



## LEAD MEMBER FOR TRANSPORT AND ENVIRONMENT

**DECISIONS** to be made by the Lead Member for Transport and Environment,  
Councillor Carl Maynard

**MONDAY, 18 JULY 2016 AT 10.00 AM**

**CC1, COUNTY HALL, LEWES**

### **AGENDA**

- 1 Decisions made by the Lead Cabinet Member on 18 April 2016 (*Pages 3 - 4*)
- 2 Disclosure of Interests  
Disclosure by all Members present of personal interests in matters on the agenda, the nature of any interest and whether the Members regard the interest as prejudicial under the terms of the Code of Conduct.
- 3 Urgent items  
Notification of any items which the Lead Member considers urgent and proposes to take at the appropriate part of the agenda.
- 4 Petition calling on the County Council to adopt Bancroft Road, Bexhill-on-Sea (*Pages 5 - 12*)  
Report by the Director of Communities, Economy and Transport
- 5 Petition calling for the introduction of traffic signals on the A259 at Exceat Bridge (*Pages 13 - 16*)  
Report by the Director of Communities, Economy and Transport
- 6 East Sussex County Council (Eastbourne 107A and 107B) Cycle Track Order 2016 (*Pages 17 - 22*)  
Report by the Director of Communities, Economy and Transport
- 7 Hailsham Town Centre improvement scheme (*Pages 23 - 24*)  
Report by the Director of Communities, Economy and Transport
- 8 Revised Statement of Common Ground (SoCG) between the Shoreham Harbour Planning Authorities and the Shoreham Port Authority June 2016 (*Pages 25 - 38*)  
Report by the Director of Communities, Economy and Transport
- 9 Any urgent items previously notified under agenda item 3

PHILIP BAKER  
Assistant Chief Executive  
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8 July 2016

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## LEAD MEMBER FOR TRANSPORT AND ENVIRONMENT

DECISIONS made by the Lead Member for Transport and Environment, Councillor Carl Maynard, on 18 April 2016 at County Hall, Lewes

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Councillors Pursglove, St Pierre, S Shing and Stogdon spoke on item 4 (see minute 63)

### 61 DECISIONS MADE BY THE LEAD CABINET MEMBER ON 14 MARCH 2016

61.1 RESOLVED to approve as a correct record the minutes of the meeting held on 14 March 2016.

### 62 REPORTS

62.1 Reports referred to in the minutes below are contained in the minute book.

### 63 AMENDMENTS TO THE TRANSPORT ASSET MANAGEMENT PLAN - MAINTENANCE MANAGEMENT POLICY DOCUMENTS

63.1 The Lead Member considered a report by the Director of Communities, Economy and Transport.

63.2 Following discussion with Members present, the Lead Member requested an amendment to the Objectives section of Appendix 4 – Proposed Highway Asset Inspection Guidance. Officers agreed to remove the section that reads: “In practice, making safe, signing and/or repairs should be carried out within the designated time constraints, in order that, so far as is reasonably practicable, the condition of the highway is what a reasonable person would expect to find.”

#### DECISION

63.3 RESOLVED to approve the proposed amendments to the current Highway Gully Cleansing Policy and Inspections Guidance Document, subject to the amendment detailed at 63.2 above, and note that the revised maintenance standards will have either a neutral or minimal impact on current levels of service delivery.

#### Reasons

63.4 The Transport Asset Management Plan – Maintenance Manual Policy Document has been reviewed in line with the new Highways Infrastructure Services Contract which commences on 1 May 2016. The Policy and Guidance Document now fully align with the Contract outcomes and Works Specification documents.

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Committee: **Lead Cabinet Member for Transport and Environment**

Date: **20 June 2016**

Report By: **Director of Communities, Economy and Transport**

Title of Report: **Petition calling on the County Council to adopt Bancroft Road, Bexhill-on-Sea**

Purpose of Report: **To consider whether the adoption of Bancroft Road should take place**

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**RECOMMENDATIONS:** The Lead Member is recommended to advise the petitioners that:

- (1) Bancroft Road cannot be adopted at public expense at this time due to its condition;**
- (2) Funding the works to bring Bancroft Road up to an adoptable standard is not a County Council priority at this time; and**
- (3) The Transport Development Control Team will work with residents to facilitate the adoption of Bancroft Road, including investigating ways of achieving funding.**

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## **1. Background Information**

1.1 At the County Council meeting in March 2015, Councillor Ensor presented a petition to the Chairman. The petition asks East Sussex County Council to adopt and maintain Bancroft Road, Bexhill-on-Sea as public highway. The full text of the petition can be found in Appendix 1.

1.2 A copy of the petition is available in the Members Room. Standing Orders provide that where the Chairman considers it appropriate, petitions are considered by the relevant Committee or Lead Member. A spokesperson for the petitioners is invited to address the Committee or Lead Member. The Chairman has referred this petition to the Lead Member for Transport and Environment.

1.3 The section of Bancroft Road in question (shaded blue on the plan in Appendix 2) is approximately 115 metres long, running from the junction with Newlands Avenue to Woodsgate Park, both of which are adopted public highway. It is a residential road serving approximately 30 dwellings and is also the main walking route to access the King Offa Primary school, as well as the walking route between Sidley and Bexhill town centre.

1.4 The road in its current form was constructed in the 1960's, but historic evidence suggests that a private road or track was already present here before this date, possibly as early as the 1920's. The land on which the road is situated is registered to the original builder, Larkin Holdings Limited. A Companies House search indicated that this company has been dissolved and they are therefore no longer in existence.

1.5 Following dissolution of the Company the land would have passed to the Crown as Bona Vacantia. In the absence of a landowner which would undertake maintenance of the road, the frontagers appear to have carried out maintenance on an ad-hoc basis. In practice, this means that little organised maintenance appears to have been carried out on this part of Bancroft Road.

1.6 Despite being an unadopted road, the County Council has already assumed responsibility for two street lights located here, which it is understood will be maintained for the remainder of their working life, but will not be replaced if Bancroft Road retains its current status.

## **2. Supporting Information**

2.1 The section of Bancroft Road under consideration is considered to have the current highway status of an unadopted public highway or private street. This means that the public have full highway rights to pass and re-pass over it, but that it is not maintained at public expense. It has obtained this status through prescriptive rights, whereby a road has been privately constructed and the public have

then used the road for a substantial period of time. In the absence of any signage, notice or gate declaring that the road is private, highway rights are automatically acquired through public usage over time.

2.2 In most cases like this, it is the owner of the road or the frontagers onto that road who are responsible for its maintenance and upkeep. Unless the state of repair of the road poses a danger to the public there is no responsibility upon the County Council, as the Highway Authority, to maintain an unadopted public highway, nor is there any evidence that an adoption agreement was ever entered into.

2.3 In order to establish Bancroft Road's current condition, site investigation, surveys and materials testing was carried out on behalf of the County Council. This work has demonstrated that although mainly in acceptable condition, certain elements are not. It is considered that both footways, including the verges, would require complete reconstruction. Sections of the concrete carriageway would also need reconstructing along with sealing of any cracks. A number of kerbs would also need to be replaced and overgrown vegetation removed.

### **3. Comments/Appraisal**

3.1 In order for the County Council to consider any road for adoption, it is first necessary to establish if its adoption will be of sufficient public benefit, have a suitable layout and be constructed to an adoptable standard.

3.2 In this case Bancroft Road acts as a through route for local traffic and forms a key local link for pedestrians to and from the town centre. It is also used by school children/parents coming to and from the nearby King Offa Primary School and provides the sole means of vehicular and pedestrian access to 30 dwellings. Taking this into account it is considered that there is sufficient public benefit to adopt this road.

3.3 The road layout is also considered suitable for adoption as the carriageway and footways widths are adequate, appropriate surface water drainage is in place as is street lighting.

3.4 Although the adoption would provide a public benefit and is suitable in terms of its layout, it is not constructed to a suitable standard in its current form. As mentioned in section 2.3, the footways need to be completely reconstructed; repairs to the carriageway and kerbs are also required.

