

CWS & Greater Brighton Strategic Planning Board

Monday 12th January 2015

Adur Civic Centre, Shoreham by Sea

FINAL Minutes

Attendees-

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| --- | --- | --- | --- | --- | --- |
| Cllr Ricky Bower | RB | Arun District Council | Karl Roberts | KR | Arun District Council |
| Simon Meecham | SM | Arun District Council | Cllr Tom Jones | TJ | Lewes District Council |
| Cllr Heather Caird | HC | Chichester District Council | Andrew Frost | AF | Chichester District Council |
| Cllr Bryan Turner | BT | Worthing Borough Council | James Appleton | JA | Worthing Borough Council |
| Cllr Norman Webster | NW | Mid Sussex District Council | Claire Tester | CT | Mid Sussex District Council |
| Cllr Phelim MacCafferty | PM | Brighton & Hove City Council | Liz Hobden | LiH | Brighton & Hove City Council |
| Rob Fraser | RF | Brighton & Hove City Council | Darryl Hemmings | DH | West Sussex County Council |
| Lucy Howard | LuH | South Downs National Park Authority | Caroline Wood | CW | Coastal West Sussex Partnership |

Guests

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| --- | --- | --- | --- | --- | --- |
| Ciaran Gunne-Jones | CGJ | NLP | Marianne Kilpatrick | MK | ITA |
| Peter Phillips | PP | Highways Agency | Thalia Liebig | TL | Brighton & Hove City Council |

Apologies

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| Mike Allgrove | Chichester District Council | Cllr Pat Beresford | Adur District Council |
| Cllr Pieter Montyn | West Sussex County Council | Martin Randall | Brighton & Hove City Council |
| Catherine Jack | Lewes District Council | Edward Sheath | Lewes District Council |
| Cllr Andrew Shaxson | South Downs National Park Authority |  |  |

**Welcome and Introductions**

Cllr Ricky Bower welcomed the group and introductions were made.

*Minutes and Matters Arising:*

NW noted that on pg. 2 the strategic employment site in Burgess Hill was to be a Business and Science Park not a Knowledge Park as currently noted. Also the point about Mid Sussex joining the Board needed to be amended to reflect the Board’s unanimous decision in agreeing that Mid Sussex should join the CWS and GB Strategic Planning Board.

**Update:**

*Strategic Planning Adviser Post*

James Appleton gave a brief update on the Strategic Planning Advisor post- the job advert is currently being advertised and there had already been some interest in the post. The closing date for applications is the 22nd January. It was agreed that the interview panel would be Cllr Ricky Bower, Cllr Heather Caird, Martin Randall and James Appleton

*Terms of Reference and Memorandum of Understanding*

The revised versions were circulated prior to the meeting and the Board was reminded that these documents were publicly available from the CWS website. A question was raised about the West Sussex Joint Planning Board and if that should still be reference but it was agreed that at this stage it should still remain.

A point was made about consistency about the reference to the SDNPA and Local Planning Authorities and both papers would be checked for consistency

LuH queried the wording of the use of major in the papers and it was agreed that this would be considered at the next Planning Officer meeting.

**Action:**

* Joint Planning Officer group to define ‘major’ on page 2 of the MoU reflecting the additional wording in the LSS.
* For the documents be signed off by Officers ahead of the next meeting.

**Highways Agency**

Peter Philips from the Highways Agency gave a comprehensive update on schemes across the GB and CWS area with a particular focus on the A27 in light of the recent funding announcements.

A major strategic stakeholder group has been formed to oversee the work and all the evidence and data from previous studies is being reviewed to inform the investment decisions and enhance the strategic route modelling to inform the route options. The current thinking is:

* A bypass at Arundel – this is a strong option as there is a good cost: benefit analysis.
* The Worthing area is a more complex and challenging. Tunnelling would cost in excess of £3bn as the tunnel would need to be longer than the Hindhead tunnel and therefore the focus is currently on online improvements.
* East of Lewes – this link will be further explored after the Governments announcement regarding airport expansion as improvements would be linked to any expansion at Gatwick Airport
* There will be a need to consider complimentary local transport strategies that fit with local plans as well as delivery plans that will bring associated investment from LEP

PP noted that in the past the area has missed opportunities for investment because it has not be clear about what it wants with regard to the A27 and that needs to be resolved otherwise investment will be made elsewhere. There was agreement that the strength of the case is by producing a single cohesive argument that presents a strong case to Government for investment into the A27 so it’s important that we continue to work together and that the LPA’s support the emerging solutions.

