



**Brighton & Hove
City Council**

**COUNCIL
ADDENDUM**

4.30PM, THURSDAY, 10 DECEMBER 2009

COUNCIL CHAMBER, BRIGHTON TOWN HALL

ADDENDUM

ITEM		Page
30.	WRITTEN QUESTIONS FROM MEMBERS OF THE PUBLIC.	1 - 2
31.	DEPUTATIONS FROM MEMBERS OF THE PUBLIC.	3 - 10
32.	WRITTEN QUESTIONS FROM COUNCILLORS.	11 - 14
35.	GAMBLING ACT 2005 - REVISED POLICY	15 - 16
36.	LOCAL DEVELOPMENT FRAMEWORK - BRIGHTON AND HOVE CORE STRATEGY: SUBMISSION	17 - 68
37.	NOTICES OF MOTION.	69 - 76

WRITTEN QUESTIONS FROM MEMBERS OF THE PUBLIC

A period of not more than fifteen minutes shall be allowed for questions submitted by a member of the public who either lives or works in the area of the authority at each ordinary meeting of the Council.

Every question shall be put and answered without discussion, but the person to whom a question has been put may decline to answer. The person who asked the question may ask one relevant supplementary question, which shall be put and answered without discussion.

The following written questions have been received from members of the public.

(a) Mr Christopher Hawtree

“Could Councillor Theobald please tell us what plans he has for bringing back ten-pin bowling to the King Alfred?”

Councillor Smith, Cabinet Member for Culture, Recreation & Tourism, will reply.

(b) Miss Ninka Willcock

“Would Councillor Smith please define the ways in which he considers the Jubilee Library to be successful in fulfilling its potential for community engagement?”

Councillor Smith, Cabinet Member for Culture, Recreation & Tourism, will reply.

(c) Mr Stephen Neiman

“Could Councillor Smith please tell us what provision the Council will be making for the arts in Hove?”

Councillor Smith, Cabinet Member for Culture, Recreation & Tourism, will reply.

(d) Mr John Davys

"The Planning Officer for the i360 has confirmed that not all of the required pre-commencement Conditions had been discharged as of 27th November 2009. Every single one of these Conditions must be discharged before any development may commence. Given this, the works undertaken in the week beginning 12th October 2009 cannot be considered as constituting lawful commencement of development. What is the Administration's view on whether the i360 Planning Consent (BH2006/02369) expired on 25th October 2009 i.e. 3 years after it was granted?"

Councillor Kemble, Cabinet Member for Enterprise, Employment & Major Projects, will reply.

(e) Ms Valerie Paynter

"In an email to the Brighton O planning application agent Ian Coomber, copied to The Brighton Sailing Club, Chris A. Wright stated that "The construction and operation of the Brighton O and future dismantling will require the temporary relocation of the Brighton Sailing Club." and invites Mr. Coomber to contact the club "with a view to arriving at some form of agreement". This email was withheld from his working case file even after I requested it be added.

Does the administration want the sailing club off the beach to make way for the Brighton O and support the officer's statement?"

Councillor Smith, Cabinet Member for Culture, Recreation & Tourism, will reply.

(f) Ms Christina Summers

"As a member of Calvary Church situated on Viaduct Road, and an active member of several local community groups including Transport21, I appreciate the complexities that the Council face as they begin to tackle the problems of traffic, pollution and noise around Preston Circus. These issues are serious, present a constant danger to public health & safety and the pollution alone exceeds EU limits. Can the Council at least give assurances that it will take measures that are affordable, effective and quick to implement such as a speed camera to deter traffic speeding into, and along, Viaduct Road?"

Councillor G Theobald, Cabinet Member for Environment, will reply.

DEPUTATIONS FROM MEMBERS OF THE PUBLIC

A period of not more than fifteen minutes shall be allowed at each ordinary meeting of the Council for the hearing of deputations from members of the public. Each deputation may be heard for a maximum of five minutes following which one Member of the Council, nominated by the Mayor, may speak in response. It shall then be moved by the Mayor and voted on without discussion that the deputation be thanked for attending and its subject matter noted.

Notification of four Deputations has been received. The spokesperson is entitled to speak for 5 minutes.

- (a) Deputation concerning Tivoli Crescent Parking Issues - Mr Mark Dyson**
(Spokesperson)
- (b) Deputation concerning Clean Air, Lewes Road – Mr Duncan Blinkhorn**
(Spokesperson)
- (c) Deputation concerning Impact of Zone A Parking Scheme – Ms Jessica Balkwill** (Spokesperson)
- (d) Deputation concerning Preston Park Station Area – Zone A Parking – Mr Paul Crawford** (Spokesperson)

(a) Tivoli Crescent Parking Issues – Mark Dyson (Spokesperson)

“This deputation is brought on behalf of the residents of Tivoli Crescent with regard to the significant issues that they now face due to the failure of the local council to properly consider the impact of the recently introduced Controlled Parking Zone A to the local area. Prior to the introduction of the scheme on October 5th, we did not have anything like the problems we now face on a daily basis. The ensuing consultation leading to the introduction of the current scheme has been extremely poor and inadequate, and furthermore we have not had satisfactory responses to our many complaints since the schemes introduction thus far.

- In October 2007 residents of Tivoli Crescent received a letter asking them to vote, as well as canvassing their views on whether they wanted a residents parking scheme in their area or not. Due to a lack of any sufficient detail, many residents of Tivoli Crescent abstained from voting for or against the proposed parking scheme. Out of 138 properties surveyed, there was only a response rate of 44%, of which 64.5% said NO. On this basis the Council excluded us from further consultation.
- There was however much dissatisfaction regarding the inadequacies of the first consultation. Local resident Andy Nesbit, acted on behalf of residents by lobbying the council to be included in a second round of consultations. He was **informed** in an email (6/10/2008) quote "We will be consulting the area which is to be included in the scheme with full details over the summer and at the same time we will write to residents in Tivoli Crescent area explaining that roads Southwards are being consulted on a detailed design for a parking scheme and to check they don't want to be included,"
- He was then informed by the same council officer that he had been **misinformed** (23/6/09) and that quote "due to the high No" vote in the area it was agreed not to proceed with" the reconsultation of Tivoli Crescent. This so called 'high' NO vote represented a mere 38 out of 138 households in real terms.
- The residents were told that if they wished to be re-consulted, they should petition the council. Once it was known the measures that were going to be introduced, another resident (Keith Turvey), duly organised a petition, signed by a significant number of residents of Tivoli Crescent asking to be reconsulted on the parking scheme.
- This petition was presented to the environment committee by Councillor Ann Norman last August. However, yet again, the wishes of local residents were ignored.”

Councillor Theobald, Cabinet Member for Environment, will respond.

Tivoli Crescent Parking Issues - Supporting Information:

So what are the issues that have been created by the Councils so called Parking Strategy?

The Issues surrounding Displacement

With the introduction of this new residents parking scheme next to the Tivoli area, the council have essentially created approx. a 400 metre stretch of FREE PARKING right on the edge of a controlled parking zone, and a 2 minute walk (via the commonly used steps to Hampstead Rd.) from a busy commuter railway station at Preston Park. This is Tivoli Crescent. Residents now find it extremely difficult to park near to their house which is not an unreasonable expectation, with non residents cars displaced from the zone being left for days and even weeks. There is no overflow now available because Tivoli Crescent is bordered at either end by Woodside Avenue and The Drove - two roads now in new zone with its excessive restrictions. Take a drive along these roads and spot the difference! Even the council officer responsible has had to admit that:

"We do monitor schemes as they first go in and ask that residents give things some time to settle down. We do appreciate that currently commuters appear to be resisting paying to park, which has not been the case in other schemes..." Charles Field, Parking Strategy Manager. 10/09 email in response to official residents' complaints.