3.5 The cost of the works required to bring Bancroft Road up to an adoptable standard is estimated at £45,000.

3.6 The County Council does not have any funding currently identified to bring unadopted roads/private streets up to an appropriate standard with a view to their subsequent adoption. The County Council also has no maintenance responsibility for this area. It is therefore considered that this is not a priority for the Council.

3.7 The frontagers, in the absence of a landowner to undertake maintenance of the road, would need to organise and fund these works themselves and the County Council could provide details of the work required to them to help facilitate this.

3.8 The Transport Development Control Team will work with residents of Bancroft Road to enable them to understand the scope of work that is required, as well as assisting them with identifying opportunities for part-funding the works.

3.9 Subject to these works being carried out, the adoption of Bancroft Road could proceed under Section 228 of the Highways Act, 1980.

#### **4. Conclusion and Reason for Recommendation**

4.1 The Lead Member is therefore recommended to advise the Petitioners that although suitable in terms of sufficiency of public benefit and of layout, in its current condition Bancroft Road is not suitable for adoption as public highway and funding for works on unadopted roads/private streets is not a priority for the County Council at this time. However, should the frontagers wish to organise and fund the works themselves the County Council will facilitate the adoption.

RUPERT CLUBB  
Director of Communities, Economy and Transport

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#### LOCAL MEMBERS

Councillors Ensor and Phillips

#### BACKGROUND DOCUMENTS

None

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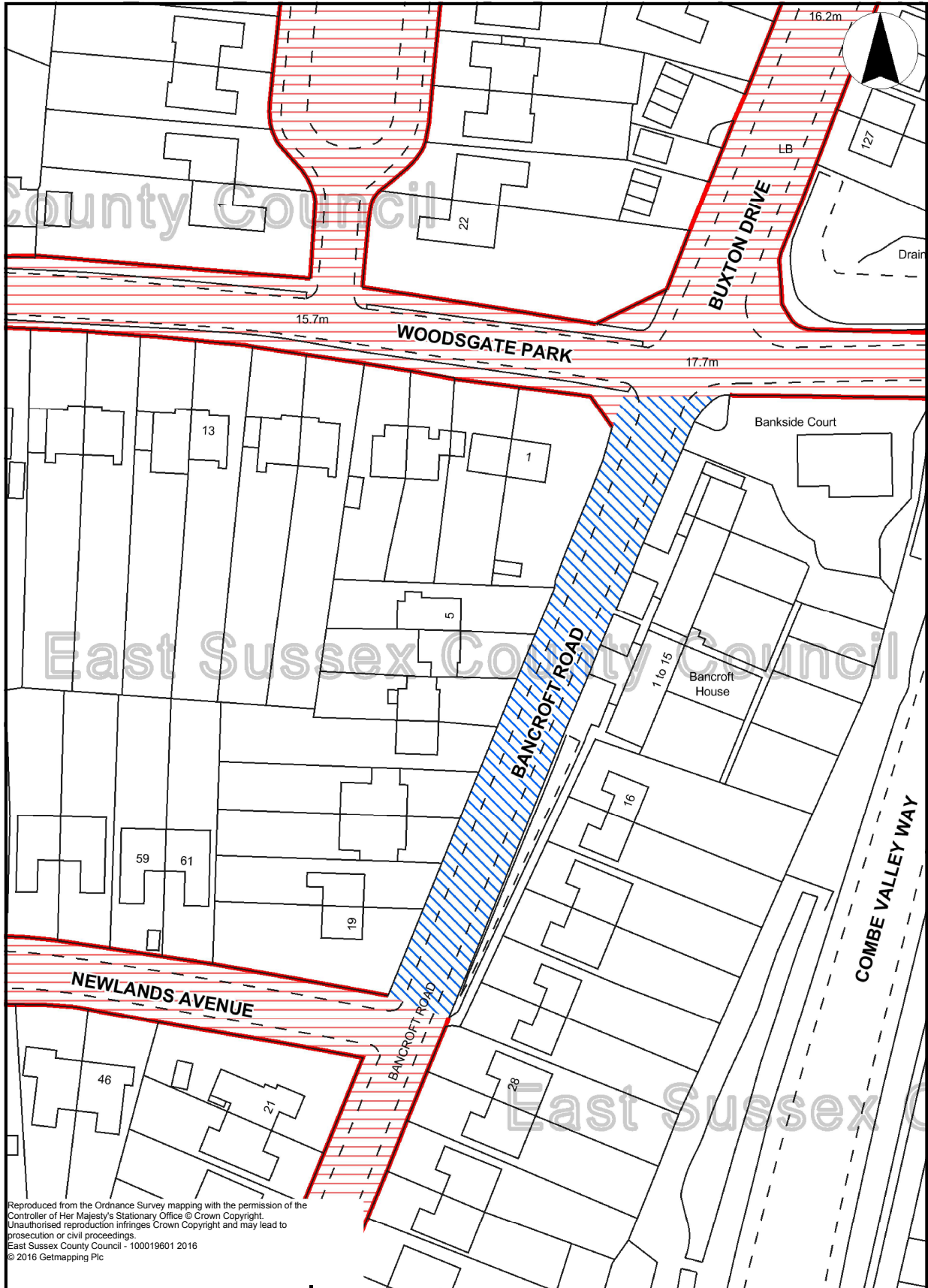


**Petition to East Sussex County Council**

We, the residents of Bancroft Road, Bexhill-on-Sea, East Sussex, TN39 4AG, petition to East Sussex County Council explore all means to physically adopt the portion of the highway between Woodsgate Park and Newlands Avenue, Bexhill-on-Sea, that has remained “un-adopted highway” ever since the housing estate was built in the 1960s. In seeking to adopt this portion of the highway, the residents ask ESCC to be mindful that the residents do not recognise ownership or responsibility for the highway or pavement, but that the residents ask ESCC to identify the legal owner and arrange for the highway and pavement to be repaired.

We, the undersigned, hereby Petition the ESCC to take all necessary action to secure the adoption of Bancroft Road, Bexhill-on-Sea.

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<p>East Sussex County Council</p> <p>County Hall</p> <p>St Anne's Crescent</p> <p>Lewes</p>	<p>Information may not be current. Consult Highway Land Information Team for confirmation.</p>
	<p>Date: 4 May 2016</p> <p>Scale: 1: 1000 NGR: 573852 108459</p> <p>Land tinted pink is considered to be adopted highway. The highway boundary, where researched, is shown in red outline.        WHERE NO RED LINE IS SHOWN, THERE MAY BE MORE HIGHWAY THAN IS SHOWN IN PINK.</p>

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**Report to:** Lead Cabinet Member for Transport and Environment

**Date of meeting:** 18 July 2016

**By:** Director of Communities, Economy and Transport

**Title:** Petition calling for the introduction of traffic signals on the A259 at Exceat Bridge

**Purpose:** To consider the request for the introduction of traffic signals at Exceat Bridge and advise the lead petitioner accordingly.

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**RECOMMENDATION:** The Lead Member is recommended to advise the lead petitioners that the request to introduce traffic signals at the Exceat Bridge will not be progressed on the basis that it will not improve traffic conditions however that the County Council is exploring options and the associated funding to deliver an offline two way bridge.

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## 1 Background Information

1.1 At the County Council meeting on 22 March 2016, Councillor Carstairs presented a petition to the Chairman asking East Sussex County Council to install traffic signals at Exceat Bridge on the A259 east of Seaford. The petitioners highlight there is traffic congestion and associated frustrations when crossing at the bridge because of the one way operation and in the past when work has been carried out on the bridge, and temporary lights installed, the traffic flow had improved. The full text of the petition can be found in Appendix 1.

1.2 A copy of the petition is available in the Members Room. Standing Orders provide that where the Chairman considers it appropriate, petitions are considered by the relevant Committee or Lead Member. A spokesperson for the petitioners is invited to address the Committee or Lead Member. The Chairman has referred this petition to the Lead Member for Transport and Environment.

