions subject to negotiation and development viability.

40. ARUN LOCAL PLAN UPDATE - DEVELOPMENT MANAGEMENT POLICIES

The Chair invited the Planning Policy and Conservation Team Leader to present his report. The Planning Policy and Conservation Team Leader explained that these Development Management Policies were updated with a priority emphasis on sustainability after the Council's decision to update the Local Plan. These policies had been compared against emerging best practice and national policy in order to identify a need to update them, and from a list of 42 policies, 28 had been identified as needing updating and which were attached in the Appendix to the report. The Planning Policy and Conservation Team Leader advised Members that this was an initial piece of work that would now be consulted upon with other stakeholders.

The Chair invited comments from Members which included whether flexibility could be built into these policies so that they could better keep up to date with often changing Central Government policy going forward, the need to find solutions to availability of strategic sites and the need for more detail of the areas being looked at under 'protection of landscape character' [LAN DM1]. The Director and Place and Planning Policy and Conservation Team Leader provided answers to the queries raised and, in response to a Member asking about making specific comment on individual policies, confirmed that this was an indicative list that would now be circulated for engagement with other authorities and that Members could contribute via the consultation process later in the year.

The recommendations were then proposed and seconded.

The Committee

RESOLVED

that the Schedule of Development Management Polices set out in Appendix 1 is the early basis for identifying the priority order of DM polices (including a limited number of relevant Strategic Policies) that will need updating and form the basis of engagement with the community and wider stakeholders

41. FUNDING TO REVIEW/UPDATE - MADE NEIGHBOURHOOD DEVELOPMENT PLAN

The Chair invited the Planning Policy and Conservation Team Leader to present his report. The Planning Policy and Conservation Team Leader explained that in 2017 a Neighbourhood Planning Grant was established to support Neighbourhood Planning Bodies who wanted to update or prepare a Neighbourhood Plan on the condition that the Plan was progressed in a three year timescale identifying appropriate levels of housing and in keeping with the strategic policies of the Local Plan. This report confirmed that the Neighbourhood Planning Grant was being made available to Neighbourhood Planning Bodies for a further three years on the same basis as previously.

The recommendations were then proposed and seconded.

The Committee

RESOLVED

- 1) to approve grant funding of up to £5,000 per parish for any town/parish that is updating their Plan and will commence within 3 years (of the date of this meeting i.e. 1 June 2021) where a Plan is proposing an appropriate scale of housing development
- 2) to delegate decisions on individual parish grant distribution to the Group Head of Planning or his nominated representative.

42. DELIVERY OF WEST BANK STRATEGIC ALLOCATION

The Chair invited the Director of Place to present his report. The Director of Place explained that the West Bank strategic allocation in the Local Plan, which counted for 1,000 of the 20,000 homes identified as needed, had not yet been delivered for various reasons including the complexity of the site in relation to the level of infrastructure provision and its general viability. The Director of Place confirmed that this report then explored the opportunity to facilitate this development by breaking it down into a series of smaller phases which worked both independently and also collectively, which would be a complex piece of work looking in particular at viability and phases not being unduly loaded up with infrastructure requirements to the detriment of their delivery. He explained that the report was asking the Committee to agree to commission a Supplementary Planning Document which would set out all of these details to help deliver this site. He confirmed that to provide a holistic picture fringe areas (river bank works upriver, flood defences at Climping) outside of the strategic allocation, which therefore could not be part of the Supplementary Planning Document, be looked at and could become individual policy statements. The Director of Place added an additional recommendation [4] to those listed in the report in light of the clarification of the Committee's Terms of Reference in Minute TBC, which was further amended after Member input.

The Chair thanked the Director of Place for his report and then raised his doubts over the viability of the site and what had originally been proposed in the Local Plan but, recognising that both additional homes were needed and that the flooding at Climping had changed the circumstances, considered it right to progress this study to see what alternatives could be found.

The Chair then invited questions and comments from Members which included issues around the diversity of land ownership, the risk of flooding and whether the development would provide sufficient resources to improve the pre-existing flood defences, concerns about the poor quality of the soil on site and whether a smaller allocation could mitigate this, de-allocating this site altogether, there being no alternative suggestion of where this housing might go if de-allocation was pursued, whether the development could be run as a competition for national house builders who

Planning Policy Committee - 1.06.21

would then fund all infrastructure work, concerns over the costs involved and changes to the proposals for the site over the years.

The Director of Place provided answers to the queries raised, confirming that the site could still make a profit (to be determined in further viability studies) but that there was a risk that the development might not come forward in its entirety, and reminding Members that the Council did not currently have a five year housing supply and that de-allocating the site would make worse.

The recommendations were then proposed and seconded.

The Committee

RESOLVED that

- 1) The Council commissions a detailed masterplan for the West Bank strategic allocation including indicative phasing and a comprehensive viability appraisal
- 2) The Council commissions as complementary guidance a detailed policy statement for areas adjoining the allocation to the south including along the riverside and towards Clymping Beach
- 3) The Council establishes an Officer Working Group with representatives of key landowners and the relevant parish councils to take forward the project and hold wider consultative discussions with the wider community and stakeholders
- 4) the Director of Place in consultation with the chairman of the Planning Policy Committee be authorised to agree the Heads of terms for the commission referred to in (1) and (2) and procure the said commission

The Committee

RECOMMEND TO THE CORPORATE POLICY AND PERFORMANCE COMMITTEE that

- 5) Should any application for funding for this project submitted to the UK Community Renewal Fund be unsuccessful, then a supplementary budget of up to £100,000 to fund the cost of (1) & (2) above be agreed as the Council's contribution to the cost of the project; This equates to a Council tax equivalent of £1.60 for a typical Band D property
- 6) The Council accept financial contributions from third parties to support the delivery of (1) and (2) above.

43. WORK PROGRAMME

The Chair invited the Planning Policy and Conservation Team Leader to present the Work Programme. The Planning Policy and Conservation Team Leader outlined the contents of the Work Programme and confirmed that this version was a starting point that would be developed in consultation between the Chair and Officers.

The Committee then noted the Work Programme.

(The meeting concluded at 9.41 pm)

This page is intentionally left blank

ARUN DISTRICT COUNCIL

REPORT TO AND DECISION OF PLANNING POLICY COMMITTEE ON 20 JULY 2021

REPORT

SUBJECT: A259 Corridor Improvements Consultation

REPORT AUTHOR: Kevin Owen, Planning Policy and Conservation Team Leader
DATE: June 2021
EXTN: x 37853
AREA: Planning

EXECUTIVE SUMMARY:

This report seeks agreement to the proposed consultation response to the A259 Corridor Enhancement Study being progressed by West Sussex County Council (Arun District Council is joint funding work with WSCC on the A259 Transport Model for the Corridor Enhancement). The proposals set out a number of carriageway and junction improvements extending from the west through Comet Corner (Bognor Regis) and Oyster Catcher, through to the Wick Roundabout (Littlehampton) in the East. The improvements are aimed at mitigating the traffic impacts of growth, easing congestion, improving safety and connectivity (including pedestrian and cycling) east-west through the District. The consultation closes 25 July 2021.

RECOMMENDATIONS:

That the Planning Policy Committee agree the consultation response to the A259 Corridor Enhancement Study as set out in strategic comments in section 1.6 and detailed comments in section 1.7 and Appendix 2.

1. BACKGROUND:

- 1.1 An update on the A259 Bognor Regis to Littlehampton Corridor Enhancement (A259CE) was considered and noted by the Planning Policy Sub-Committee on 15 December 2020 as part of the pre-consultation, engagement and feasibility stage, undertaken by West Sussex County Council.
- 1.2 The need to deliver safety improvements to Comet Corner and Oystercatcher Junctions along the A259 between Bognor Regis and Littlehampton are included in the Arun Transport Study (ATS) supporting the Arun Local Plan 2018. The A259 between Bognor Regis and Littlehampton was recognised, through the Local Plan Examination, as a stretch of road that would require enhancement, as a result of

growth in the District. It is also a strategically important east-west route which provides an alternative and critical diversionary route for the A27, which often is heavily congested during peak times particularly, at the Chichester and Arundel bottlenecks.

1.3 The A259CE feasibility stage highlighted that:-

- West Sussex County Council (WSCC) are undertaking work to investigate strategic level options for improving the full stretch of the A259 between Bognor Regis and Littlehampton;
- This section of the A259 has been defined, by the Department for Transport (DfT) as part of the Major Road Network (MRN) because it is a strategically important local road;
- This scheme is identified as a top-ten priority scheme by Transport for the South East;
- WSCC Highways and Transport Hub agreed to add the scheme to the Capital Programme (October 2020) commencing in 2022/23 on the basis that the capital cost will be externally funded;
- WSCC will submit an Outline Business Case (OBC) to the DfT for Major road Network (MRN) funding (there will be a requirement of a 15% local contribution)
- If the OBC is successful, a Full Business Case will be prepared whereby funding will be allocated, subject to a Ministerial decision

1.4 The A259CE feasibility stage 'Options Assessment Report' in July 2020 appraised a number of options to formulate a corridor package consisting of preferred options for a number of key junctions; which include;

- New and reconfigured roundabouts replacing staggered junctions;
- Carriageway realignment, visibility signage and signalisation measures;
- Turning restrictions;
- Physical traffic islands, crossings for pedestrians and cyclists;
- Speed restrictions;
- Bus priority measures and road access restrictions.