Residents now have first hand experience of the issues this has created. Most important are issues are around **safety and accessibility** which now affect families, children and the elderly.

- **Cars now park extremely close to each other.** What is the effect? Dorothy who is 86, and has suffered numerous falls in her own home and like Peter 84, have great difficulty in negotiating tightly parked cars to get into waiting transport to take them to meet family and friends. Can councillors imagine what it is like having to take a detour around several cars with an elderly resident who has great difficulty walking in order to get into a waiting vehicle? Other elderly residents with mobility or disability issues have also raised similar issues. This is a situation that has been created by the local council's parking scheme.
- **Cars routinely double park.** Families, trades people, visitors routinely double park in the street as they have little option. Parents with young children are understandably not prepared to leave children unattended in cars parked in a different street whilst they transfer their shopping. Trades people similarly have little option other than to double park when transferring heavy tools and equipment to sites. All of this adds to the congestion in the area with a number of vehicles regularly having to double park.
- **Parking on verges and corners .** This has become much more frequent creating added danger for children who play in the street. Visibility for traffic using the road has been reduced significantly.

These issues of **safety and accessibility** have been created by the council with the introduction of the residents parking scheme in the surrounding area. These issues need to be addressed immediately and we cannot wait another two years to be slotted into a future timetable. May we please remind you that the Council has legal obligations in this respect:

"The Council's powers and duties under the Road Traffic Regulation Act 1984 must be exercised to secure the expeditious, convenient and safe movement of all types of traffic and the provision of suitable and adequate parking facilities on and off the highway."

What do Tivoli Crescent residents want?

It is now patently obvious that Tivoli Crescent should have been included in the scheme, judging by the criteria applied to other roads (Inwood Crescent & Millers Rd). In the March 2008 Item 146 Environment report to which we refer.

4.3.5 Only two roads were against inclusion and officer recommendation is that these roads could suffer displacement and cause confusion over scheme boundaries if they were excluded.

4.3.4 In order to draw up a viable scheme with clear boundaries, and to minimise any displacement, officer recommendation is to include all the roads around the Preston Park Station area in one parking scheme zone.

We have liaised with local residents through meetings and door to door discussions. The vast majority of residents believe that there is now no possible way forward without introducing a residents parking scheme in Tivoli Crescent. However, as zone A have found out to their cost any scheme need only be 9-6pm week days and should exclude weekends. Anything beyond this is excessive and punitive, spoiling the character of the area and simply designed to generate revenue for the council. We fully support residents in Zone A campaigning for a change to their scheme.

We have been informed by the Parking Strategy Manager that 'if, after the scheme has been running a while, residents would still like the times or days reviewed, then the best course of action would be to raise a petition stating what is preferred.' Residents have raised two petitions now and believe that Tivoli Crescent should be urgently included within the current Controlled Parking Zone A, with the restrictions on parking **9am-6pm excluding weekends.**"

(b) Clean Air, Lewes Road – Duncan Blinkhorn (Spokesperson)

“This week sees two events which highlight the links between fossil fuel emissions and public health.

Firstly, the Copenhagen Climate Conference, where nations are struggling to agree a plan to curb CO2 emissions.

Secondly, and closer to home, an anniversary – it’s five years since the Lewes Road and London Road were declared an Air Quality Management Area committing our City Council to make a plan, to curb vehicle emissions, along these key routes, to protect public health - a sort of local microcosm of the Copenhagen challenge.

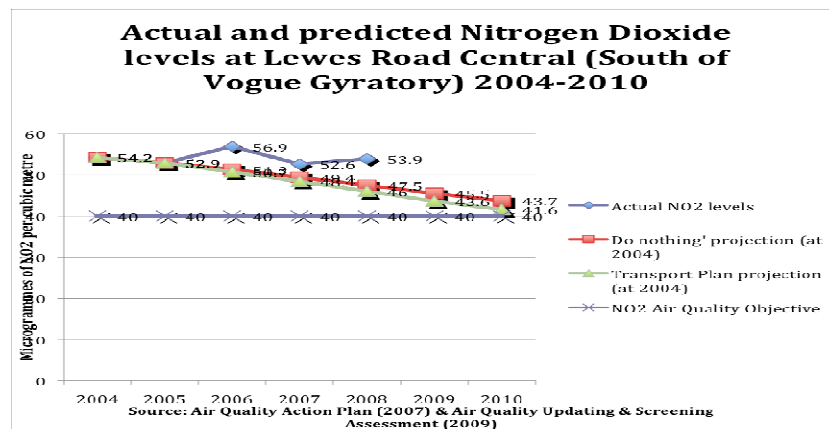
If the plan that comes out of Copenhagen achieves for the planet what the Air Quality Action Plan has so far for the Lewes Road, then we really are doomed.

We welcome the City Council’s recent commitment to the 10:10 climate campaign and the vision of a low-carbon Brighton & Hove. Lewes Road for Clean Air would like to see this commitment applied to transport. We have also signed up to 10:10 because we aim to reduce traffic on the Lewes Road by 10% during 2010. We plan to encourage motorists, who use the road, to make a pledge to find alternatives to car use on at least one day per week. However, we fear that the emerging Council policy of ‘modal choice’ – supporting unrestricted movement of cars, flies in the face of it’s 10:10 commitment and denies others the choice to breath air that is safe.”

Councillor Theobald, Cabinet Member for Environment, will respond.

Lewes Road Clean Air - Supporting Information:

"I'd like to show you a graph, based on the city's Air Quality Action Plan which tells the story of Air Quality on the Lewes Road during the last five years, showing actual, against predicted, nitrogen dioxide levels.



You'll see that after five years of monitoring and in spite of various measures to make the Lewes Road a 'Sustainable Transport Corridor', the air quality has, in reality, not improved at all. In 2008 it was much worse than even the 'do nothing' scenario had predicted. In May this year, planning permission for flats by the Vogue Gyratory (112-113 Lewes Road) was turned down because the air was considered so foul that it would be unsafe to open the windows. In fact you only have to spend a Friday afternoon outside the Lewes Road Co-op for your throat and lungs to tell you about the air.

Our Lewes Road for Clean Air campaign has been set up because of our deep concern about the lack of progress. We are part of Transport 21, a new umbrella of other local community groups intent on freeing our neighbourhoods from being overrun by cars and heavy traffic. We believe that Brighton & Hove can be a vibrant and prosperous city, and the Lewes Road can serve this as important transport corridor, *without* damaging the health of the people that live, work and travel along them and, one day, without damaging global climate.

The cocktail of chemicals in exhaust fumes all have a damaging impact on health - respiratory diseases, heart disease, strokes, cancers, and aggravation of conditions like asthma. A study by the European Commission (in 2005) found that air pollution reduces life expectancy by an average of nine months across the EU, resulting in 32,000 premature deaths in the UK alone each year (for Brighton & Hove that works out at 130). For those who live or work, around hotspots like the Lewes Road life expectancy can be reduced by a shocking 2-3 years.