## 2 Supporting Information

2.1 Exceat Bridge, situated east of Seaford on the A259, has one way working with priority given to traffic travelling eastbound. The eastbound approach to the bridge from Seaford is via a series of bends with the access/egress to the Cuckmere Inn almost directly onto the western end of the bridge. The westbound approach from Eastbourne is prominently downhill with the access/egress to the Seven Sisters Country Park car park and Visitor Centre in close proximity to the bridge. As a result there are numerous pedestrian movements across the A259 at this point between the car park and the Visitor Centre.

### Context

2.2 Any improvement to the A259 corridor at the Exceat Bridge needs to be considered in relation to the wider strategic context for the road. Our hierarchy of roads for the County broadly defines the role that each road is intended to play. Within this hierarchy, the A27 Trunk Road is the main east-west corridor for long distance traffic, whilst this section of A259 is not considered to be part of the strategic network.

2.3 From our analysis, the majority of traffic using this section of the A259 has local origins and destinations. Whilst the A259 remains important, both as a tourist route and to carry local traffic, our policy has been not to encourage any more strategic traffic onto that route which should, as far as possible, be channelled onto the A27.

2.4 Any scheme that might encourage strategic traffic to divert from the A27 could have a potential detrimental impact on the towns and villages along the A259. Having said that, any concerns in relation to the transfer of strategic traffic onto the A259 corridor would be eased if significant improvements were made to the A27. The A27 Reference Group, which brings together the MPs, local authority leaders and the Local Enterprise Partnerships, are lobbying Government and seeking to make the economic case for

the additional funding required to deliver an offline scheme between Lewes and Polegate which they believe is the best option for addressing a range of issues on the A27 corridor, in particular being able to accommodate planned and significant future housing and employment growth in the Hailsham/Polegate area.

### Options for Exceat Bridge

2.5 We have considered in detail the option to introduce traffic signals at the bridge on a permanent basis, which has been requested in the petition. Temporary traffic signals have been introduced at the bridge for maintenance works and will be used for event management purposes this year on the Friday and Saturday of Eastbourne Airborne. There are various difficulties which make their introduction on a permanent basis impracticable.

2.6 From our assessment, such a scheme would actually result in further queuing traffic on the eastbound approach from Seaford to the bridge. The bends on this approach would obscure any queues here and it is likely that this would lead to “shunt” type crashes on this approach.

2.7 In addition, to meet current design best practice, we would be required to signalise the access to the car park for the Cuckmere Inn as well as the bridge. Signal heads would need to be placed so that they are clearly visible to drivers approaching on the A259, but this would mean that they could not be seen by drivers leaving the car park. As a consequence this would, therefore, need the car park access to be separately controlled. The type of traffic signals that would be required have a maximum capacity of some 750 to 800 vehicles per hour and our surveys on the A259 have shown flows in the order of 1,000 vehicles in the peak hours. Therefore the permanent traffic signals would compound the issue of queuing rather than resolve it.

2.8 Therefore in parallel, we have been investigating various other options including the introduction of a new offline bridge at Exceat north of the existing, which would provide two way traffic flow on this section of the A259 and also improve facilities for pedestrians and cyclists. Any such scheme will need to take into account its surroundings within the South Downs National Park.

2.9 The estimated cost for a new offline bridge is £2m. At present, there is £0.5m allocated in the council’s Capital Programme towards the structural maintenance of the existing bridge; however we are exploring potential funding sources that may be available to enable the implementation of a more comprehensive improvement at this location. This includes bidding through the South East and Coast to Capital Local Enterprise Partnerships into the Government’s current round of Local Growth Fund. The submissions for the next Local Growth Fund will be submitted at the end of July with a decision from Government expected in the Autumn.

### **3 Conclusion and Reasons for Recommendations**

3.1 The Lead Member is therefore recommended to advise the petitioners that for the reasons set out in paragraphs 2.5 to 2.7, the introduction of traffic signals on a permanent basis on the Exceat Bridge, would not address the issues that have been raised.

3.2 Options seeking funding will be explored through the Government’s Local Growth Fund to deliver a more comprehensive solution which could provide a new offline two way bridge north of the existing, with improved facilities for pedestrians and cyclists, and which would address the congestion issues raised by the petitioners.

RUPERT CLUBB

Director of Communities, Economy and Transport

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### LOCAL MEMBERS

Councillors Carstairs, D Shing and S Shing

### BACKGROUND DOCUMENTS

None

## **Appendix 1**

### **Traffic Lights at Exceat Bridge**

#### **Petition**

To install traffic light at Exceat bridge

#### **Background Information**

Anyone who travels to or from Eastbourne and crosses the bridge at Exceat will have experienced the traffic holdups and the associated frustration because of the one way nature of the bridge. If traffic lights were installed, it would help to alleviate the problems. In the past when work has been carried out on the bridge and temporary traffic lights were installed, the traffic flow improved considerably. Traffic lights would be a cost effective solution compared to widening the existing bridge or building a second bridge.

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Report to	<b>Lead Cabinet Member for Transport and Environment</b>
Date	<b>18 July 2016</b>
Report By	<b>Director of Communities, Economy and Transport</b>
Title of Report	<b>East Sussex County Council (Eastbourne 107A and 107B) Cycle Track Order 2016</b>
Purpose of Report	<b>To seek authority to make the Order to convert the existing public footpath alongside Horsey Sewer (between grid reference TQ62400137 and TQ62530149) to a cycle track pursuant to Section 3 of the Cycle Tracks Act 1984</b>

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***RECOMMENDATION:* the Lead Member is recommended to approve the making of the Order for the conversion of a section of newly created public footpath alongside Horsey Sewer in Eastbourne into a cycle track.**

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## **1. Background Information**

1.1 East Sussex County Council has developed proposals for an off road pedestrian and cycle route known as the Horsey Way that will link the Town Centre with Sovereign Harbour in Eastbourne. The scheme forms part of the network of primary cycle routes in Eastbourne identified in the Eastbourne Cycle Strategy approved in March 2012. The objective of the scheme is to provide a safe alternative route for cyclists currently using the busy A259 Seaside. A plan showing the location of the route and the way is has been divided up for the purposes of design and construction is shown in Appendix 1.

1.2 The phase between Ringwood Road and Lottbridge Drove (Phase 2) was constructed in 2013/14. The phase between the railway station and Ringwood Road (Phase 1) is due to be completed this financial year.

1.3 The third phase of the route between Lottbridge Drove and Langney (Phase 3) roundabout has now been designed and involves the need to convert a section of existing footpath to a cycle track that can be used by both pedestrians and cyclists. The scheme is being funded from the Local Growth Fund monies for the Eastbourne and South Wealden Walking and Cycling package. The location of the section of footpath to be converted to a cycle track is shown on the Plan in Appendix 2.

## **2. Supporting Information**

2.1 East Sussex County Council does not own the land over which this particular section of the route is to be constructed. Therefore highway rights need to be acquired for pedestrians and cyclists in order to implement the scheme.

2.2 The majority of land ownership over the route has been ascertained. We are negotiating with the various landowners to gain control of the required land and this is being secured through the completion of dedication agreements under Section 38 of the Highways Act 1980.

2.3 However, part of the land required (156 metres) adjacent to that owned by the Chatsworth Settlement is unregistered. As a result a dedication agreement cannot be completed so the only option is to create a public footpath across this land under Section 25 of the Highways Act 1980 and then subsequently to convert the newly created footpath to a cycle track under the Cycle Tracks Act 1984.

2.4 The creation of the public footpath under the Highways Act 1980 was undertaken following the completion of a consultation process. This involved the placing of a Notice, at both ends of the section of unregistered land, advertising the County Council's intention as well as consultation with statutory consultees and a range of interested groups, including all the utility companies, Auto Cycle Union, British Horse Society, Byways and Bridleways Trust, Open Spaces Society, Ramblers Association, The Cyclist Touring Club, and Eastbourne Borough Council. No objections were received and therefore the public footpath came into effect on 8 July 2016.