1.5 The current A259CE consultation stage commenced on 21 June and closes on 25 July (6 weeks). The full details of the proposals and consultation material are accessible via Background paper 1. A map of the corridor is included for illustration in Appendix 1 to this report. The detailed proposals include the key junctions assessed to be the 'preferred options'. However, further proposals have been developed (picked out underlined):-

1. A259/B2132 Yapton Road (Comet Corner) – convert staggered crossroads junctions to a 4-arm roundabout
2. Public Rights of Way east of Comet Corner junction (PROW - Footpaths 166 and 165);
3. A259/Bairds Business Park junction;
4. A259/B2233 Yapton Road (Oystercatcher) – convert staggered crossroads junction to a 4-arm roundabout;
5. A259/Church Lane – realign and convert to a 3-arm roundabout;

6. A259/Ferry Road – convert staggered crossroads junction to a 4-arm roundabout;
7. Public right of Way Footpath (206);
8. Clympwick Bridge and its approaches;
9. A259/Bridge Road (Tesco) – addition of a filter lane
10. A259/A284 (Wick) – removal of one arm to form a 4-arm roundabout.

Strategic Matters

1.6 The A259 Corridor Enhancement is essential to mitigation of the Strategic Allocations (as well as any other developments) that axis off this east west corridor. Congestion and safety are key considerations as well as strategic connectivity to the A27 at times of congestion at Chichester and Arundel. The corridor enhancement proposals are therefore, welcome in principle subject to the following points:-

- The need to ensure that the improvements are future proof – e.g. Clympwick Bridge and accommodating the potential configuration of the LEGA West Bank Strategic allocation and phases of development;
- The need to ensure that safety and comfort/utility are considered from the perspective of all users, including non motorised users of this corridor e.g. proposed reconfiguration of the shared footpath/cycle way (NCN route 2) at each junction improvement and how it intersects with existing PROW and crossing points on the A259 and connecting roads;
- A large section of the road is located in or adjoining a Strategic Gap as identified in the Arun Local Plan. Tree and hedgrow removal would be required for some upgrade options, which could have a negative impact the landscape quality. Therefore, it is suggested that the design of the various junctions should minimise visual impacts and vegetation loss where possible. The removal of screening vegetation should be avoided, whilst opportunities to improve screening vegetation and to ‘green’ the area/junctions should be included;
- Improvements should therefore, accommodate scope for green infrastructure and biodiversity net gain – including carbon sequestration – e.g. tree planting and greening to create an attractive route particularly on redundant highway land;
- The design of enhancement schemes infrastructure itself should accommodate resilience to climate change and mitigation of flood risk allowances that apply to new development (including risks of flooding elsewhere) e.g. the Environment Agency’s 100 year lifetime allowance climate change risk;

Detailed Matters

1.7 The following detailed points summarised below are amplified further in Appendix 2 for each junction/PROW intersect point:-

- The need to ensure that the intrusion into countryside and relationship to Littlehampton – Middleton On sea Strategic Gap is addressed to ensure minimal visual (including noise and light) intrusion and impact within the landscape and the sensitivity of views to and from the South Downs National Park;
- Ensure that opportunities to retain biodiversity and landscape features, trees and hedgrows is maximised in addition to ‘biodiversity net gain’ secured through development contributing habitat creation within the enhancement corridor,

including on roundabouts, road verges and disused road infrastructure and where the Biodiversity Opportunity Areas (BOA) shown on the Arun Local Plan Policies Map, intersect with this corridor;

- The need to ensure that existing Open Space is protected or replaced with equivalent, and opportunities for new open space and Green Infrastructure enhancement is secured;
- That the corridor enhancement scheme integrates the shared footpath/cycle way 'Littlehampton to Goring – By-Sea Inland NCN route 2' (which is one of the five Arun Active Travel Study priority routes) at each junction improvement and how it intersects with existing PROW and crossing points on the A259 including connecting roads and in particular, takes into account two of the other ATS priorities:-
 - Arundel to Littlehampton via Ford Road route;
 - Fontwell to Felpham missing links route
- These measures will improve opportunities for modal shift along this corridor connecting non motorised user (including pedestrians, cyclists, wheelchair users, horse riders, and those on scooters) trips to Strategic Allocations, employment, leisure, schools and service destination places within Bognor Regis and Littlehampton, in particular addressing the ATS 'gold standard meeting DfT published LTN 1/20 guidance:-
 - Coherence;
 - Directness;
 - Safety;
 - Comfort;
 - Attractiveness
- The need to clarify and ensure that provision is made to accommodate the 'Arundel to Littlehampton (Green Link Arun River) Corridor Leisure Route' connecting Arundel to Ford and the A259 where it intersects near Clympwick Bridge (this route is an Active Travel Study route and also included within the Arun Infrastructure Capacity Development Plan 2017 as Essential infrastructure supporting the delivery of the adopted Arun Local Plan 2018;
- That the impact on heritage features, landscapes, listed buildings including non-designated heritage assets, is minimised through undertaking appropriate heritage assessment and opportunities to ensure that harm is avoided;

Conclusions

1.8 The Council welcomes the opportunity provided by WSCC to comment on the preferred options for A259 Corridor Enhancements. The Council is supportive of the proposals subject to the matters and clarifications set out in this report.

2. PROPOSAL(S):

To note the report.

3. OPTIONS:

The following options are available to Members:

1. To agree the report;
2. Not to agree the report.

4. CONSULTATION:		
Has consultation been undertaken with:	YES	NO
Relevant Town/Parish Council		X
Relevant District Ward Councillors		X
Other groups/persons (please specify)		X
5. ARE THERE ANY IMPLICATIONS IN RELATION TO THE FOLLOWING COUNCIL POLICIES: (Explain in more detail at 6 below)	YES	NO
Financial		X
Legal		X
Human Rights/Equality Impact Assessment		X
Community Safety including Section 17 of Crime & Disorder Act		X
Sustainability	X	
Asset Management/Property/Land		X
Technology		X
Other (please explain)	X	
6. IMPLICATIONS:		
<p>The design and implementation of A259 Corridor Enhancements will help to address mitigation of growth set out in the Adopted Arun local Plan 2018 including scope for achieving modal shift and safer and more active travel connectivity leading to more sustainable development patterns as well as relieving congestion and reducing emissions from transport.</p>		

7. REASON FOR THE DECISION:

The mitigation of the impacts of growth and delivery of sustainable development, modal shift, improved safety and reduction in carbon emissions, though implementation of A259 Corridor Enhancements.

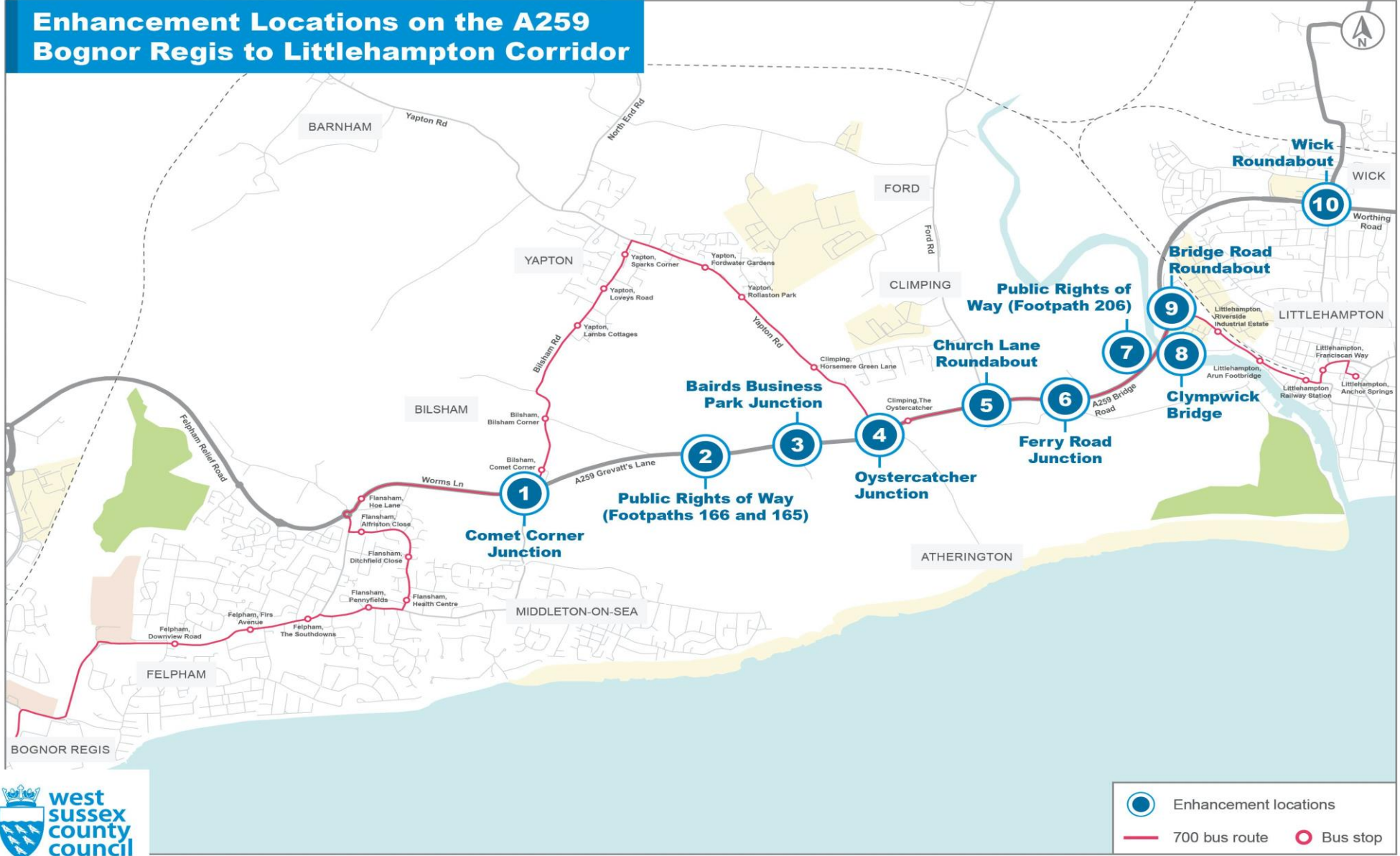
8. BACKGROUND PAPERS:

Background paper 1 - A259 Corridor Enhancement: - <https://yourvoice.westsussex.gov.uk/a259>

Background paper 2:-

- 1. Commet Corner: <https://yourvoice.westsussex.gov.uk/9019/widgets/27609/documents/13428>
- 2. Public Rights of Way (Footpaths 166 and 165) <https://yourvoice.westsussex.gov.uk/9019/widgets/27609/documents/13429>
- 3. Bairds Business Park Junction

- <https://yourvoice.westsussex.gov.uk/9019/widgets/27609/documents/13430>
4. Oystercatcher Junction
- <https://yourvoice.westsussex.gov.uk/9019/widgets/27609/documents/13431>
5. Church Lane Roundabout
- <https://yourvoice.westsussex.gov.uk/9019/widgets/27609/documents/13432>
6. Ferry Road Junction
- <https://yourvoice.westsussex.gov.uk/9019/widgets/27609/documents/13433>
7. Public Rights of Way (Footpath 206)
- <https://yourvoice.westsussex.gov.uk/9019/widgets/27609/documents/13434>
8. Clympwick Bridge
- <https://yourvoice.westsussex.gov.uk/9019/widgets/27609/documents/13435>
9. Bridge Road (Tesco) Roundabout
- <https://yourvoice.westsussex.gov.uk/9019/widgets/27609/documents/13436>
10. Wick (Morrisons) Roundabout
- <https://yourvoice.westsussex.gov.uk/9019/widgets/27609/documents/13437>



Appendix 2 ADC Detailed Comments

1. Commet Corner:

- Policy T SP3a of the adopted Arun Local Plan 2018 shows the protected lines on the Policies Map for the committed scheme. The proposed roundabout scheme would be more consolidated within the existing highway land and presumably require less new highway (south of Worms Lane). Although there is significant land take with the roundabout scheme – (similar to the number and size of other proposed roundabouts along the route) and there will undoubtedly be risk of incursions into the countryside and reduction in the amount of green space and existing biodiversity value. It is therefore advised that a general approach of leaving as much as possible within the centre of or placed in the centre of the new roundabouts and margins of legacy carriageway that may be left;
- Though the roundabout itself will not encroach into the countryside the subsidiary elements of the scheme, such as the proposed footway/cycleway and the realigned B2132 plus the proposed bus lane only will more significantly encroach into the open landscape that provides views towards the South Downs. Appropriate planting will be needed to help mitigate these impacts
- Though the position of the roundabout is outside of any of the flood extents, it completely falls within the highest susceptibility to groundwater flooding and so the actions under general requirements of the MM Sequential Exception test doc and W DM3 are required. Will also need to be mindful that where it is intended for the realigned B2132 to connect with the existing carriageway, is an area that is already surrounded by the higher flood extents that remain with climate change.

2. Public Rights of Way (Footpaths 166 and 165)

- Policy T SP3m of the adopted Arun Local Plan 2018 shows the safeguarded indicative line of the A259 Oyster Catcher Junction to Littlehampton on the Policies Map;
- That the corridor enhancement scheme integrates the shared footpath/cycle way 'Littlehampton to Goring – By-Sea Inland NCN route 2' (which is one of the five Arun Active Travel Study priority routes) at each junction improvement and how it intersects with existing PROW and crossing points on the A259 including connecting roads and in particular, takes into account two of the other Arun Active Travel Study priorities:-
 - Arundel to Littlehampton via Ford Road route;
 - Fontwell to Felpham missing links route

3. Bairds Business Park Junction

- Policy T SP3m of the adopted Arun Local Plan 2018 shows the safeguarded indicative line of the A259 Oyster Catcher Junction to Littlehampton on the Policies Map;
- Active Travel opportunities to employment centres in Littlehampton and Bognor Regis including Bairds Business Park connecting with Strategic Allocations, will be critical to encourage modal shift on this corridor and this should be clarified at this section through ensuring foot/cycle path and safe crossing points are provided

4. Oystercatcher Junction A259 / B2233 Yapton Road and Climping Street 'Oystercatcher' Junction

- Policy T SP3m of the adopted Arun Local Plan 2018 shows the safeguarded indicative line of the A259 Oyster Catcher Junction to Littlehampton on the Policies Map;

- The need to clarify how this proposal would impact upon the strategic housing allocation as it would appear that the new roundabout would be constructed on that part of the allocation, which is to become open space;
- The proposals may affect a Listed Building located at the top end of Climping Street and a traditional street/directional sign, which is a non-designated heritage asset;
- Any development in this location would have to ensure that the heritage assets are not harmed and ensure that the design and layout of the new junction does not impact on the setting of the listed building, which is currently the country lane to its side. Further, the traditional street sign should remain somewhere close to its current, historical location.
- There appears to be an electrical substation (in the vicinity of the bus shelter on the southern side), currently outside the main flood extents but has a medium to high susceptibility to groundwater flooding, so will require the actions identified under general requirements in the Sequential Exception Test and Strategic Policy W DM3 (Adopted Arun Local Plan 2018).
- The realigned B2233 and the new T junction, along with the new bus only lane, will be new incursions into the open countryside to the north, it is recommended that appropriate hedging or trees are planted along the northern boundary to provide an element of screening in longer views.

5. Church Lane /Roundabout A259

- Policy T SP3m of the adopted Arun Local Plan 2018 shows the safeguarded indicative line of the A259 Oyster Catcher Junction to Littlehampton on the Policies Map;
- The proposal would appear to affect the two stretches of road which are identified on the Tithe Map. It would be positive if the lines of the section of the roads to be closed would remain identifiable and information boards provided regarding their history and the history of the local area
- There is a proposed footway/cycleway, but it is unclear how far this would extend northwards along Church Lane?
- This improvement scheme should take into account the findings of the Active Travel Study (the Arundel to Littlehampton (Ford Road) route);
- Though outside any flood extents the whole area has a medium to high susceptibility to groundwater and so the actions under general requirements in the Sequential Exception test and Strategic Policy W DM3 (Adopted Arun Local Plan 2018) will be required.
- The existing roundabout is inside the Climping to Houghton Biodiversity Opportunity Areas (BOA) and the movement of the roundabout to the west will take it outside. However, it would appear to remain in proximity and Strategic policies within the adopted Local Plan - Policies ENV SP1 and ENV DM3 shall apply. These require the preservation, restoration and enhancement of biodiversity and the natural environment through development, plus where possible, creation of new habitat. Therefore, an ecological assessment will be required to prove there shall be no loss of habitat or species within or that may use the BOAs. The importance of this is increased due to the fact that the boundary of the Arun Valley Impact Risk Zone 2 also extends to the western side of the existing roundabout. Dependent on the result of the assessment but taking account of the above, it is recommended that appropriate planting on the residual triangle between the realigned and existing Church Lane, be restored to habitat and or appropriate planting and management for encouraging biodiversity.

6. Ferry Road Junction/ A259

- Policy T SP3m of the adopted Arun Local Plan 2018 shows the safeguarded indicative line of the A259 Oyster Catcher Junction to Littlehampton on the Policies Map;
- The new junction would create a large roundabout directly next to two listed buildings, which could have a negative/harmful impact on their settings;
- Consider scope for alternative options to ensure that the roundabout is located further away from the heritage assets;
- Confirmation that the need for heritage assessment will be undertaken at the appropriate stage;
- This junction adjoins the West Bank, Littlehampton Strategic allocation, and it is assumed that it would have to be improved or upgraded as a result of that development. Would the proposals be able to support the level of development proposed there?
- The need to clarify how the proposed shared-use footway/cycle way (on the A259) would continue on over the River Arun/Clympwick_bridge. At present the cycleway stops prior to the bridge and is therefore a break in the safe cycle route;
- The position of the roundabout falls within FZ3a in an undefended case but in a defended case situation (site analysis App J of SFRA Update 2016) falls just beyond, almost on the boundary. When climate change predictions are taken into account this will be fully taken over by flood water.
- The new connection between Brookpit Lane and Ferry Road fall partially (eastern end) within the flood extents. As this is also in an area of medium to high susceptibility to groundwater flooding, it is advised that a site FRA is done and that nature based flood solutions are considered to help reduce flood risk, especially to the south of the site, to help linked to the new open space;
- This location is adjacent to the Middleton to Littlehampton Strategic Gap and inside both Arun Valley IRZ and the Climping to Houghton BOA, meaning that Strategic policies ENV SP1 and ENV DM3 of the adopted Arun local Plan 2018 apply. An ecological assessment will be required to show that there will be no impact to the habitat or species and importantly the to the characteristics for which the BOA has been recognised. It shall also need to consider potential use by species and planting/seeding regimes for birds (being in the IRZ) and so any functional link;
- Consideration should be given to provision for potential enhancement schemes for biodiversity.