Motor traffic accounts for nearly a quarter of the UK carbon footprint and generates noise, congestion and an atmosphere of danger, which further undermines our quality of life. For all these reasons we need much more concerted action to shift from private car-use to more sustainable transport.

The City's Transport Plan points out that "only reductions in car use of 10% or 20% will achieve significant improvements in air quality that are measureable and noticeable". The 10:10 climate campaign, which the council recently signed up to, has engaged thousands of people who believe that 10% is a realistic target for reducing emissions during the next year. We believe that such targets are achievable

(for CO2 and other pollutants) if we approach them with ambition and imaginative solutions.

So how busy is the Lewes Road and what would 10% look like? The Department for Transport records over 18,000 vehicle movements per day. Our own traffic surveys have found that (on an average daytime weekday) there are:

- 1,250 motor vehicles per hour (1,350 at rush hour)
- Three-quarters of which are private cars (not including 14% commercial vehicles)
- 60% of these carry only the driver.

We believe there is plenty of scope for reducing this part of the traffic. Our research has also found that many potential cyclists are scared to cycle along the Lewes Road because of the sheer volume of traffic and inappropriate parking.

Across Europe cities show what can be done, like Copenhagen. A city which, like Brighton & Hove, is a tourist destination and international conference venue with a thriving economy. They also suffer congestion, but are resolute in addressing it, introducing road pricing zones to discourage car use in the city centre. Excellent public transport and a true cycle city with 350 kilometres of cycle tracks, 'City Bikes' for hire from 100 locations, all taxis with racks for carrying bikes. Traffic lights along main routes are coordinated, in favour of cyclists during rush hour (Green Waves for cyclists). They are not complacent about what they have achieved and have upped their target for people cycling to work from 30% to 50%.

We believe there are many simple, cost effective solutions, which could be implemented quickly, within the next year even:

- Clear signage (perhaps using digital displays) to road users on the A270 to discourage car use and encourage alternatives: eg "Please help us reduce air pollution and carbon footprint, thank you for traveling by bus, bike or foot";
- Weekend Park & ride using regular buses stopping at existing vacant parking spaces (like at Brighton University sites);
- We're proposing a 'Bike Train' project of scheduled, frequent, daily mass bike rides between the Level and Falmer to create a safety-in-numbers environment which enables more people, including those who are nervous, to get on their bikes to work, to school and to university;
- New express bus routes across the city, avoiding the city centre.

There are plenty of other more ambitious solutions, including road pricing, which we would like to promote and discuss at a later stage. At the end of the day, if we can't shift the Lewes Road into a truly sustainable transport corridor, prioritising bus travel, cycling and walking, putting the health and wellbeing of people first, what hope do we, and all those bods in Copenhagen, have of achieving a low carbon future. Of course with enough will and determination we can sort this. I hope you can agree that 10% less traffic in 2010 is a good place to start."

(c) Deputation concerning Parking in Zone A – Jessica Balkwill (Spokesperson)

“We wish to express our concerns over the impact on residents of the Zone A Parking Scheme.”

Councillor Theobald, Cabinet Member for Environment, will respond.

(d) Deputation concerning Zone A Parking - Preston Park Station Area – Paul Crawford (Spokesperson)

At last residents’ parking difficulties in the Preston Park Station area have been resolved. The Zone A scheme has transformed the lives of residents in this area. At last we are no longer swamped by commuters, second car dumpers and weekend white van parkers. The scheme may not be perfect and no scheme will completely satisfy every single resident in every detail. But a reasonable mix of resident, paid-for commuter and visitor parking has been achieved.

The signatories to this deputation wish to emphasise to the Cabinet Member for Environment the following:-

1. The parking situation for residents has been radically improved by the implementation of the Zone A parking scheme.
2. The Zone A scheme should be allowed to settle for at least six months before any meaningful judgements about its effectiveness can be made. It is obvious that parking patterns are changing week by week and no changes should even be considered until an equilibrium has been reached.
3. Preston Park has waited five years to gain residents’ parking protection. We are well aware that other areas in the City have considerable difficulties of the sort which we faced until the implementation of Zone A. It would be selfish to demand a re-consultation here when other residents in neighbouring communities still endure parking congestion with no immediate prospect of relief until consultation in those areas is conducted.
4. Residents immediately outside Zone A are now suffering the displacement congestion of which they were repeatedly warned in the debate about the boundaries of the zone. They made their choice. They should now wait their turn for re-consultation. Residents in other areas have yet to have their voice heard for the first time. Simple fairness entitles them to a hearing before Zone A ‘refuseniks’ are considered for a second time.
5. Our local ward councillors, Ken and Ann Norman and Pat Drake, and the officers directly concerned with the inception of the Zone A scheme, including Charles Field and Christina Lissasides, have worked very hard over a long period to ascertain the wishes of the residents in this area and to complete the implementation of a parking scheme reflecting these wishes. We would like to record officially a vote of thanks to all those involved in the lengthy process which has resulted in the successful parking scheme which residents in the vicinity of Preston Park Station now enjoy.

Councillor Theobald, Cabinet Member for Environment, will respond.

WRITTEN QUESTIONS FROM COUNCILLORS

The following questions listed on pages 39–40 of the agenda have been received from Councillors and will be taken as read along with the written answer detailed below. The Councillor asking the question may then ask one relevant supplementary question which shall be put and answered without discussion. A second supplementary question may be asked by any other Member of the Council which shall also be put and answered without discussion:

(a) Councillor McCaffery

“This Council is responsible for the safety of children in our care. The number of children in care has increased from an average of 375 in December 2008 to an average of 460 at the present time, an increase of 25%. Would the Cabinet Member inform this Council of the increase in the budget necessary to meet this substantial increase in demand?”

Reply from Councillor Brown, Cabinet Member for Children & Young People.

“Pressure on the children’s social care budget has been considerable this year and there have been significant additional costs (£1,519,000) stemming from increased activity.

These have arisen from an increase in legal fees (£650,000), an increase in agency placements for children (£487,000) and an increase in area social work teams (£305,000).

This pressure is being felt nationally across other Local Authorities and arises from a number of factors:

- the introduction of the Public Law Outline
- an increase in court fees
- an increase in referrals following the death of Baby P and other high profile cases
- credit crunch and other economic factors

Our staff have done an excellent job managing the increased activity and the focus has been on running a service which ensures the safety and well-being of children in Brighton and Hove. But we are not complacent about this and we will continue to work to ensure good standards of child protection and safeguarding.

Going forward we are taking steps to keep children safe and ensure effective use of resources at a time when child protection is under national scrutiny and central Government grant funding is failing to keep pace with the increased demand. This work includes a renewed focus on preventative services to support children and families at risk. It also includes reviewing how we work with partner agencies. We are also doing work to ensure best value placement costs and care planning arrangements.”

(b) Councillor Kitcat

“Can Cllr Geoffrey Theobald provide details on what is done with the biodegradable waste produced by the work of City Parks in particular where it is taken, how it is processed and whether this is done by contractors or the Council itself?”

Reply from Councillor Theobald, Cabinet Member for Environment.

“Waste from our gardens and parks is dealt with in separate ways - depending on the nature of the waste. Wood predominantly produced from the maintenance of the city’s trees is chipped and used to mulch the city’s shrub beds, thus replacing residual herbicides which used to be used for weed control in these areas.

Chipping and mulching waste wood is carried out by our own staff. Mixed garden waste is taken to Stanmer Park where it is shredded and then transported to Isfield for composting to be completed. This is carried out by a specialist contractor selected following an open tendering procedure.”