2.5 The same process as detailed above will be followed in order to convert the newly created footpath to a cycle track under the Cycle Tracks Act 1984. A consultation will be undertaken over a period of 21 days and if no objections are made against the proposed Order then it will be validated and sealed.

2.6 Under the County Council's Scheme of Delegation there is no specific reference to any delegated authority to make Orders under the Cycle Tracks Act 1984. Therefore Lead Member authority is being sought to make an Order under this Act. The only financial implications in relation to the proposed Order are the advertising costs which will be met from the allocation towards the scheme in the 2016/17 Local Transport capital programme.

### **3. Conclusion and Reason for Recommendation**

3.1 Once completed, the Horsey Way cycle route will provide a continuous route for walkers and cyclists between the Town Centre and Sovereign Harbour. The third phase of the scheme will consist of a traffic free route extending for a total length of over 900m between Lottbridge Drove and Langney roundabout.

3.2 The Lead Member is therefore recommended to approve the making of the East Sussex County Council (Eastbourne 107A and 107B) Cycle Track Order 2016, in order to enable the construction of a cycle track between Lottbridge Drove and Langney roundabout as part of the primary network of cycle routes in Eastbourne.

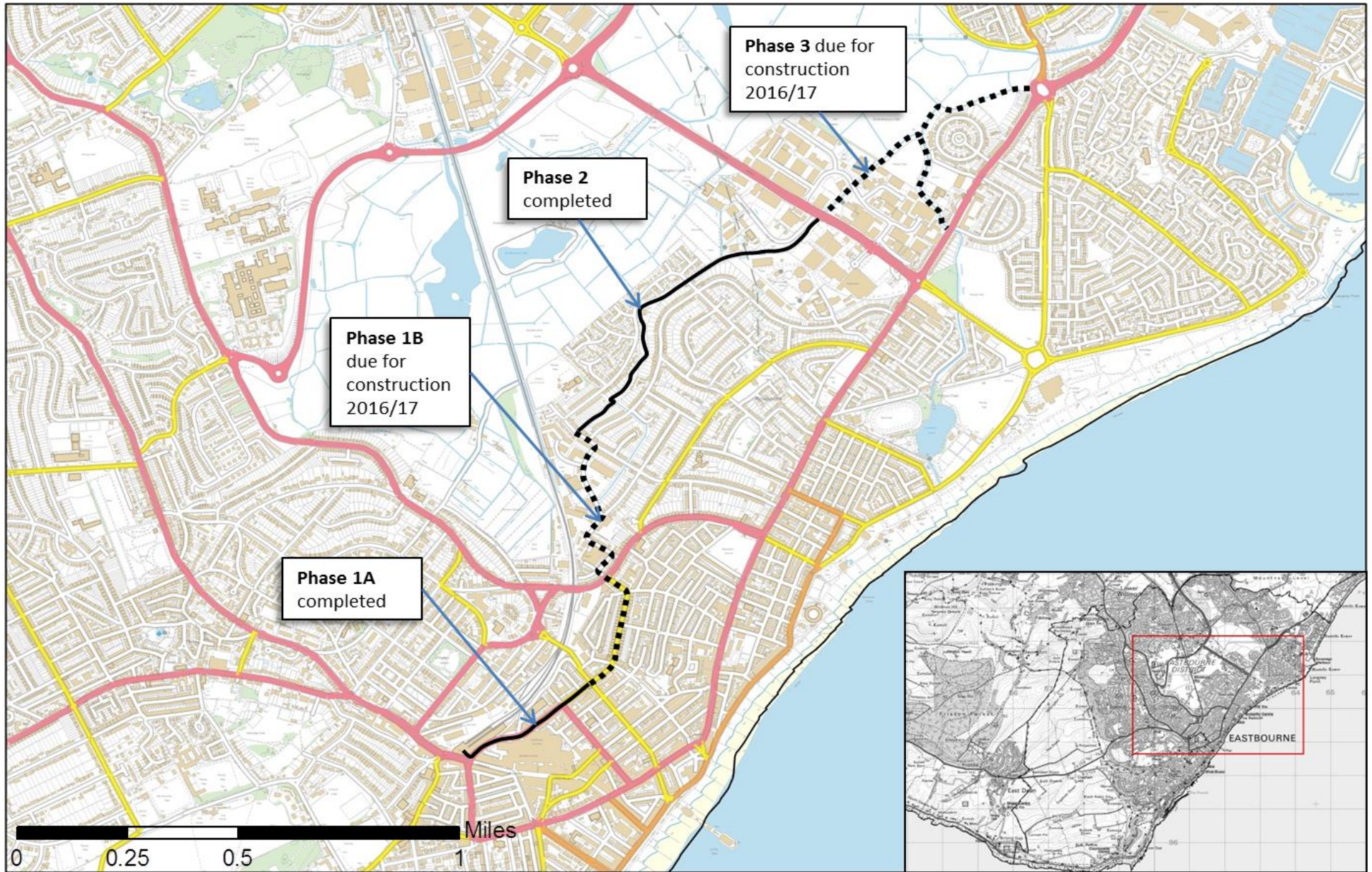
RUPERT CLUBB  
Director of Communities, Economy and Transport