7. Public Rights of Way (Footpath 206)

- Policy T SP3m of the adopted Arun Local Plan 2018 shows the safeguarded indicative line of the A259 Oyster Catcher Junction to Littlehampton on the Policies Map;
- The need to clarify how this proposal relates to delivering a Littlehampton to Arundel West Bank cycle path as identified as the 'Arundel to Littlehampton (Green Link Arun River) Corridor Leisure Route' connecting Arundel to Ford and the A259 where it intersects near Cympwick Bridge;
- It appears that in an undefended case the scheme location of the new connection would be in FZ 2&3a, although within the defended case shown on the relevant map for the LEGA site in App J of the SFRA Update, it may be entirely outside or partially remaining within FZ2, dependent on its exact location;
- This scheme location is inside the Climping to Houghton BOA and Arun Valley IRZ2 meaning that although a small scheme, these policy designations along with its closer proximity to the river, must demonstrate compliance with Strategic Policy ENV

SP1, para 17.1.26 and ENV DM3 of the adopted Arun local Plan 2018; so an ecological assessment will be needed to show the value of the site in terms of habitats and species including its use by bird and any planting regimes.

- Further consideration of measures (e.g. planting for pollinators or birds) that can be taken to encourage enhancement towards the creation of new habitat should be considered.

8. Clympwick Bridge

- As above;
- Policy T SP3m of the adopted Arun Local Plan 2018 shows the safeguarded indicative line of the A259 Oyster Catcher Junction to Littlehampton on the Policies Map;
- The proposals for cycle improvements across the bridge should also clarify whether the bridge is to be improved. The scale of growth along the corridor would suggest a new or improved bridge should be considered;
- The design of any scheme should be in keeping with setting a high quality feature approach to Littlehampton and the LEGA site.

9. Bridge Road (Tesco) Roundabout

- Policy T SP3m of the adopted Arun Local Plan 2018 shows the safeguarded indicative line of the A259 Oyster Catcher Junction to Littlehampton on the Policies Map;
- In an undefended case, this area is currently covered by FZ3a and remains so in all future scenarios when climate change is applied. Importantly when the defended case is demonstrated, as shown on the relevant map for the LEGA site in App J of the SFRA Update, this coverage is reduced.
- There is significant risk of surface water flooding in this area, which combined with a high susceptibility to groundwater flooding means that the recommended actions under General Requirements in the Sequential and Exception test and Strategic Policy W DM3 (Adopted Arun Local Plan 2018) should be followed.

10. Wick (Morrisons) Roundabout

- The need to clarify whether the proposed new junction with Hawthorn Road and A284 Lyminster Road will also provide access to the other units currently served by the roundabout and the Hawthorn Road Roundabout Arm;
- The need to clarify whether the existing Morrisons internal road is able to accommodate the additional traffic, including delivery vehicles (at present it is quite restricted in width)
- Consider whether the roundabout improvements would offer scope to enhance the two car park areas on the southern side of Wick Street (which may be used in association with the neighbouring school).

This page is intentionally left blank

ARUN DISTRICT COUNCIL

REPORT TO AND DECISION OF PLANNING POLICY COMMITTEE ON 20 JULY 2021

REPORT

SUBJECT: Arun Infrastructure Investment Plan Update

REPORT AUTHOR: Kevin Owen, Planning Policy and Conservation Team Leader
DATE: 23 June 2021
EXTN: x 37853
AREA: Planning

EXECUTIVE SUMMARY:

This report updates Members on the preparation timetable of the Arun Infrastructure Investment Plan (IIP). The Governance and timetable were originally agreed by Full Council in January 2021. However, the timetable for formal consultation and approval of the IIP needs to be adjusted in order allow providers more scope to improve evidence on proposed projects for inclusion within the IIP following initial engagement. In addition to accommodate the new Committee timetable.

RECOMMENDATIONS:

That the Planning Policy Committee agree the updated timetable for the preparation, consultation and approval of the Arun Infrastructure Investment Plan 2022-2023.

1. BACKGROUND:

- 1.1 At the Planning Policy Sub-Committee meeting in December 2020 members considered the Arun Infrastructure Investment Plan (IIP) preparation timetable, methodology and Governance arrangements and these were agreed and subsequently approved at Full Council (FC) in January 2020.
- 1.2 The IIP is the priority list of infrastructure projects set out in a 3 year spending programme (2022-2023), that the Council will allocated Community Infrastructure Levy (CIL) funds towards, in order to deliver strategic and off-site infrastructure necessary to mitigate the impact of development, generated by the Adopted Arun Local Plan 2018 as well as any windfall development that is CIL liable.
- 1.3 The methodology and timetable included early engagement with infrastructure providers, neighbouring authorities, West Sussex County Council (WSSCC), and Town and Parish Councils, on potential project spending bids to be assessed and

prioritised for inclusion within the first IIP.

- 1.4 As a result of the early engagement exercise (which issued proforma and a questionnaire, in March/April, seeking specific information and evidence with which to assess and prioritise returned project spending bids) it became evident that there was insufficient evidence in the form of necessary business plans or forward investment plans. These are necessary to justify inclusion and allocation of CIL money, even if a project scores highly against the other prioritisation criteria. This isn't surprising as it is typically a feature (based on the experience of other CIL charging authorities) when preparing the first IIP, that very few infrastructure projects are 'oven ready' and there is likely therefore, to be a need to accumulate CIL for spending over a longer term than within the first IIP 3 year period, for many infrastructure projects. This potential scenario was also signaled in the report covering the Council's Governance arrangements.
- 1.5 However, following the first joint Member/Officer Liaison meeting (tasked with agreeing a draft IIP for consultation) in June with WSCC, it was considered that infrastructure providers, and Town and Parish Councils should be given more specific guidance on the need for business plans and forward investment plans or similar evidence (as well as evidence of project costs and monies already secured) and an opportunity to work these up in support of their respective project bids.
- 1.6 In addition, the meeting noted that the new Arun Committee system had altered the decision timetable for approving the IIP which originally envisaged a meeting of Planning Policy Committee (PPC) in October/November followed by adoption at FC in December 2021 - with the IIP coming into operation in January 2022. There is now no scheduled FC meeting in December. Therefore, (and in order to accommodate the added engagement proposed to sufficiently evidence project bids) a revised timetable is proposed for approval of the IIP at a scheduled FC meeting in March 2022. This would allow the IIP to operate on a financial year footing (i.e. 1st April 2022).

Next Steps

- 1.7 The Timetable in Appendix 1 to this report sets out the proposed revised arrangement for preparing the IIP and members are asked to agree it.

2. PROPOSAL(S):

To agree the revised timetable for preparation of the IIP.

3. OPTIONS:

The following options are available to Members:

1. To agree the report;
2. Not to agree the report.

4. CONSULTATION:		
Has consultation been undertaken with:	YES	NO
Relevant Town/Parish Council		X
Relevant District Ward Councillors		X
Other groups/persons (please specify)		X
5. ARE THERE ANY IMPLICATIONS IN RELATION TO THE FOLLOWING COUNCIL POLICIES: (Explain in more detail at 6 below)		
Financial		X
Legal		X
Human Rights/Equality Impact Assessment		X
Community Safety including Section 17 of Crime & Disorder Act		X
Sustainability		X
Asset Management/Property/Land		X
Technology		X
Other (please explain)		X
6. IMPLICATIONS:		
The IIP preparation and timetable is critical for allocating CIL funding towards necessary infrastructure provision to mitigate the impacts of growth.		

7. REASON FOR THE DECISION:

To ensure that development is sustainable in Arun through the provision of necessary strategic off-site infrastructure that mitigates the impacts of planned growth as set out in the Arun local Plan 2018 including the mitigation of any permitted windfall development.

8. BACKGROUND PAPERS:

None.