(c) Councillor Kitcat

“Can Cllr Geoffrey Theobald clarify for members the contractual arrangements with Veolia regarding municipal waste collection? Is it the case that any residential waste collected from the street must be processed by Veolia?”

Reply from Councillor Theobald, Cabinet Member for Environment.

“The Waste PFI Contract, like many contracts across the country is with a sole service provider. This means that they alone have the contract to handle the council’s waste and receive an income, and this income provides for the construction of the waste facilities for Brighton & Hove City Council and East Sussex County Council.

The contract is complex and the details are on the website.”

(d) Councillor Davey

“At the first full meeting of the recently formed city wide Transport Partnership the Cabinet Member for Environment who chairs the partnership suggested that he had been told to be there and thought that the meeting was a waste of time that would achieve nothing.

In light of this could the Leader of the council please clarify whether or not her administration is committed to cross sector partnership working to address the acute transport problems facing Brighton & Hove and whether she agrees or not

that the council needs to bring about a widespread shift to sustainable low carbon transport across the city.”

Reply from Councillor Mears, Leader of the Council.

“I have been assured by the Cabinet Member for Environment that he did not say those words at the Transport Partnership meeting but I really am unable to comment with any authority on what may or may not have happened because I was not there.

What I can say is that I personally endorsed the setting up of the Transport Partnership at the LSP meeting in October so that we could have a forum which enables the Council and our partners to work together on finding solutions to some of the City’s transport problems. I stand by this decision. We are already making progress in terms of low carbon transport through for example electric vehicle charging points, committing to park and ride and looking at our own vehicle fleet as part of the 10-10 campaign commitment.”

(e) Councillor West

“In 2005 Peter Brett Associates conducted a study of potential park and ride sites. Of the 11 potential sites that were considered worth looking at in detail, Braypool Sports Ground, Waterhall, Waterhall (“the Borough Plan site”), Mill Road West (Green Ridge) and Patcham Place all now fall within the National Park. Patcham Court Farm is being marketed for business development, Woollards Field will be home to The Keep (records office). The former Gasworks and Roedean Miniature Golf Course are now at the wrong end of the new coastal bus lane. As an indication of the feasibility of finding suitable sites it is worth noting the two top scoring sites were shockingly Patcham Place and Green Ridge! Of the remainder, that leaves just Basin Road, Shoreham Harbour and Court Farm, neither of which were judged able to properly serve the important A27/A23 junction.

In the light of this can Councillor Theobald state which sites are being considered in the new study commissioned of Peter Brett into Park and Ride, and by what miracle he expects this to reveal any better conclusions about the availability of feasible sites, and how the expense of such a study is therefore justified?”

Reply from Councillor Theobald, Cabinet Member for Environment.

“Thank you for drawing out some aspects of the work that was undertaken by the previous administration. We have not commissioned a new study, but we have asked consultants to review and update the past work in the light of changes in circumstances that have occurred since 2005, for example the announcement on the National Park.

We want to consider the possibility of identifying sites that are smaller than those that were previously considered. Once we are able to report on the outcome of that review, we will do so.”

(f) Councillor West

“The 2005 Park & Ride study (using Halcrow Demand Modelling) also revealed that 2 out of 3 morning peak hour car trips begin and end within the city. Of the remainder more leave the city than are incoming. This pattern is repeated for daytime traffic as well. Only a small proportion of traffic in the city is therefore in-bound, perhaps only 10% of total trips. Moreover, the scale of in-bound traffic is such that even given a park and ride capacity of 1500 spaces, only around 10 percent of in coming traffic could make use of such a service. In other words the impact Park & Ride could have on overall city traffic is slight, perhaps a reduction of only a few percent.

In light of this, would Councillor Theobald agree that the greatest challenge for our transport policy is to make it possible for large scale modal shift by the city's own population, and that a comprehensive city wide rapid transit system (most feasibly bus based), plus measures to reduce the need to travel, will be essential to bringing this about?”

Reply from Councillor Theobald, Cabinet Member for Environment.

“Park & Ride has never been expected to be the sole solution to Brighton & Hove’s transport issues. It has to be part of a broader strategy for the city that gives choice for everybody. We know that travel patterns are complex in a city where people have many different needs.

We have therefore produced a joined-up strategy in our Local Development Framework, and will no doubt be discussing it in detail later on in this meeting.

We already have a more comprehensive bus service than in most towns and cities in the UK and proposals in the Local Development Framework, will increase job opportunities to help increase the number of people working within the city rather than travelling outside, thus reducing the need for travel for some residents.”

Gambling Act 2005 – Revised Policy

Please note the table on page 146 of the agenda papers did not print in full and is therefore detailed below in full for information:

Matter to be dealt with	Full Council	Sub-Committee	Officers
Three year licensing policy	X		
Policy not to permit casinos	X		
Fee setting (when appropriate)			X
Application for premises licence		If a representation made	If no representation made
Application for a variation to a licence		If a representation made	If no representation made
Application for a transfer of a licence		If a representation made	If no representation made
Application for provisional statement		If a representation made	If no representation made
Review of a premises licence		X	
Application for club gaming/club machine permits		If a representation made	If no representation made
Cancellation of club gaming/club machine permits		X	
Applications for other permits			X
Cancellation of licensed premises gaming machine permits			X
Consideration of temporary use notice			X
Decision to give a counter notice to a temporary use notice		X	

1.10 The licensing authority shall foster ownership, co-ordination and partnership. Work shall include consultation with business managers to encourage understanding and ownership of policy and good practice.

1.11 Nothing in this policy shall undermine any person from applying for a variety of permissions under the Act and appropriate weight will be given to all relevant representations. Such representations will not include those that are frivolous or vexatious.

1.12 Human Rights

In considering applications, and taking enforcement action, licensing authorities are subject to The Human Rights Act and in particular the following relevant provisions of the European Convention on Human Rights:-

- Article 1, Protocol 1 - peaceful enjoyment of possessions. A licence is considered a possession in law and people should not be deprived of their possessions except in the public interest.

Local Development Framework – Brighton and Hove Core Strategy: Submission

PROTOCOL

- The Core Strategy will be considered by the Cabinet on the 12th November.
- Any amendments arising from the Cabinet meeting will be incorporated in full into the final report prepared for Council.
- There will be an open debate for councillors to express their views and the views of their constituents about key issues arising from the Core Strategy;
- The key themes to be debated are:
 - **The Spatial Strategy, Housing and Urban Fringe** - accommodating growth, housing numbers and the urban fringe housing contingency
 - **The Economy** – including enterprise and employment, tourism, retail and major projects
 - **Transport and Infrastructure** – including air quality
 - **Reducing Inequalities** – including delivering other strategies and consultation
 - **Open Space, Biodiversity, Sports and a Healthy City**
 - **Sustainable Development, Design and Public Places and Climate Change** – including built heritage and density

The Process

- Party Groups will be required to table their amendments to the recommendations on the themes prior to the debate at Council by submitting them to Liz Hobden, Local Development Framework Manager by no later than 5pm Thursday 3rd December.
- All Groups' amendments will be evaluated by officers to determine the service, financial and legal implications of including those proposals and will be held confidential from the other political parties by the officers involved. All proposals must have been "signed off" by the Local Development Team Manager no later than 12noon Tuesday 8th December.
- Only the Chief Executive, Director of Environment and Assistant Director – City Planning (with appropriate officers from the Local Development Team and Democratic Services) will be aware of the full range of amendments being proposed and they will not be shared with any parties until the morning of the day before the Council meeting.