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LOCAL MEMBERS  
Cllr Tutt

BACKGROUND DOCUMENTS  
None

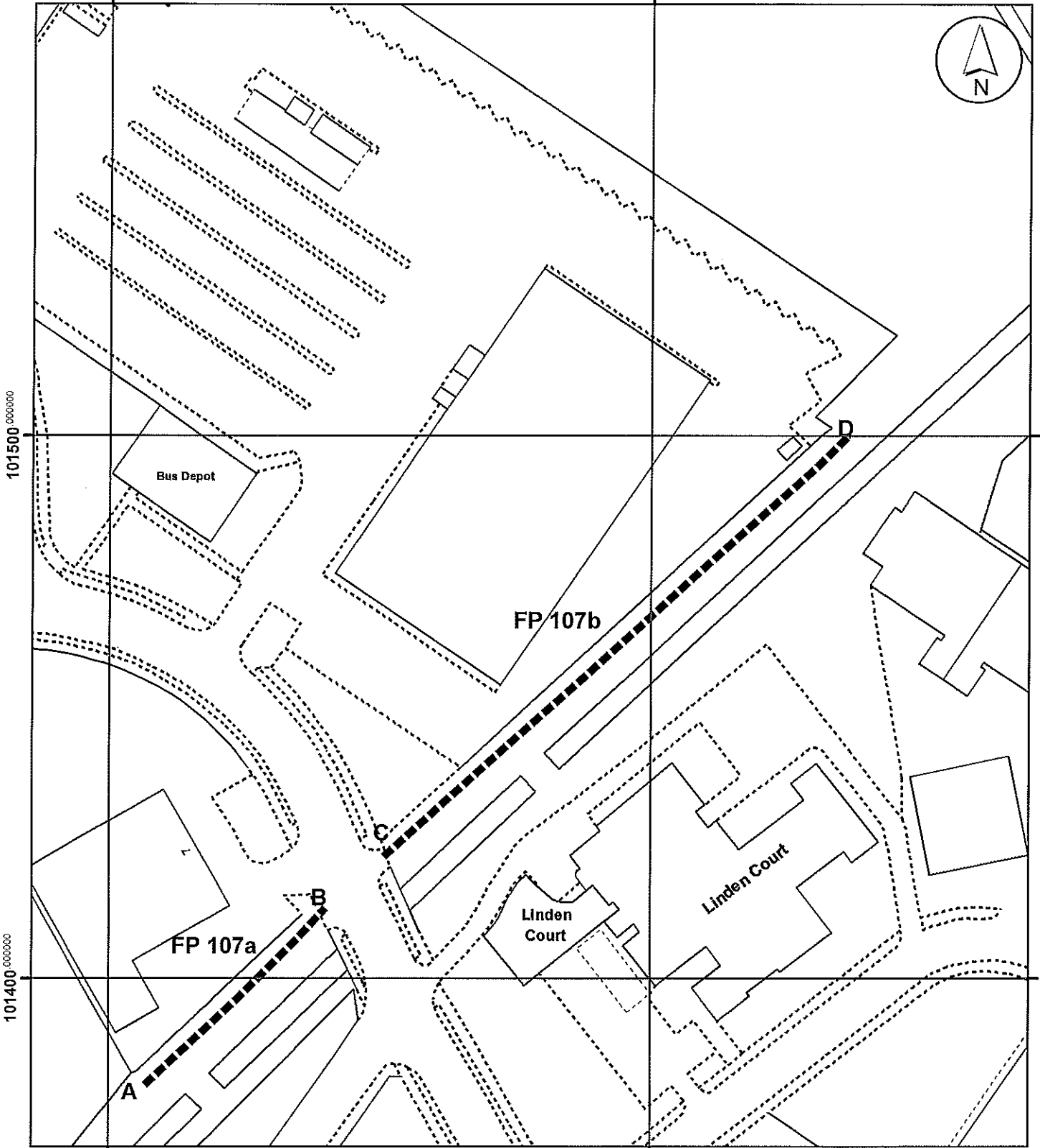
# Appendix 1 – Route of Horsey Way



Rupert Clubb BEng (Hons) CEng MICE  
Director of Communities, Economy & Transport  
East Sussex County Council

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Map Title:  
 The East Sussex (public footpath Eastbourne 107a and 107b)  
 Public Path Creation Order 2016

East Sussex County Council  
 County Hall  
 St Annes Crescent  
 Lewes



Key:  
 Creation route      A   B   C   D  
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**Report to:** Lead Cabinet Member for Transport and Environment

**Date of meeting:** 18 July 2016

**By:** Director of Communities, Economy and Transport

**Title:** Hailsham Town Centre Improvement Scheme

**Purpose:** To approve the funding package for the Hailsham Town Centre improvement scheme

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**RECOMMENDATION:** The Lead Member is recommended to approve £1.3m of funding from the East Sussex Local Transport and Highways Maintenance capital programmes is utilised, in addition to £1.2m development contributions, to fund the £2.5m cost of the Hailsham Town Centre Improvement Scheme

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## 1 Background Information

1.1 The Movement and Access Strategy for Hailsham and Hellingly (MASHH) was completed in November 2012. The Strategy has been used to inform East Sussex County Council and Wealden District Council about the transport infrastructure required in Hailsham and Hellingly to support recently constructed and future development up to 2027, as identified in the Wealden District Council Core Strategy adopted in February 2012.

1.2 The package of mitigating measures identified in the Strategy range from new roundabouts and traffic lights which improve traffic flow, improvements for pedestrians and cyclists and enhancements for public transport users. The overall cost of the measures identified in the MASHH is around £5.5m.

1.3 A Steering Group of local Members County, District and Town) and Council Officers was set up to prioritise and take forward the feasibility designs to implementation. Council Officers from the County Council, Wealden District Council and Hailsham Town Council are all present on the Steering Group.

1.4 The key element of the MASHH package is the Hailsham Town Centre Improvement scheme (HTCIS). The proposed improvements include changes to the road layout and the number of parking spaces in the town centre as well as new pedestrian crossings on the High Street, Vicarage Lane, Vicarage Road and George Street. Additionally, traffic speeds in and around the town centre will be reduced, pavements will be widened and additional disabled parking and loading bays will be provided. In order to accommodate these additional bays, the number of general parking bays will be reduced. In Vicarage Road only southbound traffic will be permitted.

1.5 As the desirability of Hailsham grows with the planned and future growth in the town, the number of cars on the road is likely to increase and work needs to be done now to reduce the impact of this growth in the future. In addition to allowing the town centre to operate safely and efficiently, the scheme will:

- Improve traffic flow;
- Support the economic vitality of the town; and
- Improve the quality of the environment for pedestrians, the mobility impaired and cyclists

## 2 Supporting Information

2.1 At present a total of £1.2m of Section 106 development contributions towards local transport accessibility improvements in the Hailsham and Hellingly area have been secured and are held by either East Sussex County Council or Wealden District Council. Within the Local Transport capital programme approved by the Lead Member at his decision making meeting on 18

March 2016, the estimated cost of the HTCIS was £1m and it was expected that the development contributions available would be used to fully cover the cost of the HTCIS scheme.

2.2 However, following a review of the design and the buildability of the HTCIS scheme, the estimated cost is now at £2.5m and therefore exceeds the level of development contributions available.

2.3 The HTCIS scheme is a high priority for delivery this financial year to support the existing and planned housing development coming forward through the current Wealden Local Plan. Construction is programmed from July 2016 through to the end of the 2016/17 financial year, including a break for Christmas and New Year.

2.4 In order to cover the £1.3m funding gap between the £1.2m of available Section 106 development contributions and the £2.5m overall scheme cost, it is proposed to reallocate funding from the local transport and highway maintenance capital programmes towards the project. This comprises slippage of £700,000 from the 2015/16 Local Transport capital programme, £200,000 from the Highway Maintenance capital programme with the remainder of £400,000 coming from the 2016/17 Local Transport capital programme allocation.

2.5 As highlighted in section 1.2 of the report, the overall estimated cost of the MASHH package is around £5.5m. The remaining elements of the package will continue to be progressed through the local Steering Group with options for further funding to be confirmed from the following sources including:

- development contributions which have been secured but yet to be received (estimated at around £160,000);
- the Local Growth Fund allocations for the Hailsham – Polegate – Eastbourne Movement and Access Corridor (£2.1m) and the Eastbourne and South Wealden Walking and Cycling Package (£8.6m);
- future Local Transport capital programme allocations; or
- other external funding sources which can be secured.

### **3 Conclusion and Reasons for Recommendations**

3.1 The HTCIS is a key priority for delivery this financial year and is part of the transport infrastructure package required for Hailsham and Hellingly to support recently constructed and future development up to 2027 within the adopted Wealden District Council Core Strategy.

3.2 The 2015/16 Local Transport capital programme approved in March 2016 identified the estimated cost of the scheme as £1m which would have been met from within the £1.2m development contributions secured towards local transport accessibility improvements in the Hailsham and Hellingly area. However, following a review of the design and buildability of the HTCIS scheme the estimated cost is £2.5m.

3.3 In addition to the £1.2m of development contributions, I recommend that the remaining £1.3m to fund the £2.5m scheme cost is met by utilising the £700,000 slippage from the 2015/16 Local Transport capital programme, £200,000 from the 2016/17 Highways Maintenance capital programme and the remainder of £400,000 from the 2016/17 Local Transport capital programme allocation.

RUPERT CLUBB  
Director of Communities, Economy and Transport

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#### LOCAL MEMBERS

Councillors Bentley and Keeley

#### BACKGROUND DOCUMENTS

None



**Report to:** Lead Cabinet Member for Transport and Environment

**Date of Meeting:** 18 July 2016

**By:** Director of Communities, Economy and Transport

**Title:** Revised Statement of Common Ground (SoCG) between the Shoreham Harbour Planning Authorities and the Shoreham Port Authority June 2016

**Purpose:** To respond to the revised SoCG which has implications for the East Sussex, South Downs and Brighton & Hove Waste and Minerals Plan.

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**RECOMMENDATIONS: The Lead Member is recommended to:**

- (1) Agree the changes to the SoCG and authorise the Director of Communities, Economy and Transport to sign the revised SoCG: and**
  - (2) Authorise the Director of Communities, Economy and Transport to consider and agree any future revisions to the revised SoCG**
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## **1. Supporting Information**

1.1 The Waste & Minerals Plan (WMP), which covers East Sussex, Brighton & Hove and part of the South Downs National Park (the Plan Area), was jointly adopted in February 2013. The WMP includes planning policies for the provision of aggregates. Levels of land-won aggregates are historically low and the Plan Area is therefore heavily reliant on imports (marine dredged and crushed rock). Marine imports of sand and gravel are received at the three Ports in the Plan area (Rye, Newhaven and Shoreham). The provision of marine imports through local ports makes a valuable contribution to meeting aggregates demand for constructional needs in the context of dwindling land-won resources.