This point was further reiterated by RB who proposed that all the CWS authorities at least should take the same position as WSCC.

It was noted that only 40% of the traffic on the A27 is through traffic and that the majority of traffic is local. It was recognised that Worthing was going to be a particular challenge and full duelling would not be feasible because of the number of driveways and smaller roads. Therefore it was important to think of other roads improvements such as the East Worthing Access road and improvements in West Worthing which would help keep local traffic off the A27. It was also emphasised that complementary and sustainable transport solutions also needed to be considered.

Investment in the A27 at Chichester was further advanced and the £350m announced by Government in the Autumn Statement was in addition to the investment being made in Chichester where it was expected that there would be a public consultation in December 2015 and construction would begin in 2018.

TJ asked when the work could start East of Lewes as this was a deliverable scheme and PP explained that the whole scheme was being considered as one but at this stage he was unsure of the timings

PMC recognised the importance of the A27 but also reminded the Board about the importance of the other main routes such as the A259 and sought reassurance from the HA about continued investment into that route. It was evident that a coherent sustainable transport strategy was needed which included improved rail links and more sustainable transport options as well as roads. PP emphasised that the modelling currently being done did take into account the impact on other roads but that in light of the recent investment decisions, the focus was on the A27.

DH reminded the Board that the Highways Agency were preparing a delivery plan for Road Period one 2015-2020 which set out a broad timetable for each of the schemes. There will be roughly a years’ worth of modelling work being carried out to form a full transport business case.

It was noted that communications with Network Rail have been very fragmented with often very little direct communication. RB reported that WSCC had responded to Network Rail’s route strategy on behalf of all West Susses Authorities and in addition, Arun had submitted its own response and it was understood that the LEP had also submitted a response. The Board suggested that Network Rail should be invited to a subsequent meeting for a more detailed presentation on rail investment across the area.

Investment decisions into both road and rail would be significantly influenced by the impending announcement into airport expansion if Gatwick Airport were identified for expansion.

In light of the changing environment, anticipated investment and expansion announcements, a General Election and that the Highways Agency would become a Government owned company, it was agreed that Peter be invited back at the end of the year to provide an update.

**Action:**

* CW to invite a representative from Network Rail and Thames Link rail to present at future meeting
* Arrange for Peter Phillips to attend another meeting at the end of 2015 or early 2016.

**Commission to create background evidence papers**

NLP have been jointly commissioned by the Greater Brighton Economic Board and the CWS & GB SPB to review the evidence from across the City Region and produce 3 evidence papers on housing, the economy and transport to create an economic narrative for the area. This evidence will be used to underpin the refresh of the Local Strategic Statement and identify the economic priorities for the GBEB and the CWS Partnership Board.

Ciaran gave a comprehensive presentation on the emerging findings relating to the economy and housing and Marianne presented the transport information. It was expected that the reports would be complete by the middle of March and they would be presented at a joint meeting of the GBEB and the CWS and GB SPB in April.

The terminology used for the study was confusing; The City Region is defined as the whole CWS and GB area whilst Greater Brighton was Lewes, Mid Sussex, Brighton and Hove, Adur, Worthing and the SDNP hence there was considerable overlap.

The Board had the opportunity to feedback on specific points which were noted by NLP and included:

* The housing numbers didn’t reflect existing and recognised constraints
* The reference to the difficulty of delivering the Local Plan housing numbers and the considerable struggle to deliver these numbers.
* The growth potential should airport expansion at Gatwick Airport be announced.

The work was being overseen by a small steering group comprised of Nick Hibberd, Hamish Walke, Claire Tester and Caroline Wood who gave a commitment to circulate the papers to the officers once they were available.

**Action**:

* To circulate slides from the presentation
* Share the report once its available
* Arrange the final presentation

**5. Any other business:**

* CW suggest that Ian Parkes be invited to a future meeting to provide an update following the meeting held at the end of last year which produced a 10 point programme.
* JA reminded the Board about their contributions to the Strategic Planning Adviser post which was £4,000 per annum per Authority.