Appendix 1: Proposed Revised IIP Preparation Timetable Financial year start to IIP (1st April 2022)

- Informal meeting - CIL Officer/Member Liaison – September
- Formal consultation draft IIP October
- Informal meeting - CIL Officer/Member Liaison – November/Dec
- Member Briefing February 2022
- Draft IIP for agreement - Planning Policy Committee – 25 January 2022
- Approval of IIP – Full Council – 9 March 2022

ARUN DISTRICT COUNCIL

REPORT TO AND DECISION OF PLANNING POLICY COMMITTEE ON 20 JULY 2021

REPORT

SUBJECT: Arun Action Plan - Update

REPORT AUTHOR: Kevin Owen, Planning Policy and Conservation Team Leader
DATE: 23 June 2021
EXTN: x 37853
AREA: Planning

EXECUTIVE SUMMARY:

This report updates Members on progress with actions to help improve housing land supply, set out in the Council's 'Action Plan' (November 2019). The Action Plan is required in order to respond to the Government's Housing Delivery Test performance published for Arun. Any update to the Arun Action Plan needs to be published at least 6 months from the most recent HDT publication date (i.e. January 2021). Two key actions can be reported in the Action Plan (now called 'Housing Delivery Action Plan' for the purpose of clarity) – publication of the Interim Housing Statement February 2021 (and 'call for sites') and Barriers to housing implementation letter/proforma for sites not making progress.

RECOMMENDATIONS:

That the Planning Policy Committee approves:-

1. That the updated 'Housing Delivery Action Plan' be published on the Council's website;
2. Considers and notes the limited results of the consultation and barriers identified and that Officers will continue to work proactively on feasible measures to boost housing supply.

1. BACKGROUND:

- 1.1 At the Planning Policy Committee (PPC) meeting on 16 September 2019 members considered the Arun Action Plan which was agreed and published on the Council's web site. The Arun Action Plan (now called 'Housing Delivery Action Plan' for the purpose of clarity) was triggered by the authority's reported under performance on housing delivery, measured against the previous three years housing land supply, in accordance with the Government's Housing Delivery Test (HDT) methodology.

1.2 The Housing Delivery Action Plan' (HDAP) set out a number of potential actions the authority would investigate in order to see whether barriers could be identified and overcome in order to boost housing delivery. This report updates members on two of the key actions identified within the HDAP which should now be reflected in an updated publication of the HDAP in July 2021 (in accordance with national guidance). This will also evidence the Council's 'pro active' approach to boosting housing supply to all stakeholders in the development industry and Aun communities:-

- Interim Housing Statement (IHS) Published February 2021 (including 'call for sites');
- Barriers to housing implementation letter/proforma for sites not making progress, calling for evidence on Barriers to housing delivery on sites within Strategic Allocations with outline planning permission and HELAA sites without outline planning permission.

1.3 The IHS invited landowners and development interests to put forward sites in sustainable locations, evidence by the necessary information (using a criteria tick-list) in order to try and boost the authority's housing land supply of sustainable sites. In particular, the IHS criteria ticklist set out clear advice to landowners and developers, on the national and local policy framework considerations to be addressed, and the sequential search for sites outside but adjacent to the Built Up Area Boundary. Following this search process would encourage proposals for land supply in the right locations and improve the quality of supporting information for applications, speeding up positive decision making.

1.4 In addition in May 2021, 24 letters and a proforma were sent to landowners and developers seeking evidence on the nature of any barriers to development, preventing progress:-

- on securing detailed permission on sites with outline planning permission;
- or securing outline permission on HELAA sites without planning permission within Strategic Allocations
- in identifying potential solutions and actions that would overcome such barriers.

1.5 The response rate has been disappointingly very low – with 7 responses (1 respondent confirmed imminent progress with an outline application to be submitted this summer; 1 respondent acknowledged but then did not respond). The analysis of these returns, albeit from a small base, nonetheless offer some useful matters for consideration:-

Policy constraints affecting Delivery

National designations?

- The issue of the Environment Agency Flood Zones and flood defense
- Solutions suggested include securing earlier preparatory work e.g. land raising, before planning permission for a main scheme; leveraging in other pump priming finance to secure critical infrastructure; and phasing more viable/deliverable parts of a scheme to generate finance

Local Plan Policy designations ?

- It is contested that being included within a larger Strategic Allocation prevents individual sites being considered on their own merits and has resulted in planning refusal
- Solutions suggested include that there should be more flexibility to allow a site be considered on its own merits

Development Management?

- N/A

Masterplan Coordination?

- There is a willingness and already some success delivering Masterplanning for large complex sites however, some sites are not viable without being broken down.
- Solutions include being more flexible on larger sites where smaller/discreet viable parcels may secure finance through preparing SPD.

e

Key Infrastructure Constraints on Timescales

On site s.106 negotiations?

- Major on site infrastructure e.g. flood defence, land raising, provision of highways infrastructure e.g. A259 improvements and junction/roundabout provision.
- Solutions include pump priming; phasing separate viable elements of a scheme to come forward generating finance for infrastructure; phasing land parcels for longer term where less viable, when market values may subsequently recover viability

Off site s.106 negotiations?

- N/A

Key legal Constraints

Ownership?

- Multiple ownerships problematic – however, signed MoU between main parties can secure firm commitment to delivering schemes

Covenants?

- N/A

Ransom Strip?

- Access 'ransom strip' preventing schemes progressing, despite lengthy negotiation
- Solutions suggested include - consider using Compulsory Purchase Order powers.

Dependent on other land assembly?

- Privately owned sites within Strategic allocations may need other small

- numbers of occupied residential acquisition in order to unlock
- Solution suggested – to buy up properties

Key Market Constraints

No longer viable?

- Phasing is an issue in relation to the need to deliver key pieces of infrastructure prior to residential development coming forward
- Unable to agree purchase price of available site not subsequently purchased considered not now economically viable
- Solutions suggested include 'pump priming', rephasing to secure earlier development finance and consider deletion of sites from the HELAA

Market saturation?

- N/A

Long term phasing?

- May allow more difficult/less viable land may recover positive values over the remaining plan period.

No demand?

- N/A

1.6 The limited and therefore, caveated outputs from this exercise suggest that market saturation or demand factors do not appear to be a current theme affecting progress. The reported themes include scheme size, flexibility and phasing, and in relation to viable land parcels that may unlock infrastructure (e.g. on large sites with a single development consortia). There is a call for 'pump priming' including potentially scope for using CPO powers to unlock some sites restricted by access or to make them more viable/attractive.

1.7 Members may recognise, there is a tension between Masterplanning the delivery of infrastructure up front and viability but also the need for coordination of infrastructure and related schemes to ensure that mitigation is shared appropriate to impacts including cumulative impacts of development, so that later developments are not disproportionately burdened (particularly where multiple developers/landowners may be involved on separate sites).

Next steps

1.8 The Housing Delivery Action Plan be updated and published on the Council's web site and this report be included as an Appendices. The intelligence be discussed with Development Management and Strategic Development teams in order to scope further 'proactive' measures that might be considered to help overcome barriers and boost housing supply e.g. through statements of common ground; scope to encourage arbitration and independent valuations (e.g. Land Tribunal) where land prices cannot be agreed between parties.

2. PROPOSAL(S):		
To update the HAP and publish on the Council's web site.		
3. OPTIONS:		
The following options are available to Members:		
<ol style="list-style-type: none"> 1. To agree the report; 2. Not to agree the report. 		
4. CONSULTATION:		
Has consultation been undertaken with:	YES	NO
Relevant Town/Parish Council		X
Relevant District Ward Councillors		X
Other groups/persons (please specify)		X
5. ARE THERE ANY IMPLICATIONS IN RELATION TO THE FOLLOWING COUNCIL POLICIES: (Explain in more detail at 6 below)	YES	NO
Financial		X
Legal		X
Human Rights/Equality Impact Assessment		X
Community Safety including Section 17 of Crime & Disorder Act		X
Sustainability		X
Asset Management/Property/Land		X
Technology		X
Other (please explain)		X
6. IMPLICATIONS:		
There are no direct implications from this report. The collation of development intelligence and updating of the HAP may help to encourage dialogue and coordinated action to help overcome barriers.		

7. REASON FOR THE DECISION:
To ensure that the Council is undertaking 'proactive' measures identified in the HAP to help boost housing supply in line with national policy and the HDT and meeting the requirements for publication of the HAP within 6 months.

8. BACKGROUND PAPERS:
Background paper 1 Housing Delivery Action Plan: - https://www.arun.gov.uk/housing-planning-policy

This page is intentionally left blank

ARUN DISTRICT COUNCIL

REPORT TO AND DECISION OF PLANNING POLICY COMMITTEE ON 20 JULY 2021

REPORT

SUBJECT: Duty to Cooperate - Statement of Common Ground between Crawley Borough Council and Arun District Council

REPORT AUTHOR: Kevin Owen, Planning Policy and Conservation Team Leader
DATE: 23 June 2021
EXTN: x 37853
AREA: Planning

EXECUTIVE SUMMARY:

This report seeks Members' agreement that the Chair of Planning Policy Committee is authorised to sign the joint 'Statement of Common Ground' with Crawley Borough Council.

RECOMMENDATIONS:

That the Planning Policy Committee approve:-

1. That the Chair of Planning Policy Committee be authorised to sign the joint Statement of Common Ground with Crawley Brough Council.

1. BACKGROUND:

- 1.1 Under the 'Duty to Cooperate' a joint Statement of Common Ground has been drafted (Appendix 1) between Crawley Borough Council and Arun District Council following the decision of the Planning Policy Sub-Committee on 23 February 2021 when the Council raised no objection to the Crawley Local Plan.
- 1.2 This report seeks agreement that, under the new Constitution and Committee arrangements, that the Statement of Common Ground be signed by the Chair of the Planning Policy Committee.