- The Assistant Director – City Planning should have a “brokering” role if this would appear to facilitate agreement on particular amendments or proposals. To this end, the Assistant Director may put forward any potential composite amendments to the proposers of any amendments for consideration and agreement prior to the final deadline of 12noon on the 8th December.
- The Mayor will refuse to accept any amendment subsequently moved that has not been “signed off” by the Director of Environment.
- All amendments will be shared at 9am on the 9th December (the day before the Council) between the Group Leaders by the Head of Democratic Services.

Public Involvement

The debate will be open to the public. Members of the public will be able to submit questions on the Core Strategy in advance of the Council meeting on the 10 December 2009 (Deadline for submission being 12noon on the 3rd December).

Any questions submitted will not be answered in the usual way, instead questioners will receive confirmation of receipt and be informed that their question will be included in the addendum papers circulated to all Members for their reference during the debate and that written answers will be provided after the meeting.

Council 10 December 2009

To help Members at Council on 10 December 2009 the procedure to be followed in respect of the Core Strategy debate is set out below:-

25. Declarations of Interest.

27. Mayor’s urgent communications, including the following:

The Council will be asked to agree that the Procedural Rules be suspended to the extent that it is necessary to enable the business of the meeting to be dealt with as set out in agenda item 36 below.

36. Local Development Framework – Brighton and Hove Core Strategy: Submission. (Adoption of the Core Strategy)

- (a) The **Mayor** will invite the Leader of the Council to move the Adoption of the Core Strategy and Councillor Theobald to formally second. Councillor Mears will have 5 minutes and Councillor Theobald will have 3 minutes.
- (b) The **Mayor** will then call on the relevant Cabinet Member to introduce each theme, followed by the Opposition Groups’ Spokespersons to move their amendment for each of the themes:

- (c) Where Groups have recognised there are a number of elements that they agree upon, a Joint amendment can be moved under each theme, notwithstanding that individual Groups may also wish to move amendments under a corresponding theme. However, any Joint amendment cannot be moved and seconded by those Members moving their respective Group's amendment:

(i) The Spatial Strategy, Housing and Urban Fringe

Councillor Theobald and Councillor Caulfield to make their presentation to the Council and to move and second the Spatial Strategy, Housing and Urban Fringe theme, together with any amendment. Councillor Theobald will have 5 minutes and Councillor Caulfield will have 3 minutes.

Councillor Mitchell and Councillor Elgood/Watkins to respond and move the Joint Liberal Democrats/Green/Labour Groups' amendment. Councillor Mitchell will have 5 minutes to move the amendment and Councillor Elgood/Watkins will have 3 minutes within which to second the amendment.

Councillor Meadows and Councillor Marsh to respond and move the Labour Group's amendment. Councillor Meadows will have 5 minutes to move the amendment and Councillor Marsh will have 3 minutes within which to second the amendment.

Councillor Wrighton and Councillor West to respond and move the Green Group's amendment. Councillor Wrighton will have 5 minutes to move the amendment and Councillor West will have 3 minutes within which to second the amendment.

(ii) The Economy

Councillor Kemble and Councillor Smith to make their presentation to the Council and to move and second the Economy theme, together with any amendment. Councillor Kemble will have 5 minutes and Councillor Smith] will have 3 minutes.

Councillor Elgood and Councillor Randall to respond and move the Joint Labour/Green/Liberal Democrats Groups' amendment. Councillor Elgood will have 5 minutes to move the amendment and Councillor Randall will have 3 minutes within which to second the amendment.

Councillor Hamilton and Councillor Carden to respond and move the Labour Group's amendment. Councillor Hamilton will have 5 minutes to move the amendment and Councillor Carden will have 3 minutes within which to second the amendment.

Councillor Kitcat and Councillor Taylor to respond and move the Green Group's amendment. Councillor Kitcat will have 5 minutes to move the amendment and Councillor Taylor will have 3 minutes within which to second the amendment.

(iii) Transport and Infrastructure

Councillor Theobald and Councillor Young to make their presentation to the Council and to move and second the Transport and Infrastructure theme, together with any amendment. Councillor Theobald will have 5 minutes and Councillor Young will have 3 minutes.

Councillor Mitchell and Councillor West to respond and move the Joint Green/Labour/Liberal Democrats Groups' amendment. Councillor Mitchell will have 5 minutes to move the amendment and Councillor West will have 3 minutes within which to second the amendment.

Councillor Turton and Councillor Lepper to respond and move the Labour Group's amendment. Councillor Turton will have 5 minutes to move the amendment and Councillor Lepper will have 3 minutes within which to second the amendment.

Councillor Davey and Councillor Phillips to respond and move the Green Group's amendment. Councillor Davey will have 5 minutes to move the amendment and Councillor Phillips will have 3 minutes within which to second the amendment.

(iv) Reducing Inequalities

Councillor Simson and Councillor Oxley to make their presentation to the Council and to move and second the Reducing Inequalities theme, together with any amendment. Councillor Simson will have 5 minutes and Councillor Oxley will have 3 minutes.

Councillor Elgood and Councillor McCaffery to respond and move the Joint Liberal Democrats/Labour/Green Groups' amendment. Councillor Elgood will have 5 minutes to move the amendment and Councillor McCaffery will have 3 minutes within which to second the amendment.

Councillor Wakefield-Jarrett and Councillor Fryer to respond and move the Green Group's amendment. Councillor Wakefield-Jarrett will have 5 minutes to move the amendment and Councillor Fryer will have 3 minutes within which to second the amendment.

(v) Open Space, Biodiversity, Sports and a Healthy City

Councillor Norman and Councillor Brown to make their presentation to the Council and to move and second the Open Space, Biodiversity and a Healthy City theme, together with any amendment. Councillor Norman will have 5 minutes and Councillor Brown will have 3 minutes.

Councillor Randall and Councillor Elgood/Watkins to respond and move the Joint Green/Liberal Democrats/Labour Groups' amendment. Councillor Randall will have 5 minutes to move the amendment and Councillor x will have 3 minutes within which to second the amendment.

(vi) Sustainable Development, Design and Public Places and Climate Change

Councillor Fallon-Khan and Councillor Older to make their presentation to the Council and to move and second the Sustainable Development, Design and Public Places and Climate Change theme, together with any amendment. Councillor Fallon-Khan will have 5 minutes and Councillor Older will have 3 minutes.

Councillor Kennedy and Councillor Allen to respond and move the Joint Labour/Liberal Democrats/Green Groups' amendment. Councillor Kennedy will have 5 minutes to move the amendment and Councillor Allen will have 3 minutes within which to second the amendment.

- (c) The **Mayor** will then open the matter up for a general debate by all Councillors on the proposed Adoption of the Core Strategy and the amendments that have been moved.

NOTE: Speakers will be limited to three minutes each and no extensions will be granted.

The Director Environment / Monitoring Officer shall have discretion at any stage to remind Members of the proposed substantive motion and its implications following acceptance of any amendments.

- (d) At the conclusion of the debate the **Mayor** will invite Councillor Theobald to give the final right of reply on behalf of the Administration. Councillor Theobald will have five minutes.