1.2 In order to secure these imports, the WMP aims to safeguard existing, planned and potential railhead and minerals wharf facilities, and their consequential handling capacity. Policy WMP 15 sets out these requirements. Proposals for alternative uses at mineral wharves would only be acceptable where evidence demonstrates that there would be no net-loss of potential capacity for handling minerals within the Port. The draft East Sussex, South Downs and Brighton & Hove Sites Plan (WMSP) (submitted to the Secretary of State for Examination on 15 April 2016) includes a safeguarding policy for wharves in the Plan Area and identifies the areas affected.

1.3 Shoreham Port straddles the Brighton & Hove and West Sussex (Adur District) boundary. The Port receives significant aggregate imports (1,090,138 tonnes in 2014). In 2011 over 60% of sand and gravel received on the Brighton & Hove side of Shoreham Port was used within the Plan Area. Mineral wharves located within West Sussex at Shoreham Port also serve markets in the Plan area.

1.4 Adur District Council, Brighton & Hove City Council, West Sussex County Council (WSCC) and Shoreham Port Authority (SPA) are partners in the preparation of the Shoreham Harbour Joint Area Action Plan (JAAP) which sets out a 15 – 20 years plan to guide the regeneration of Shoreham Harbour. The JAAP outlines proposals for housing, employment and economy and environmental improvements. In order to achieve this, some consolidation of operations and redevelopment of mineral wharves (particularly in West Sussex) is proposed. Ferry Wharf (a vacant mineral wharf) on the Brighton & Hove side of the port is proposed for redevelopment. The JAAP was first consulted on in 2014. A draft consultation plan is due to be published in December 2016 with submission timetabled for autumn 2017.

1.5 The WMP acknowledges the JAAP regeneration proposals. Policy SP9 in the WMSP will be the mechanism for assessing the impact on wharf capacity at the Brighton & Hove section of the Port from

any development proposals in this area. The policy area safeguards facilities to land, process and handle, and associated storage of minerals and their consequential capacity.

1.6 It is recognised that the provision and safeguarding of minerals wharfage is a key issue if the JAAP aims are to be achieved. To this end the JAAP partners, together with South Downs National Park Authority (SDNPA) and East Sussex County Council, agreed a Statement of Common Ground (SoCG) in 2014. The purpose of the SoCG was to underpin effective cooperation and collaboration between the partners in addressing strategic cross-boundary issues as they relate to planning for minerals infrastructure and safeguarding in Shoreham Harbour. Lead Member authorised the Director of Communities, Economy and Transport (CET) to sign the SoCG on 28 April 2014.

1.7 The 2014 SoCG recognised the importance of aggregate wharves at Shoreham to the supply of minerals to West Sussex, East Sussex, Brighton & Hove and other areas in the South-East, and that there would be a likely increased reliance on minerals (both land won and marine dredged) landed at Shoreham from East Sussex and Brighton & Hove. The SoCG also stated that WSCC would progress its Minerals Local Plan (MLP) safeguarding policy in line with a previous Wharves and Railhead study. WSCC and the SDNPA are now preparing a joint MLP and published a consultation draft in April. (The Director CET recently responded to this consultation). Further assessments of wharf capacity and landings carried out to support the joint MLP have indicated that the scenarios in the previous Wharves and Railhead study are no longer being considered suitable. WSCC are now seeking revisions to the SoCG to reflect their updated approach to safeguarding in the joint MLP.

1.8 The main changes proposed in the revised SoCG are based on an updated wharf capacity at Shoreham, increased from 1.89 million tonnes per annum (mtpa) to 2.27mtpa. There has also been a change of approach in calculating aggregate demand, using landings rather than sales data. Updated calculations of aggregate demand, taking account of planned housing and highways development in neighbouring authorities including East Sussex and Brighton & Hove, have indicated a figure of 1.34 mtpa to 2033.

1.9 The revised SoCG sets out a range of options including maintaining capacity (although this would not allow for regeneration), safeguarding specific wharves to give a lower figure than an existing capacity, and safeguarding specific wharves in Shoreham and Littlehampton and potential wharf/s in Brighton & Hove. Options relating to the latter may give capacities close to or exceeding the existing capacity, whilst also allowing for regeneration.

1.10 Of these options, the revised SoCG supports an approach based on safeguarding an excess of capacity (2.49mtpa) known as "W4". This option involves safeguarding four wharves in the Eastern Harbour Arm and a wharf at Littlehampton, as well as the currently vacant Britannia Wharf in Brighton & Hove and Rombus Wharf in West Sussex. Rombus Wharf is not currently in mineral use. SPA own and operate both wharves and have stated that they would seek to bring them back in to minerals use in future should demand arise for it.

1.11 The joint MLP considers safeguarding policy approaches using these new figures and sets out preferred approach based on Option W4 in policy M10. Britannia Wharf is not included in this policy as it is located outside West Sussex in Brighton & Hove.

## **2. Comments/Appraisal**

2.1 The Plan Area is heavily reliant on marine imports and it is expected that this dependence will increase in the future. The recently adopted East Sussex, South Downs and Brighton & Hove Local Aggregate Assessment (LAA) 2015, (considered by Lead Member on 22 December 2015) provides detail on aggregate supply and confirms that in particular East Sussex and Brighton & Hove is very dependant on imports at Shoreham. The LAA also emphasises the importance of safeguarding wharves and railheads for aggregate imports.

2.2 The main issue for the County Council with the redevelopment of Shoreham Harbour is to ensure that aggregates can continue to be landed at the Port, as at present, and that there is flexibility in capacity should demand increase in the future. WMP policies require that there is no net loss in capacity when considering alternative proposals for development. The revised SoCG is consistent with this policy and can therefore be supported in principle.

### **3. Conclusion and Reason for Recommendation**

3.1 The Statement of Common Ground is essential to maintain capacity for aggregates to be landed at Shoreham Harbour in order to serve the construction industry and development needs in East Sussex. The Lead Member is therefore recommended to ensure continuing involvement of the County Council in safeguarding marine aggregate imports, and to authorise the Director of CET to sign the revised SoCG. In order to reduce the requirement for the Lead Member to consider minor amendments to the SoCG in future, the Lead Member is also recommended to give authority to the Director of CET to agree future appropriate changes.

RUPERT CLUBB

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#### LOCAL MEMEBERS

ALL

#### BACKGROUND DOCUMENTS

East Sussex, South Downs and Brighton & Hove Waste & Minerals Plan (adopted February 2013)

Draft revised Statement of Common Ground between the Shoreham Harbour Planning Authorities, June 2016

East Sussex, South Downs and Brighton & Hove Waste & Minerals Sites Plan Submission draft 2015

East Sussex, South Downs and Brighton & Hove Local Aggregate Assessment 2015

Draft West Sussex Joint Minerals Local Plan April 2016

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**Statement of Common Ground between the Shoreham Harbour Planning Authorities and the Shoreham Port Authority  
June 2016**

**1. Introduction**

1.1 The parties to this Statement of Common Ground are:

Adur District Council  
Brighton & Hove City Council  
East Sussex County Council  
West Sussex County Council  
South Downs National Park Authority  
Shoreham Port Authority

1.2 The Parties are responsible for the development of Local Planning Documents as relevant to this Statement:

- Brighton & Hove City Plan – Brighton & Hove City Council
- East Sussex, South Downs and Brighton & Hove Waste and Minerals Plan;
- East Sussex, South Downs, and Brighton & Hove Waste and Minerals Sites Plan.
- West Sussex and South Downs National Park Joint Minerals Local Plan;
- Adur Local Plan- Adur District Council
- Shoreham Harbour Joint Area Action Plan (JAAP) – produced jointly by the Shoreham Harbour Regeneration Partnership comprising Adur District Council, Brighton & Hove City Council, West Sussex County Council and Shoreham Port Authority.