2. PROPOSAL(S):

To agree that the Chair of Planning Policy Committee is authorised to sign the joint Statement of Common Ground with Crawley Brough Council.

3. OPTIONS:		
The following options are available to Members:		
1. Not to agree the authorisation.		
4. CONSULTATION:		
Has consultation been undertaken with:	YES	NO
Relevant Town/Parish Council		X
Relevant District Ward Councillors		X
Other groups/persons (please specify)		X
5. ARE THERE ANY IMPLICATIONS IN RELATION TO THE FOLLOWING COUNCIL POLICIES: (Explain in more detail at 6 below)	YES	NO
Financial	X	
Legal	X	
Human Rights/Equality Impact Assessment		X
Community Safety including Section 17 of Crime & Disorder Act		X
Sustainability	X	
Asset Management/Property/Land		X
Technology		X
Other (please explain)		X
6. IMPLICATIONS:		
Under the legal 'Duty to Cooperate', the Council must cooperate in a constructive and ongoing manner in responding to cross-boundary planning matters with other planning authorities and this should be evidenced in signed 'Statements of Common Ground' and published on the Council's web site.		
7. REASON FOR THE DECISION:		
To ensure that the joint Statement of Common Ground is appropriately authorised and signed.		

Appendix 1: Joint Statement of Common Ground between Crawley Brough Council and Arun District Council.

1. List of Parties involved:

- Crawley Borough Council (CBC)
- Arun District Council (ADC)

2. Signatories:



17.06/21

Crawley Borough Council

Councillor Peter Smith, Cabinet Member for Planning and Economic Development

Arun District Council

Councillor R. Bower, Chair of Planning Policy Committee

3. Strategic Geography

The Statement of Common Ground (SOCG) covers the local authority areas of Crawley Borough Council (CBC) and Arun District Council (ADC) and is a sound basis for co-operation on strategic matters identified in this SOCG.

CBC and ADC are located within the county of West Sussex. They do not share an administrative boundary, and are separated by the district of Horsham. The South Downs National Park crosses the northern part of ADC and the southern part of Horsham.

Crawley is a land-constrained borough, due to its tight administrative boundaries, the requirement to 'safeguard' land south of Gatwick Airport for a potential southern runway, and physical constraints such as aircraft noise, flooding, nature conservation and there being few infill opportunities due to planned nature of the New Town. Therefore, there is very limited land within the borough that is suitable, available and achievable for accommodating further development.

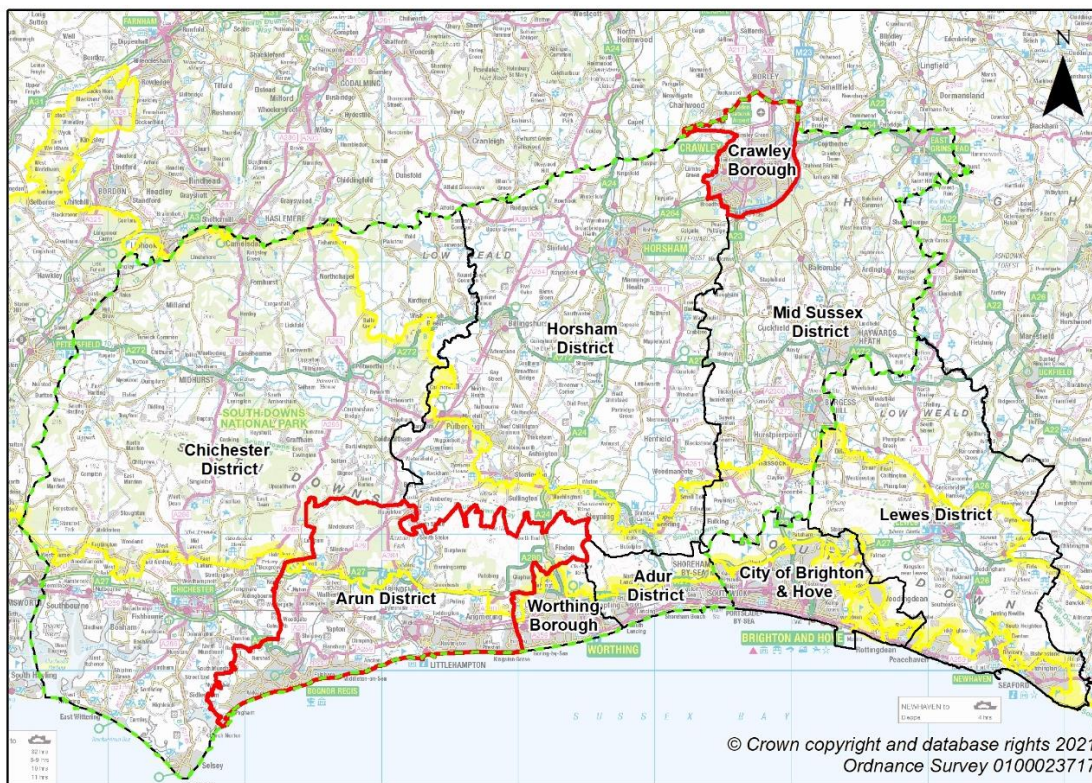
ADC is a Coastal West Sussex authority that extends from Chichester in the west to Worthing in the east. It contains the towns and larger villages of Littlehampton, Bognor Regis, Arundel, Barnham and Angmering, as well as a number of smaller villages and hamlets. Much of the northern half of the district (approximately one third) is within the South Downs National Park. It is bounded to the south by the English Channel. The authority is affected by significant environmental and infrastructure requirements including protected European habitats, flooding, waste water treatment and water quality issues, and constrained east-west

connectivity on the A27 and A259 which require improvements to support planned growth.

The Arun Valley train line links the two areas running from Three Bridges Station in Crawley to Barnham, Bognor Regis and Littlehampton in Arun.

Both authorities are located within the Coast to Capital Local Enterprise Partnership (LEP) Area. The two authorities are involved in positive and active engagement on strategic matters through the West Sussex and Greater Brighton Strategic Planning Board and, prior to this, the West Sussex Joint Planning Board.

The map below shows the authorities in relation to each other (i.e. indicated with the red administrative boundaries).



A scale map of the West Sussex and Greater Brighton Authorities is provided in Appendix A.

4. Strategic Matters

Both parties have a collective and shared view of the long term priorities and have identified specific strategic objectives:

- to work collaboratively on Housing Need, including Gypsy, Traveller and Travelling Showpeople needs, across the respective Housing Market Areas (North West Sussex Housing Market Area and Coastal West Sussex Housing Market Area);
- to establish a mutual understanding of the Employment Land requirement and the economic development impact of COVID-19 on the area;
- to develop an agreed position in relation to water supply and waste water treatment impacts of strategic allocation sites.

Background information and context to support the above strategic objectives is set out in Appendix B. **Agreements** reached for each of the matters are set out below:

Housing Need:

The parties agree:

1. CBC is located in the Northern West Sussex (NWS) Housing Market Area (HMA) and ADC is located in the Coastal West Sussex (CWS) HMA, particularly focused on the Bognor Regis and Chichester travel to work area and the Littlehampton and Worthing HMA.
2. There is some relationship between the NWS HMA and the CWS HMA. However, this is focused on the southern parts of Horsham and Mid Sussex districts.
3. The draft Crawley Local Plan identifies that Crawley's land supply allows for almost half of its overall housing needs to be met on sites within the borough's administrative boundaries: a minimum totalling 5,320 dwellings over the Plan period (2021 – 2037). This leaves a total unmet need figure of 6,168 dwellings (385.5dpa) to be accommodated within the wider housing market area, insofar as is consistent with the National Planning Policy Framework and delivery of sustainable development.
4. ADC has not yet scoped the OAN to be tested for its own plan update based on the Standard Housing Methodology (a study anticipated later in 2021) and was not in a position to understand need and capacity at this time.
5. ADC's Adopted Local Plan already contributes 1,600 dwellings towards unmet needs in Chichester and Worthing (the strongest functional links) and it should also meet some unmet needs for elsewhere in the sub-region under the Duty to Cooperate. Currently, ADC is updating its Local Plan and is not in a position to address any of CBC's unmet housing needs, this being a matter for the West Sussex and Greater Brighton Local Strategic Statement (LSS3) process to address wider cross boundary matters under the Duty to Cooperate.
6. Where CBC cannot meet its housing need within its own boundary, it should first prioritise working collaboratively with authorities within its HMA to address the identified housing need.
7. CBC and ADC will engage through the Greater Brighton and West Sussex Authorities, as a wider Duty to Cooperate forum, with other neighbouring authorities in relation to housing related matters, including affordability, large scale developments and opportunities for meeting unmet need.
8. As each authorities' respective housing supply or updated housing market evidence is completed, the findings will be shared with the councils.

Gypsy, Travellers and Travelling Showpeople

The parties agree:

9. Both authorities will each seek to meet their own need for additional Traveller provision.
10. No significant cross boundary matters identified although noted the current situation in Arun G&T DPSD.