- (e) The Mayor will then put the amendments to the vote (up to a maximum of 6 separate votes for each of the Joint and individual Group's amendments) for each of the themes in the following order:

(1) Any Joint amendments:

- (i) Spatial Strategy, Housing and Urban Fringe
- (ii) The Economy
- (iii) Transport and Infrastructure
- (iv) Reducing Inequalities
- (v) Open space, Biodiversity, Sports and a Healthy City
- (vi) Sustainable Development, Design and Public Spaces and Climate Change;

The Director Environment / Monitoring Officer shall have discretion at any stage to remind Members of the proposed substantive motion and its implications following acceptance of any amendments.

(2) The Labour Group's amendments:

- (i) Spatial Strategy, Housing and Urban Fringe
- (ii) The Economy
- (iii) Transport and Infrastructure

The Director Environment / Monitoring Officer shall have discretion at any stage to remind Members of the proposed substantive motion and its implications following acceptance of any amendments.

(3) The Green Group's amendments:

- (i) Spatial Strategy, Housing and Urban Fringe
- (ii) The Economy
- (iii) Transport and Infrastructure
- (iv) Reducing Inequalities

The Director Environment / Monitoring Officer shall have discretion at any stage to remind Members of the proposed substantive motion and its implications following acceptance of any amendments.

- (f)** The **Mayor** will put the substantive motion, that the Core Strategy and supporting documents (as amended) (if amended) be approved and adopted for submission to the Secretary of State, preceded by a 6 week publication stage, subject to any minor editorial changes agreed by the Cabinet Member for Environment in consultation with the Director of Environment.

The Director of Environment / Monitoring Officer may at any stage advise Members, especially if there is a need for consequential adjustment to parts of the Core Strategy and supporting documents resulting from the separate votes under (e) (1, 2, 3 and/or 4 above).

The Director of Environment / Monitoring Officer may advise the Mayor of the need for a short adjournment in order to adjust the strategy in light of amendments just agreed.

Jenny Rowlands
Director of Environment

Alex Bailey
Director of Strategy & Governance
(Monitoring Officer)

Council

10 December 2009

Joint Amendments

Agenda Item 36

Brighton & Hove City Council

Page No.	Policy Reference	Amendment	Soundness
1. The Spatial Strategy, Housing and Urban Fringe			
81	Part Three: Citywide Policies CP11 Housing Delivery		
111		<i>Amend paragraph 1 to read:</i> The council will plan for new housing development in order to help provide people with a choice of decent quality housing to meet their needs for a stable home and at a cost they can afford, and will undertake a study on the delivery of family housing in the city.	Sound
116		<u>Add to the last paragraph of supporting text to CP11:</u> 'It is within this context that the council's approach to housing mix will be further developed through the preparation of subsequent local development documents. The council will also undertake a further study on the delivery of family housing in the city.'	Sound

Council

10 December 2009

Joint Amendments

Agenda Item 36

Brighton & Hove City Council

Page No.	Policy Reference	Amendment	Soundness
2. The Economy			
8	Part One Context, Vision and Objectives n A Spatial Vision for Brighton & Hove	<i>Reinstate bullet point from previous Revised Preferred Options Document, after the fourth bullet point:</i> In 2026 the city will support a thriving environmental technology sector to support the development of renewable and low-carbon energy, recycling initiatives and reduced resource consumption.	Sound
18	Part Two: Spatial Strategy DA2 – Brighton Marina, Gas Works and Black Rock Area		
27	DA2 Brighton Marina, Gas Works and Black Rock Area	<i>Amend bullet point 1 to read:</i> Secure a high quality of building design, townscape and public realm while recognising the potential for higher density mixed development in accordance with the aims of the Spatial Strategy to optimise development on brownfield sites	Sound

Council

10 December 2009

Agenda Item 36

Brighton & Hove City Council

Joint Amendments

- | | | | |
|----|---|---|-------|
| 27 | DA2 Brighton Marina, Gas Works and Black Rock Area | <u>Amend bullet point 6:</u>

' Secure a more balanced mix of retail, including support for independent retailers , leisure, tourism and commercial uses which accords with its District Shopping Centre status; and' | Sound |
| 27 | DA2 Brighton Marina | Insert new bullet point to read:
The area is expected to produce an additional 2000 residential units over the plan period (including the 853 already granted planning permission for the outer harbour).
Update all supporting text and tables as necessary. | Sound |
| 29 | | Under part B amend to read:
2,000 residential units

Under part C amend housing numbers on Inner Harbour to read:
1000 residential units | |
| | DA4 – New England Quarter and London Road Area | | |
| 41 | A: Local Priorities | <u>Amend supporting text of DA4 before last sentence in the sixth paragraph (before last paragraph on page 41):</u>

'Key sites for new retail opportunities include the Open Market and former Co-Op Department Store.' | Sound |

Council

10 December 2009

Agenda Item 36

Brighton & Hove City Council

Joint Amendments

- | | | | |
|----|--|--|-------|
| 62 | Policy SA2
Central Brighton | <u>Amend the first line of Part 1 of SA2:</u>

The council will strengthen the distinctiveness and legibility of the ‘cultural quarter’ and ensure its long term success and viability through ongoing improvements....’ | Sound |
| 62 | Policy SA2
Central Brighton | <u>Amend second bullet point in Part 2, (or could include as a footnote) to explain extent of Western Road.</u>
Western Road (the secondary retail frontage that runs from Montpelier Road to the east and Holland Road to the west including Brunswick Town) | Sound |
| 63 | | <u>Amend last paragraph in Part 2.</u>

‘The council will support proposals to improve and refurbish existing retail units and shop frontages and recognise the role of small independent/local traders in maintaining the Regional Centre’s viability and attractiveness’ | Sound |
| 75 | <u>Policy SA6
Sustainable
Neighbourhoods</u> | <u>Add to point 2:</u>
Ensure a good balance and mix of uses in existing defined local centres is maintained and carefully monitored; recognising the role of small independent/ local traders. Opportunities for defining new local centres in areas currently under-provided for should be explored (See CP15 Retail Provision). | Sound |
| 81 | Part Three
City wide
Policies | | |

Council

10 December 2009

Joint Amendments

Agenda Item 36

Brighton & Hove City Council

Page 125	<u>Policy CP15</u> <u>Retail Provision</u>	Within supporting text. Add the following to the end of second paragraph in supporting text: SA2 Central Brighton recognises the different but interconnecting shopping identities that make up the regional centre; Churchill Square/Western Road, Western Road (the secondary retail frontage that runs from Montpelier Road to the east and Holland Road to the west including Brunswick Town), Queens Road/West Street, Old Town including the Lanes/ Duke Street/ East Street; the North Laine and North Street.	Sound
Page 126		Also amend last sentence, first paragraph to supporting text in CP15 to add: ‘(see also policies SA6 and CP17)’ (see CP17 above)	Sound
133	CP17 Culture Tourism and Heritage	Insert new paragraph in main text to CP17 Culture, Tourism and Heritage to reflect cultural importance of St James’s Street. Between paragraphs 5 and 6 add new paragraph Through the Development Policies and Sites allocation Development Plan Document identify the St James’s Street area as a unique shopping and night time destination with specific needs concerning community safety, the night time economy, public realm improvements and addressing hate crime.	Sound
134		Then in the supporting text : after 2 nd paragraph page 134 add: Many members of the community identify the area in and around St James’s Street as the 'gay village'. Priorities to be explored through the Development Policies and Sites allocation Development Plan Document are to enhance the local shopping area, acknowledge issues around the night time economy with improved public safety, pedestrian priority, improved surfacing and street lighting, upgrade of pedestrian	Sound