1.3 Brighton & Hove City Council and West Sussex County Council are Mineral Planning Authorities, responsible for minerals planning in their parts of Shoreham Harbour, in line with the requirements of national planning policy. East Sussex County Council and the South Downs National Park Authority are neighbouring Mineral Planning Authorities, working in partnership with Brighton & Hove City Council on the preparation of mineral and waste planning policy documents which cover the part of Shoreham Harbour within Brighton & Hove. Shoreham Port Authority is responsible for the conservancy of the Port and is the main landowner. Adur District Council is the local planning authority for the area of Shoreham Harbour that is located within West Sussex, and is responsible (alongside West Sussex County Council) for local planning matters within the part of Shoreham Harbour within West Sussex .

- 1.4 Adur District Council, Brighton & Hove City Council, West Sussex County Council and Shoreham Port Authority are partners in the preparation of the Shoreham Harbour Joint Area Action Plan (JAAP). The vision contained in the draft JAAP for the next 15 years is to maximise the potential of Shoreham Harbour for the benefit of existing and new residents, businesses, port-users and visitors through a long term regeneration strategy. This will be achieved through working with local landowners and business to facilitate the redevelopment of key sites.
- 1.5 The aim of the JAAP is to deliver a series of appropriately located, high quality, sustainable, mixed-use developments including new housing, employment floorspace, leisure opportunities, improved public space and associated infrastructure including flood defences and transport improvements. The regeneration proposals will be facilitated by consolidating, reconfiguring and enhancing the operations of Shoreham Port.
- 1.6 A key issue for the Planning Authorities and Shoreham Port Authority is the presence of active and inactive mineral wharves and waste management facilities in the geographical area covered by the JAAP. Paragraph 143 of the National Planning Policy Framework requires local planning authorities to safeguard existing, planned and potential wharfage for bulk transport of minerals.
- 1.7 Policy WMP15 of the adopted East Sussex, South Downs and Brighton & Hove Waste and Minerals Plan aims to safeguard existing, planned and potential railhead and minerals wharf facilities (including rail sidings), and their consequential capacity. In line with Policy WMP 15, in order for proposals for alternative uses at mineral wharves within Brighton & Hove to be acceptable, evidence would need to demonstrate that there would be no net-loss of capacity for handling minerals within the Port as a whole.
- 1.8 The West Sussex Minerals Local Plan (2003) safeguards the following wharves through Policy 40:
  1. Free Wharf;
  2. Kingston Wharf;
  3. Turberville and Penney's Wharf;
  4. Western part of Halls Wharf and
  5. Brighton Power Station 'A' Wharf and RMC Roadstone Wharf (now known as ARC Wharf and Rombus Wharf respectively).
- 1.9 Additionally, Policy 41 identifies a new wharf at Littlehampton.

1.10 It is envisaged that the regeneration project will bring forward proposals for alternative land uses on some of these sites alongside relocation of existing businesses, particularly away from the Western Harbour Waterfront area where mixed use development is proposed. Sufficient capacity to meet the current and future demand for transportation of minerals is to be provided at wharves elsewhere in the Port. This is dependent on a change to the West Sussex County Council policy on wharf safeguarding, which will be included in the new West Sussex Joint Minerals Local Plan and will be tested through an examination in public before it can be adopted in 2018.

## **2. Purpose**

2.1 The purpose of this Statement of Common Ground is to underpin effective cooperation and collaboration between the parties listed above in addressing strategic cross-boundary issues as they relate to planning for minerals infrastructure and safeguarding in Shoreham Harbour.

2.2 It sets out matters of agreement and commitment to a future policy approach, reflecting the spirit of co-operation between the parties to the Statement. It is, however, not intended to be legally binding or to create legal rights.

2.3 The Statement sets out the current evidence available to the parties at the time of preparation, the evidence will continue to build upon this evidence through the development of emerging Local Plans.

## **3. Aims**

3.1 The Statement has the following broad aims:

- to set out the commitment of each of the parties to an approach to mineral safeguarding in line with NPPF at Shoreham Harbour, recognising commercial considerations of the Port and the regeneration aspirations of the JAAP;
- to indicate the approach to be taken by all parties to delivering this commitment.
- to replace the Statement of Common Ground, signed by all above mentioned parties, in April 2014.

## **4. Limitations**

4.1 The Parties to the Statement recognise that there will not always be full agreement with respect to all of the issues on which they have a duty to

cooperate. For the avoidance of doubt, this Statement shall not fetter the discretion of any of the Parties in relation to any of its statutory powers and duties, and is not intended to be legally binding.

- 4.2 The approach to mineral safeguarding will be tested upon submission to the Secretary of State through an examination in public on the West Sussex Joint Minerals Local Plan and through implementation of Policy WMP15 of the adopted East Sussex, South Downs and Brighton & Hove Waste and Minerals Plan, and safeguarding policy in the draft East Sussex, South Downs and Brighton & Hove Waste and Minerals Sites Plan. The Shoreham Harbour JAAP will bring forward alternative land uses, facilitate regeneration and associated infrastructure.

## **5. Background**

- 5.1 The current West Sussex Minerals Local Plan was adopted in 2003. Policies 36 to 41 have been saved, safeguarding existing and potential wharves and railheads within the County. West Sussex County Council, in partnership with the South Downs National Park Authority, has commenced preparation of a new Joint Minerals Local Plan, which will replace the currently adopted version. To provide evidence for a new policy on wharf safeguarding, the County Council and South Downs National Park Authority commissioned a West Sussex Wharves and Railheads Study (February 2014) which investigated a range of potential scenarios and assessed them in respect of historic demand.
- 5.2 It was proposed that Scenario W3 of the Wharves and Railheads Study taken forward as the preferred policy approach, as this would safeguard dedicated mineral wharf capacity to cater for future demand in line with sales over the previous 10 years. This was set out in the SoCG signed in April 2014.
- 5.3 Following signing of the SoCG (April 2014), a number of updates and further work was undertaken, which resulted in the outcomes and scenarios of the Wharves and Railheads Study no longer being considered suitable. This includes;
- An update on wharf capacity at Shoreham, resulting in existing and operational capacity being increased from 1.89mtpa to 2.27mtpa. Discussions were undertaken with operators and SPA to ascertain that the data used in the Wharves and Railheads Study, dating back to 2008, was outdated;
  - A change of approach in calculating aggregates demand, taking account of landings data (provided by The Crown Estate and SPA) for marine dredged aggregates, rather than sales data. The sales data does not provide a good baseline for calculating demand as a number of operators in Shoreham purchase aggregates from one another. This results in double



counting of aggregates which inflates the estimate of demand for wharf capacity. Landings data provides a better indication of historic demand for wharf capacity;

- Updated calculations of demand for aggregates, taking account of planned housing and highways development in neighbouring authorities (*other relevant local information*); and
- An updated Local Aggregates Assessment (LAA), which was subject to South East England Aggregate Working Party consideration in November 2015. The updated LAA (April 2016) sets out the anticipated demand through the Plan period for the Joint Minerals Local Plan.

5.4 The key headlines from the updated LAA (April 2016) are as follows;

- The ten-year average sales/landings of marine dredged aggregates and crushed rock at West Sussex wharves totals 1,021,190 tonnes per annum (2005-2014);
- The maximum expected demand, taking account of *other relevant local information* is 1,349,328 tonnes per annum to 2033; and
- The estimated operational capacity in West Sussex totals 2,274,000tonnes per annum.

5.5 Preparation of the Joint Minerals Local Plan has included the consideration of reasonable policy options for safeguarding wharves. These entirely replace the scenario options set out within the West Sussex Wharves and Railheads Study and are all capable of meeting anticipated future demand. Option W1 would not enable delivery of the emerging regeneration aspirations contained within the Shoreham JAAP.