Employment, economic development and retail

The parties agree:

11. CBC is located within the Northern West Sussex Functional Economic Market Area.
12. An Economic Growth Assessment (2020) has been undertaken which identifies the employment land requirement for Crawley is 24.1ha of unmet B8 storage and distribution accommodation. A proposed new industrial-led (B8 storage and distribution) Strategic Employment Location at Gatwick Green, is planned to ensure this need is met within Crawley's boundary.
13. ADC is located within the Coastal West Sussex functional economic area. The adopted Arun Local Plan is contributing towards the unmet employments needs arising within its functional economic area through its employment supply e.g. the Bognor Regis Enterprise allocation.
14. No significant cross boundary matters identified.

Infrastructure

The parties agree:

15. No significant road/rail or aviation related cross boundary matters identified.
16. Arun is not in the Crawley river basin catchment (the River Mole catchment), for which water drains northwards to the River Thames.
17. The draft Crawley HRA has highlighted a concern regarding water abstraction from the Hardham site, which affects those authorities in the Southern Water Sussex North Water Catchment (Crawley, Horsham and north Chichester predominately). A small area of Arun (within the South Downs National Park) is also served by this, but no development is proposed in this location.

Minerals and Waste

The parties agree:

18. No significant cross boundary matters identified.

5. Governance Arrangements

The authorities are committed to working positively together, sharing information and best practice and continuing to procure evidence jointly, where appropriate, throughout the plan preparation phase and beyond. This co-operation and collaboration takes place at senior member, chief executive and senior officer as well as at technical officer level.

Joint working will include the following existing governance arrangements:

- West Sussex and Greater Brighton Strategic Planning Board (and associated Chief Planning Officers Group);
- West Sussex Leaders and Chief Executives; and
- West Sussex Planning Policy Officers Group.

This Statement of Common Ground is signed at member level (Chair of Planning Policy Committee in ADC and Planning Portfolio Holder at CBC) and will be reviewed at each key stage of plan-making. It will be updated to reflect progress made through effective cooperation.

In terms of governance, the authorities agree to:

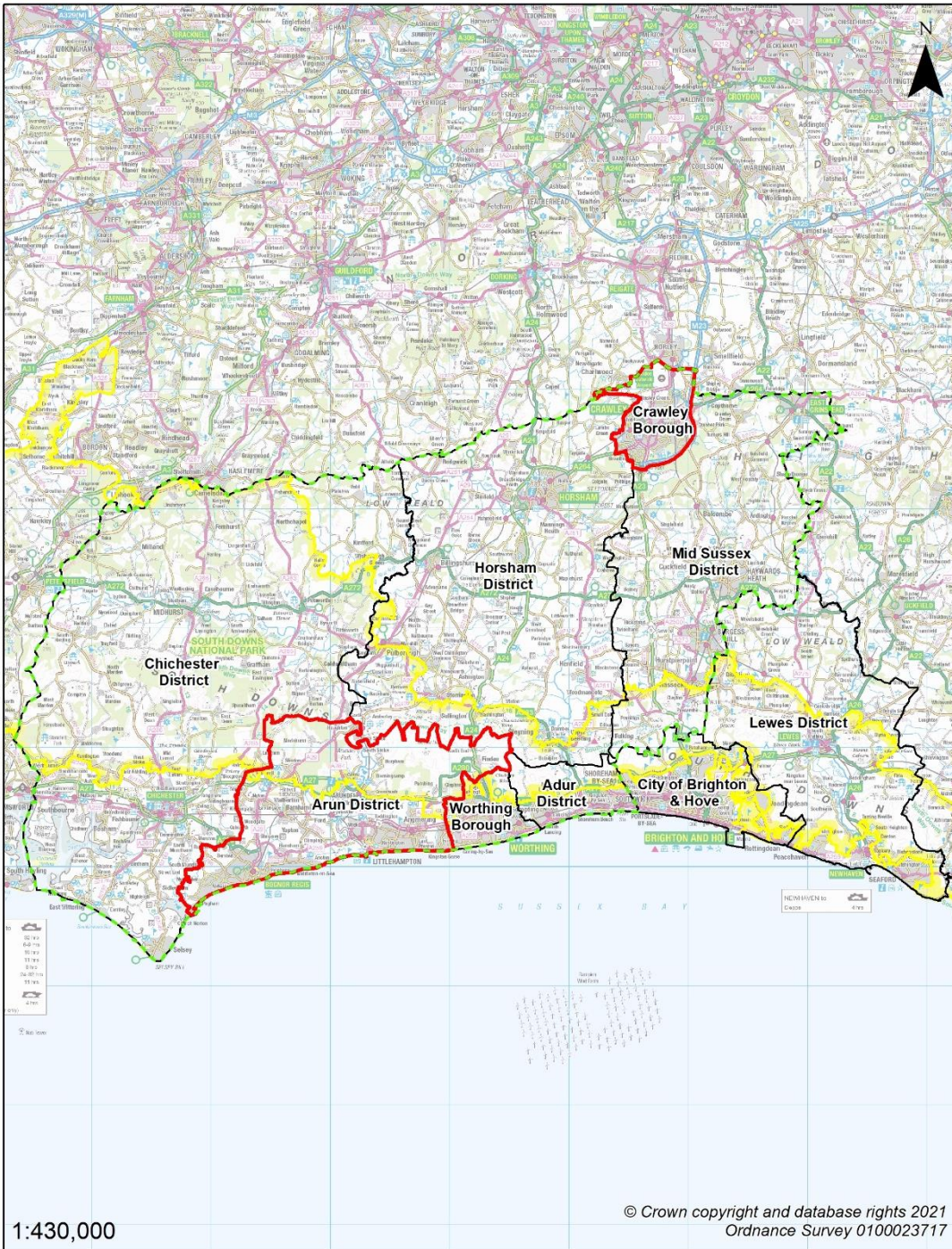
19. continue to work with the other West Sussex and Greater Brighton authorities on housing, employment and other strategic issues affecting the strategic sub-region as a whole;
20. meet at member and officer level where relevant and necessary to review the situation and respond to new issues and changing circumstances; and
21. update this SoCG as progress continues through the preparation of the local plans and development plan documents for each of the authorities.

6. Timetable for review and ongoing cooperation

LPA	Present Plan Adoption	Proposed Plan Review Date	Reg.18 Date	Target Reg.19 Date	Target Submission Date
Crawley Local Plan	Dec 2015	2019 - 2021	July 2019	Jan 2020/Jan 2021	Autumn 2021
Arun District Local Plan	July 2018	2031 – 2036 (TBC)	Dec 2021	TBC	TBC

APPENDIX A: CRAWLEY AND ARUN LOCAL AUTHORITY AREAS AS PART OF WEST SUSSEX & GREATER BRIGHTON

 West Sussex County  South Downs National Park Authority



APPENDIX B: BACKGROUND SUPPORTING CONTEXT

Housing Need:

Crawley's submission Local Plan confirms that the government's Standard Methodology for calculating housing need results in a total housing need for the plan period (2021-2037) of 11,488 dwellings (based on 718 dwellings per annum). The draft Crawley Local Plan identifies that the borough's land supply allows for almost half of this to be met on sites within the borough's administrative boundaries: a minimum totalling 5,320 dwellings. This equates to an annualised average of 332.5dpa. This leaves a total unmet need figure of 6,168 dwellings (385.5dpa) to be accommodated within the wider housing market area, insofar as is consistent with the National Planning Policy Framework and delivery of sustainable development.

Crawley lies within the Northern West Sussex (NWS) Housing Market Area (HMA), which also includes Horsham and Mid Sussex Districts, and across which there is already long-established, effective joint working. Crawley's unmet housing need established from the adopted Local Plan is being addressed by the combined adopted Local Plans within the NWS HMA. Currently, the adopted Local Plans for Horsham and Mid Sussex are anticipated to provide an additional 3,150 dwellings, predominantly to meet Crawley's unmet needs, above their objectively assessed housing needs, over the period from 2021. However, it is acknowledged that through Local Plan Reviews this is likely to change, particularly as the Standard Method increases the housing needs within these districts above those established in the adopted Plans. The agreed NWS Statement of Common Ground¹ (May 2020) confirms that *"the authorities agree to continue to work positively together to seek to address the future housing needs of the Housing Market Area as far as possible, taking into account local constraints, and the need for sustainable development"* (agreement no. 3).

Arun's adopted Local Plan confirms an OAN of 919 homes per annum (ADC Updated Housing Needs Evidence 2016). However, a housing target of 1,000 was adopted in the Local Plan which makes a contribution towards unmet housing needs in neighbouring authorities and the wider HMA of 1,600 dwellings over the Plan period.

LPA	MHCLG LHN	Local Plan target	Plan status	Year	Plan period
Crawley	718dpa	332.5dpa	Reg.19 Consultation	2021/22	2021-2037
Arun	N/A	1,000dpa	Adopted	2018	2011-2031

Gypsy, Traveller & Travelling Showpeople:

Crawley Gypsy, Traveller and Travelling Showpeople Accommodation Needs Assessment

As with bricks and mortar housing, Crawley's constrained land supply and unacceptable noise levels associated with Gatwick Airport for residential, and particularly caravan, accommodation, means there is significantly limited opportunities for provision of sites to meet accommodation needs of Gypsies, Travellers and Travelling Showpeople within Crawley borough's administrative boundaries. CBC has published its draft Gypsy, Traveller and Travelling Showpeople Accommodation Needs Assessment as part of the Local Plan Regulation 19 Consultation. This confirms that there is a limited mix of temporary and permanent small family owned private sites in the north of the borough. Most Travellers in the borough live in Bricks and Mortar. There is one private, single family unit site for Travelling Showpeople. The draft Submission Crawley Borough Local Plan (2021 – 2037) includes the continued allocation of a 'reserve' site for accommodating up to ten pitches for Gypsies and Travellers, should a need arise in the new Plan period.