Council

10 December 2009

Joint Amendments

Agenda Item 36

Brighton & Hove City Council

- 126 routes, redesigned traffic management and cycle routes and to create an enhanced environment for St. James's St. area as a unique 'destination' for shopping and leisure. Sound
- Also amend last sentence, first paragraph to supporting text in CP15 to add: **‘(see also policies SA6 and CP17)’**
- 133 CP17 Culture Tourism and Heritage Make reference within the supporting text to examples specifically including the Old Market, Hove. Sound
‘It is important that the city’s existing cultural infrastructure (both performance and creation space) is protected and enhanced. **Examples include the Old Market building in Hove and the Hippodrome and Astoria in Brighton.** Opportunities for new cultural facilities/creative industries workspace **will also be secured** in regeneration schemes.....
- 137 **CP18 – Hotel / Guest House Accommodation**
- 137 CP18 Hotel / Guest House Accommodation Add new item 4 and re-number subsequent items: Sound
‘The council will work with the hotel industry to encourage the creation of apprenticeship schemes/ local jobs’.

Council

10 December 2009

Joint Amendments

Agenda Item 36

Brighton & Hove City Council

Page No.	Policy Reference	Amendment	Soundness
----------	------------------	-----------	-----------

3. Transport & Infrastructure

8	Part One: Context, Vision and Objectives		
11	Key issues to be addressed	<i>Replace bullet point 11 with the following:</i> There is a national trend towards increased car use. Accompanied by the anticipated future development in the city this will lead to worsening congestion and air quality by 2026 without a number of positive measures to mitigate this.	Sound

18	Part Two: Spatial Strategy		
13	A Spatial Vision for Brighton & Hove	<i>Replace bullet point 8 with the following:</i> In 2026 there will be: - more people but less traffic and congestion in the city by a reduction in car use of 10-20%; - less air borne pollution, less traffic noise and far lower carbon emissions; - a flexible transport network incorporating transport interchanges, more sustainable transport corridors and accommodating peaks of demand; - a Coastal Transport System to move people efficiently to and between major leisure, retail, tourism and employment sites as well as major residential developments, and;	Sound

Council

10 December 2009

Joint Amendments

Agenda Item 36

Brighton & Hove City Council

- People will be able to move more easily, safely and effectively around the city on foot, by bicycle on public transport.

13 A Spatial Vision for Brighton & Hove *Insert new bullet point 9 (all subsequent bullets renumbered) to read:*
Through an integrated package of long term and short term measures, significant change and improvement will have been made in local air quality. Sound

24 **DA1 – Brighton Centre and Churchill Square Area**
A: Local priorities Replace item 5
'To ensure that **additional movements by car traffic are minimised** and high quality public and sustainable transport facilities serve new development.' Sound

25 A: Local Priorities *Insert new item 7 (all subsequent items renumbered) to read:*
Ensure improvements to local air quality at the West Street/ A259 junction through the implementation of the council's Air Quality Action Plan and ensure developments do not increase the number of people exposed to poor air quality. Sound

25 B: The Strategic Allocation The following wording to replace 1.c):
'Appropriate transport infrastructure improvements will be required that provide **and promote public and sustainable transport** to support the redevelopment including the need for integrated links to the bus-based Coastal Transport System (see CP8 Sustainable Transport). **_Car trips linked to large scale retail provision will be minimised.**' Sound

Council

10 December 2009

Joint Amendments

Agenda Item 36

Brighton & Hove City Council

27 **DA2 – Brighton
Marina, Gas
Works and Black
Rock Area**

28 A: Local Priorities

Replace item 4 with the following:

Enhancing the transport infrastructure at the Marina **to enable the number and length of car journeys to be minimised, and** promoting more sustainable forms of transport including enhanced bus services or a coastal transport system; promoting smarter travel choices for people; improving pedestrian and cycle access; securing improved emergency vehicle access (see CP8); and provision of, and support for, emerging and advanced technologies.

Sound

32 **DA3 – Lewes
Road Area**

32 DA3 Lewes Road

*Add new penultimate bullet point under the 'strategy for the development area' to read:
- improve air quality in the Lewes Road area.*

Sound

32-33 A: Local Priorities

Replace item 2 with the following:

Promoting and investing in improved bus, cycle and pedestrian routes along Lewes Road from The Level to the universities in partnership with public transport operators in order to achieve a modal shift and thereby help reduce the impact of traffic and ensure that any new development does not negatively impact on the air quality of the area.

Sound

Council

10 December 2009

Agenda Item 36

Brighton & Hove City Council

Joint Amendments

- | | | | |
|----|---|---|-------|
| 33 | A: Local Priorities | <i>Insert new item 6 to read:</i>
To ensure improvements to local air quality through implementation of the council's Air Quality Action Plan and ensure new developments do not increase the number of people exposed to poor air quality. | Sound |
| 33 | C: Strategic Allocations | <i>Replace item 1.c) with the following:</i>
Appropriate transport infrastructure improvements will be required that provide and promote public and sustainable transport to support the scheme; | Sound |
| | | | |
| 37 | DA4 – New England Quarter and London Road Area | | |
| 38 | A: Local Priorities | <i>Amend existing Item 6 (new item 7) to read:</i>
Ensure improvements to local air quality through the implementation of the council's Air Quality Action Plan, through improvements to bus, pedestrian and cycle routes to achieve a modal shift and help reduce the impact of traffic and ensure developments do not increase the number of people exposed to poor air quality'. | Sound |
| 41 | Supporting text | <i>Replace first 3 sentences of paragraph 6 with the following:</i>
The priority for the shopping area is to enhance and consolidate the existing retail provision within London Road shopping centre and improve the physical environment. This will lead to an improved shopping experience which will be helped by effective management of the town centre. Improvements should include a better pedestrian environment, better local air quality, and improved streetscape together with the need to create better pedestrian and cycling links between London Road, the area east of Brighton Station, the Level, Valley Gardens and the Seafront. | Sound |

Council

10 December 2009

Joint Amendments

Agenda Item 36

Brighton & Hove City Council

42 **DA5 - Eastern Road and Edward Street Area**

42 A: Local Priorities

Replace item 2 with the following:

Promoting and investing in **sustainable** transport improvements in the area **by improving the public realm to encourage walking, to transfer road carriageway to sustainable transport measures (buses and bicycles)** and implementing the public transport based capital transport scheme (see CP8 Sustainable Transport).

Sound

44

Insert into supporting text of DA5 in paragraph 3:

'A feasibility study will be carried out to consider the re-routing and reduction of through-traffic (with the exception of residents' vehicles, public transport including taxis, ambulances other hospital transport and vehicles directly accessing the hospital) along Eastern road in the immediate vicinity of the hospital with the aim of reducing congestion, improving air quality and ensuring adequate emergency access to the hospital.