5.6 The options considered for the JMLP are set out below;

- **Option W1:** Maintain current capacity by safeguarding all currently operational minerals wharves in West Sussex (2.27mtpa)
- **Option W2:** Safeguard wharves in the Eastern Harbour Arm at Shoreham and at Littlehampton (ARC Wharf, Halls Wharf, Turberville and Penneys Wharf, Railway Wharf) (1.95mtpa)
- **Option W3:** Safeguard wharves in the Eastern Harbour Arm at Shoreham and at Littlehampton (ARC Wharf, Halls Wharf, Turberville and Penneys Wharf, Railway Wharf) and seek safeguarding of Britannia Wharf in Brighton & Hove (2.20mtpa)
- **Option W4:** Safeguard wharves in the Eastern Harbour Arm at Shoreham and at Littlehampton (ARC Wharf, Halls Wharf, Turberville and Penneys Wharf, Railway Wharf) and seek safeguarding of potential wharves in Eastern Harbour Arm (Britannia Wharf and Rombus Wharf) in West Sussex and Brighton & Hove (2.49mtpa)

Brighton & Hove City Council has prepared a Waste and Minerals Plan (2013) in partnership with East Sussex County Council and the South Downs National Park Authority. Policy WMP15 aims to safeguard existing, planned and potential railhead and minerals wharf facilities (including rail sidings), and their consequential capacity. In line with Policy WMP15 of the adopted East Sussex, South Downs and Brighton & Hove Waste and Minerals Plan, in order for proposals for alternative uses at mineral wharves within Brighton & Hove to be acceptable, evidence would need to demonstrate that there would be no net-loss of capacity for handling minerals within the Port as a whole. The draft East Sussex, South Downs and Brighton and Hove Waste and Minerals Sites Plan provides a safeguarding policy area related to Policy WMP15 within which facilities to land, process and handle, and associated storage of minerals and their consequential capacity would be safeguarded. This could include use of flexible arrangements such as wharves within the safeguarding area which cater for a range of materials, including minerals, to compensate for the loss of capacity at a specific mineral wharf.

- 5.7 The Shoreham Harbour Interim Planning Guidance (August, 2011) was prepared by the Shoreham Harbour Regeneration Partnership. The Interim Planning Guidance states that a key factor in considering new development and changes of use in the Harbour area which will be taken into account is the impact of development on safeguarded wharves and existing waste facilities, and the extent to which the development contributes to meeting future needs for minerals imports and waste management.
- 5.8 The Shoreham Harbour Regeneration Partnership has prepared two Development Briefs for the proposed areas of change in Shoreham Harbour. The Western Harbour Arm Development Brief was adopted by Adur District Council in July 2013. The South Portslade Industrial Estate and Aldrington Basin Development Brief was adopted by Brighton & Hove City Council in September 2013. The brief states that Ferry Wharf (a wharf in Brighton & Hove), could be developed to provide modern employment floor space, subject to suitable mineral wharf capacity identified at the Port to replace Ferry wharf.
- 5.9 The Western Harbour Arm Development Brief states, in paragraph 5.2.5, for example, that: Adur District Council, Shoreham Port Authority, Brighton & Hove City Council, West Sussex County Council and East Sussex County Council are committed to working together to ensure that an appropriate policy approach is incorporated within the updated West Sussex Joint Minerals Local Plan and the JAAP; and that in the short term any applications for alternative development proposals on safeguarded mineral wharves or adjacent sites will need to clearly demonstrate that there will be no net-loss to capacity for the import of aggregates at the Port as a result of any proposals.

## **6. Agreements between the Parties**

- 6.1 The Parties recognise the importance of mineral wharf capacity at Shoreham Port and support the safeguarding of both specific sites and more general capacity for landing of minerals at the Port.
- 6.2 The parties recognise the importance of aggregate wharves at Shoreham to the supply of minerals to West Sussex, East Sussex, Brighton & Hove and other areas in the South-East. In particular, there is likely to be an increased reliance on minerals (both land won and marine dredged) landed at Shoreham from East Sussex and Brighton & Hove, resulting from both the potential reduced availability of land won sources within, and imports to, East Sussex, and the demand arising from planned development.
- 6.3 The parties recognise the role of Shoreham Port Authority in assisting with both the short and long term demand for mineral landings at potential wharves within the Port Operational Area.
- 6.4 The parties recognise the regeneration aspirations for the Harbour, to be delivered through the JAAP, which will broadly result in the redevelopment of the Western Harbour Waterfront for mixed-uses and the concentration of port activities on the Eastern Harbour Arm.
- 6.5 The parties recognise the conclusions of the West Sussex Local Aggregates Assessment (April 2016)

In examining the conclusions of the LAA and consideration of policy options, the parties recognise that Option's W2-W4 would all provide sufficient capacity to meet future demand for continued supply of aggregates through existing and potential wharves located within Shoreham Harbour. Options W2 and W3 would reduce the total capacity to land minerals, and therefore Option W4 is the preferred approach and has been included in the Draft Joint Minerals Local Plan (April 2016)

- 6.6 The Shoreham Port Masterplan includes a commitment to improvements to Port facilities, including the expansion of wharves through infilling activity, which would result in an increase in land, therefore an increase in throughput capacity. Infilling work is being considered at Turberville and Penneys Wharf and Britannia Wharf.

Actions and Activities

6.7 In order to facilitate the JAAP process:

- West Sussex County Council and the South Downs National Park Authority have included Option W4, as Policy M10, in the Draft Joint Minerals Local Plan (April 2016). This will include both the safeguarding of specific sites, and also recognition of the importance of wharves on the Eastern Harbour Arm with potential to be used for minerals which could contribute to the capacity for handling minerals within the Port as a whole.
- In line with Policy WMP15 of the adopted East Sussex, South Downs and Brighton & Hove Waste and Minerals Plan, in order for proposals for alternative uses for wharves within Brighton & Hove to be acceptable, evidence would need to demonstrate that there would be no net loss of capacity for handling minerals within the Port as a whole. This could include the use of flexible arrangements, such as wharves which cater for a range of materials (common user terminals), including minerals, to compensate for the loss of capacity at a specific mineral wharf.

6.8 Shoreham Port Authority will use its best endeavours to facilitate the delivery of port improvement works which would increase the capacity of existing minerals wharves in the Eastern Harbour Arm as identified in the Port Masterplan (subject to securing the relevant permissions and commercial considerations);

6.9 In order to facilitate the development management process, particularly for Adur District Council, West Sussex County Council will seek to engage with the development management process in their role as the Mineral Planning Authority. Where applications seek redevelopment of sites on the Port, the County Council will base their response on the safeguarding approach as set out within the draft Joint Minerals Local Plan.

6.10 This approach is likely to result in redevelopment of two wharves that are currently safeguarded through the West Sussex Minerals Local Plan (2003) as opportunities arise. These wharves are Free Wharf and Kingston Railway Wharf.

6.11 These sites would not cease to be safeguarded until the adoption of the new West Sussex Minerals Local Plan, however once published, applications will be considered against policies in the Submission Draft JMLP. Those seeking to re-develop existing safeguarded wharves will be expected to provide evidence that there is sufficient capacity elsewhere to accommodate any loss of capacity on the site in question.

6.12 The Mineral Planning Authorities party to this Statement will continue to collaborate on these matters and evidence the approach set out within this through the preparation of Local Aggregate Assessments. The Mineral Planning Authorities will continue to liaise with other Mineral Planning Authorities in the South East in relation to the general matters set out in the Statement, in particular, the challenges associated with supply of aggregates from land won sources.

## **7. Timescale**

7.1 The Statement of Common Ground is intended to run from June 2016 until it is replaced by an updated Statement or until the adoption of the relevant Local Planning Documents being prepared by the Parties, particularly the West Sussex Joint Minerals Local Plan.

## **8. General**

8.1 The terms of this Statement may be amended at any time by agreement in writing between the Parties.

## **9. Signatures**

**Adur District Council**

**Brighton & Hove City Council**

**East Sussex County Council**

**West Sussex County Council**

**South Downs National Park  
Authority**

**Shoreham Port Authority**

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