¹ <https://crawley.gov.uk/sites/default/files/2020-06/NWS%20SoCG%20May%202020%20final%20signed.pdf>

Arun Gypsy & Traveller & Traveller Showpeople Development Plan Document (G&T DPD)

The Arun G&T DPD is preparation and is at Regulation 18 stage and identifies a need for provision for 9 additional pitches and 14 traveller showmen plots for the period 2018 to 2036.

Arun’s Gypsy & Traveller and Travellers Showmen ‘preferred options’ Development Plan Document was reported to Planning Policy Committee on 22 September and was agreed for a Regulation 18 public consultation 1 October to 26 November 2020. The DPD propose to meet all of Arun’s G&T requirement within the district. However, since then, in response to the Regulation 18 consultation, West Sussex County Council (WSCC) had lodged an objection to 3 sites proposed for intensification (1x G&T Traveller pitch and 2 x Traveller Showmen plots) because of restrictive covenants regulating to the disposed land. Arun is liaising with WSCC on their intentions to pursue enforcement or to concede these existing and permitted G&T uses of the land. If not satisfactorily resolved - there may be a need for a further call for sites consultation or potentially there may be a level of unmet need if alternative measures to configure the existing sites to compensate, are exhausted.

<ul style="list-style-type: none"> • Key objective 	<p>Working collaboratively on Housing Need across the wider West Sussex and Greater Brighton strategic area, and across the two Housing Market Areas as far as is relevant.</p>
<ul style="list-style-type: none"> • Relevant studies, intelligence or evidence base completed or to do 	<ul style="list-style-type: none"> • Northern West Sussex Strategic Housing Market Assessment (2019) • Crawley Borough Council Gypsy, Traveller and Travelling Showpeople Accommodation Needs Assessment (2020 Review) • ADC Updated housing Needs Evidence (2016) • Joint Coastal West Sussex GTAA (2019)
<ul style="list-style-type: none"> • Key conclusions from the evidence 	<ul style="list-style-type: none"> • Crawley lies within the Northern West Sussex (NWS) Housing Market Area (HMA), which also includes Horsham and Mid Sussex Districts. • Arun lies within the Coastal West Sussex Housing Market Area, with travel to work connections between Bognor Regis and Chichester, and the Littlehampton and Worthing HMA. • There is no immediate need arising from Crawley’s Gypsy, Traveller and Travelling Showpeople population for new pitch or plot sites. However, there may be a need arising later within the Plan period. • Joint Coastal West Sussex GTAA 2019 updated provision for the period 2019 to 2036 requiring provision for 9 additional pitches and 14 traveller showmen plots. • G&T Site identification Study 2019 identified that G&T need can be accommodated wholly within Arun via intensification of existing sites and through a broad location area of search towards the end of the plan period.

<ul style="list-style-type: none"> • Agreement that has been reached or progress made 	<ul style="list-style-type: none"> • Where each party cannot meet its housing need within its own boundary, it should work collaboratively with its neighbouring authorities within its HMA to address the identified housing need within the HMA as a first priority.
<ul style="list-style-type: none"> • Any further actions / governance requirements etc. 	<ul style="list-style-type: none"> • As each of the housing supply or updated housing market evidence is completed, the findings will be shared with between the councils.

Employment and economic development:

Crawley Economic Growth Assessment (2020)

The NWS Economic Growth Assessment (EGA)² concluded that NWS authorities (Crawley, Horsham and Mid Sussex) continue to operate as a broad functional economic market area (FEMA), located within the wider economic areas of the Coast to Capital Local Enterprise Partnership and the Gatwick Diamond. Therefore, the assessment identifies that influential economic linkages also exist with Coastal West Sussex, East Surrey and East Sussex.

As identified through the Crawley Focused EGA Update (September 2020), there is need for a minimum of 38.7ha new business land in the borough for the period to 2036. This need is significantly within the industrial sectors (32.8ha), with office needs accounting for 5.9ha of the total. Crawley’s Employment Land Trajectory (September 2020) identifies an available employment land supply pipeline of 17.6ha, which comprises 8.8ha office land and 8.7ha industrial land. This supply is sufficient to meet Crawley’s quantitative office needs in full, though there is only sufficient land to meet industrial needs in the early part of the Plan period, resulting in a shortfall of 24.1ha industrial land, within the B8 storage & distribution sectors. Therefore, to meet Crawley’s outstanding employment needs in full, an industrial-led Strategic Employment Location is allocated at Land East of Balcombe Road and South of the M23 Spur, referred to as Gatwick Green.

Arun Employment Land Needs Update 2016

In support of the adopted Arun local plan 2018 – this study justified the approach to the overall space requirements related to different scenarios range from 31,750sq.m to 123,360sq.m of all types of B Class employment space to 2031, implying in broad terms a need for between 6.9ha and 28.6ha of employment land. However, the Plan allocates circa 75 hectares of employment land in order to provide sufficient flexibility to meet the future needs and aspirations for the District to support the regeneration of Bognor Regis and Littlehampton, support job creation, provide for the needs of modern business, increase the attractiveness of the District as a business location and support the economic development of the coastal market area.

<ul style="list-style-type: none"> • Key objective 	To establish a common understanding of the employment Land requirement and the economic development impact of Covid 19 on the area.
<ul style="list-style-type: none"> • Relevant studies, intelligence or evidence base completed or to do 	<ul style="list-style-type: none"> • Northern West Sussex Economic Growth Assessment (January 2020) • Crawley Focused EGA Update (September 2020) • ADC Employment Land Needs Update (2016)

² Northern West Sussex Economic Growth Assessment (January 2020) Lichfields
<https://crawley.gov.uk/sites/default/files/documents/PUB354687.pdf>

	<ul style="list-style-type: none"> • ADC Defining the HMA and FEMA Greater Brighton and Coastal West Sussex Strategic Planning Board (2017)
<ul style="list-style-type: none"> • Key conclusions from the evidence 	<ul style="list-style-type: none"> • The NWS authorities (Crawley, Horsham and Mid Sussex) continue to operate as a broad functional economic market area (FEMA). • Influential economic linkages also exist with Coastal West Sussex, East Surrey and East Sussex. • Defining the HMA and FEMA Greater Brighton and Coastal West Sussex Strategic Planning Board 2017 defines Arun within the Sussex Coast HMA/FEMA (Littlehampton) and within the Chichester and Bognor Regis HMA/FEMA.
<ul style="list-style-type: none"> • Agreement that has been reached or progress made 	<ul style="list-style-type: none"> • The CBC submission Local Plan seeks to meet the most recently identified office and industrial (storage and distribution) needs in their borough. • The adopted Arun Local Plan is contributing towards the unmet employments needs arising within its functional economic area through overall local plan allocations and specific e.g. Bognor Regis Enterprise, Littlehampton and Angmering allocations.
<ul style="list-style-type: none"> • Any further actions / governance requirements etc. 	<ul style="list-style-type: none"> • The authorities will continue to work together with the other West Sussex and Greater Brighton authorities on housing, employment and other strategic issues affecting the wider sub-region.

Agenda Item 10

Planning Policy Committee Karl Roberts, Neil Crowther	Report Author	Date of Meeting	Full Council Meeting Date
Local Plan Update	K Owen	1 June 21	14 July 21
Arun Active Travel Study (Phase 1)	K Owen		
Evidence Base Commissioning Update	K Owen		
Infrastructure Investment Plan – Briefing Note	K Owen		
Creating Healthy & Sustainable Places – WSCC	K Owen		
Local Plan Updated – Development Management Policies	K Owen		
Funding to Review/Update Made Neighbourhood Development Plans	D Moles		
Delivery of West Bank Strategic Allocation	K Roberts		
A259 Corridor Improvement Consultation	K Owen	20 July 21	15 September 21
Infrastructure Investment Plan – Timetable Amendment	K Owen		
Arun Action Plan – Update	K Owen		
Duty to Co-Operate (Statement of Common Ground) Between Crawley Borough Council and Arun District Council	K Owen		

Coastal Change Management Areas	R Spencer	6 Oct 21	10 Nov 21
Infrastructure Funding Statement	K Owen		
Local Plan Update Vision & Objectives	K Owen		
Local Development Scheme Update	K Owen		
Statement of Community Involvement – Update	K Owen		
DM Policies Engagement Feedback	K Owen		
Masterplans	K Roberts		
Local Plan Update – Regulation 18 Notice Development Management Policies	K Owen	30 Nov 21	12 Jan 22
Local Plan Evidence Update	K Owen		
Authorities Monitoring Report (AMR)	K Owen	25 Jan 22	9 March 22
Housing Economic Land Availability Assessment (HELAA)	K Owen		
Infrastructure Investment Plan	K Owen		
Local Plan Update Draft DM Policies Reg 18 Consultation	K Owen	15 March 22	11 May 22
Local Plan Evidence Update	K Owen		