

West Sussex Local Access Forum

Committee Room 2, County Hall

31 January 2018

Introduction

- Background to the Planning System and Roles of the County Council
- Strategic Transport Investment Programme
- Local Transport Investment Programme
- Community Highway Schemes
- Funding for Improvements
- Developer Contributions (s106 and CIL)
- Q&A

Planning System (1)

- National level:
 - National Planning Policy Framework
 - National Planning Policy Guidance
 - Nationally Significant Infrastructure Projects (NSIP) e.g. Rampion Wind Farm, airport expansion, power stations
- Regional level:
 - No regional planning structures or policy since 2013
- County level:
 - Minerals and waste planning
 - No strategic planning at county level since 2004

Planning System (2)

- District/Borough level:
 - Planning for all land-uses (excluding minerals and waste)
- Unitary level:
 - Planning for all land-uses
- Special local authorities such as National Park Authorities:
 - Planning for all land-uses
- Parish level:
 - Neighbourhood plans

National Planning

- National Planning Policy Framework (NPPF, 2012):
 - replaced Planning Policy Guidance Notes (PPG) and Planning Policy Statements (PPS)
- National Planning Policy for Waste (2014)
- National Planning Policy Guidance:
 - topics are updated 'as and when'
- Regulations are relevant re process
- Local planning policy must be consistent with national policy

The 'Development Plan'

- Umbrella term for the adopted plans in place when a planning application is determined
- Includes the following:
 - adopted Local Plans
 - adopted Core Strategies, Site Allocation documents, etc
- Does **not** include draft plans and other documents that have not been formally adopted:
 - but appropriate weight may be given to them in decision-making

Roles of the County Council (1)

- Minerals Planning Authority for WS excluding National Park
- Waste Planning Authority for WS excluding National Park
 - preparing Minerals and Waste Local Plans
 - determining planning applications for minerals and waste development:
 - sometime referred to as 'County Matters'
 - controlling minerals and waste development
- County Planning Authority
 - Determining 'Regulation 3' planning applications for County Council's services including: schools, libraries, fire stations & highways.

Roles of the County Council (2)

- County Council is the '*Local Highway Authority*' for West Sussex
- Amongst many other matters, it has a duty to respond to consultations about highway and other transport issues in planning applications:
 - substantive response to local planning authority within 21 days
- Provides advice about impact of proposed development on highway capacity and road safety:
 - including mitigation of unacceptable adverse impacts

Roles of the County Council (3)

- The County Council, as a statutory consultee, provides comments on:-
 - Local Development Documents including Local Plans, Neighbourhood Plans, Community Infrastructure Levy as well as Supplementary Planning Documents and Development Briefs where appropriate.
- The County Council provides comments on allocations and policies and sets out infrastructure requirements to mitigate planned development.

Identifying, Programming and Delivering Infrastructure

- Need to develop and maintain programmes of highway and transport improvement schemes:
 - looking over next five years
- Enables us to bid for external funding e.g. Local Growth Fund, Government 'challenge' funds
- Enables us to secure s106 developer contributions and bid for Community Infrastructure Levy (CIL) for priority schemes
- Enables us to construct the Annual Delivery Programme (design and build)

Strategic Transport Investment Programme (STIP)

- Established in 2013
- Major strategic transport schemes - £1m+
- Mainly identified through work with District and Borough Councils to support delivery of new development identified in Local Plans
- Technical assessment using prioritisation methodology
- Limited number of priorities, for example:
 - Lyminster Bypass, A2300, A259 Corridor, A29, Area Transport Packages
- Pipeline of schemes – feasibility studies

Local Transport Investment Programme (LTIP)

- Established 2017
- 'Top-down' improvements that deliver West Sussex Transport Plan and other corporate objectives
- Workstreams include:
 - cycling and walking, public rights of way, passenger transport, safer routes to school/school safety zones, local highway network/junctions, parking schemes, school keep clear
- Technical assessment using prioritisation methodology
- Schemes with technical merit and supported by community, but not 'essential', considered under CHS

Community Highway Schemes (CHS)

- Established 2016
- 'Bottom-up' improvements suggested and supported by local community
- Member support required
- Application process – Area Team advice
- Initial assessment using prioritisation methodology – Area Manager
- Prioritisation moderation process and then selection for Annual Delivery Programme

Funding for Improvements

- STIP:
 - specific WSCC capital
 - external e.g. Local Growth Fund
 - developer contributions (s106, CIL)
 - specific external funds e.g. Department for Transport
- LTIP:
 - WSCC Integrated Transport Block
 - external e.g. Local Growth Fund
 - developer contributions (s106, CIL)
 - specific external funds e.g. Department for Transport
- CHS:
 - WSCC Integrated Transport Block
 - developer contributions (s106, CIL)

S106 Developer Contributions

- Legal duty on us to deliver improvements:
 - use of funds has to accord with use and locational requirements in s106 agreement
 - most 'expire' within 10 years
- Some old contributions are 'general':
 - e.g. sustainable transport in the village
- Other contributions are for specific improvements
- Since 2012, specific schemes must be identified in s106
- Unallocated funds used for STIP priorities and drives identification of LTIP schemes:
 - can be used for community schemes, if no 'top-down' need

Community Infrastructure Levy

- District and Borough Councils, and the National Park Authority are the 'CIL Charging Authorities':
 - set and collect the Levy and decide how it should be spent
- To support delivery of local plans, we prepare 'Strategic Infrastructure Packages' (SIP) – priority schemes
- Charging Authorities prepare Infrastructure Business Plans (or similar) identifying priorities over next 5 years
- County Council has no formal role in the process:
 - governance determined by Charging Authority
 - we have to bid for funds for priority schemes

Questions and Answers