Sound

43 C: Strategic Allocations

Replace item 1.a) with the following:

Appropriate transport infrastructure improvements will be required that provide **and promote public and sustainable transport** including bus, walking and cycling improvements, and a comprehensive transport strategy will be required to support the enlargement of the hospital taking into account its wider sub-regional role;

Sound

44 C: Strategic Allocations

Replace item 2.c) with the following:

Appropriate transport infrastructure **improvements** that provide **and promote public and sustainable transport** will be required to support the scheme;

Sound

Council

10 December 2009

Joint Amendments

Agenda Item 36

Brighton & Hove City Council

46 DA6 – Hove Station Area

46-47 A: Local Priorities

Replace item 4 with the following:

Enhancing the sustainable transport interchange at Hove Station by improving the walking and cycling network in the wider area, improving permeability within the area, and strengthening north-south connections and east-west connections along Old Shoreham Road;

Sound

46 A: Local Priorities

Amend part 3:

'Ensure that development takes account of and contributes to the improvement of the public realm and townscape, environmental and open space improvements, pedestrian and public safety particularly around the Conway Street Area;'

Sound

50 DA7 – Shoreham Harbour Area

51 A: Local Priorities

Replace item 5 with the following:

Ensuring that development at Shoreham Harbour provides opportunities for people to live and work within easy reach **by promoting innovative measures to increase use of non car modes of transport**. This should include a package of high quality public transport improvements including walking, cycling and public transport routes and interchange (including the provision of a bus-based Coastal Transport System)

Sound

51 A: Local Priorities

Insert new item 6 to read:

The need for environmental improvements to the A259 route as a major gateway into Brighton and Hove.

Sound

Council

10 December 2009

Joint Amendments

Agenda Item 36

Brighton & Hove City Council

57	SA1 – The Seafront		
57	A: Local Priorities	<p><u>Replace bullet point 3 with:</u> ‘Secure improvements to sustainable transport infrastructure along the A259 including a coastal transport system (see CP8) and improve air quality, pedestrian and cycle routes and crossing opportunities in order to achieve a modal shift and thereby reduce the impact of traffic;’</p>	Sound
		<p>Amend the supporting text in paragraph accordingly.</p>	
59	B: Specific Priorities (East of the Marina)	<p><i>Delete proposed bullet point 3 and replace with the following:</i> Implement in partnership with East Sussex County Council proposals for the A259 (Ovingdean – Telscombe Cliffs) Sustainable Transport Corridor to improve public transport, pedestrian and cycle facilities between Brighton and Newhaven.</p>	Sound
72	SA5 The South Downs		
73	SA5 The South Downs	<p><u>Replace item 6 with:</u> To facilitate sustainable tourism in the South Downs and the provision of gateway facilities to the South Downs National Park, recognising in particular, the role of Stanmer Park (see SA4 Urban Fringe and CP18 Culture, Tourism and Heritage) and the need to manage parking in order to reduce the risk of degradation of these gateway areas and to link them to a sustainable transport system.</p>	Sound

Council

10 December 2009

Joint Amendments

Agenda Item 36

Brighton & Hove City Council

Update supporting text accordingly.

SA6 Sustainable
Neighbourhoods

Page 75	SA6 Sustainable Neighbourhoods	A new bullet point between 7 and 8: 'Work with service providers to ensure the appropriate provision of school places, so that parents, carers and pupils can access a local school wherever possible. Encourage schools to be centres for community learning and support them in meeting the wider needs of the community.'	Sound
------------	-----------------------------------	--	-------

81 **Part Three:
Citywide Policies**

104 **CP8 –
Sustainable
Transport**

104	CP8 Sustainable Transport	<i>Replace paragraph 2 of policy with the following:</i> Support and maintain Brighton & Hove's role as a regional hub for employment, tourism, shopping, education and healthcare by encouraging the rebalance of transport to non car modes.	Sound
-----	------------------------------	--	-------

104		<i>Amend item 3 to read:</i> 'Implementation of measures to promote modal shift for people and freight to enable transfer onto sustainable transport modes by means of strategic capital schemes, fiscal measures, technological improvements and 'smarter choices' (e.g. personal and employer travel planning programmes' as set out in the Local	Sound
-----	--	---	-------

Transport Plan.

104

Amend item 5 to read:

'Implementation of a bus based Coastal Transport System that will link Development areas, **major employment sites**, and extend along the seafront from Brighton & Hove to West Sussex (see DA7 Shoreham Harbour Area).

Sound

104

CP8 Sustainable Transport

Replace item 7 with the following:

Ensuring that all new, major development schemes submit a transport assessment to identify the likely effects of the demand for travel they create and include measures to mitigate impacts **by reducing car use and making** appropriate contributions towards sustainable transport measures (see CP9 Infrastructure and Developer Contributions).

Sound

104

CP8 Sustainable Transport

Amend item to 8 to read:

Preparing and reviewing new guidance on parking and servicing requirements for new developments **that will put a priority on minimising off-street parking provision.**

Insert into supporting text:

A policy on car free housing, in appropriate locations, will be prepared in the future Development Policies and Site Allocations DPD. This will be subject to consultation.

Sound

Amend supporting text, paragraph 4 of CP8 – insert after first sentence:

'Feasibility work will be undertaken with NHS Brighton & Hove to explore opportunities for a combined public transport service for service users and staff with the intention of further reducing unnecessary car journeys.'

Sound

'Work will also be undertaken to bring forward a sustainable transport plan in

Council

10 December 2009

Joint Amendments

Agenda Item 36

Brighton & Hove City Council

conjunction with the South Downs National Park Authority that promotes the use of public transport to enable access from both within and outside of the city to the park's main gateway access sites (see SA5 South Downs).'

- | | | | |
|-----|--|---|-------|
| 105 | Supporting Text | <i>Replace the first sentence of paragraph 2 with the following:</i>
The primary role of this policy is to reduce the necessity for car travel by promoting choice through providing sustainable transport options by improving public transport and positive measures to encourage walking and cycling (provision of cycle routes and parking and improving the public realm). | Sound |
| 108 | CP9 Infrastructure and Developer Contributions | <i>Amend first paragraph on p.108 by the addition of a final sentence to read:</i>
'Where appropriate, developer contributions will be spent within the local areas from which they originated' . | Sound |
| 108 | | <i>Add bullet to list to read :</i>
Sustainable transport measures towards implementing priorities in the Local Transport Plan | Sound |

Council

10 December 2009

Joint Amendments

Agenda Item 36

Brighton & Hove City Council

Page No.	Policy Reference	Amendment	Soundness
----------	------------------	-----------	-----------

4. Reducing Inequalities

Part Three:
Citywide Policies
CP4 – Healthy
City

91

91

Insert new item 7 to read:

‘Through the Development Policies and Site Allocations DPD appropriate sites for health use with good access will be identified and safeguarded taking into account future growth and demand for Health services in the city.’

Sound

92

Add to the end of the second paragraph of the supporting text of CP4 Healthy City:
‘The council will investigate the possibility of establishing a ‘Care Farms’ programme with tenant farmers that encourage farms to develop opportunities for respite care, ‘Farm to Fork’ activities, mind exercise and nutrition.’

Add footnote to explain the National Care Farm Initiative:

‘The National Care Farming Initiative involves commercial farms working with health and social care agencies to provide farming activities to improve physical and mental health and wellbeing of clients with various educational and mental health needs.’

Sound

Council

10 December 2009

Joint Amendments

Agenda Item 36

Brighton & Hove City Council

Page No.	Policy Reference	Amendment	Soundness
----------	------------------	-----------	-----------

5. Open Space, Biodiversity, Sports and a Healthy City

18 **Part Two: Spatial Strategy**

14 A Spatial Vision for Brighton & Hove

Amend bullet point 18 to read:

The city's open spaces will be well maintained and more accessible to everyone; **[add] the Valley Gardens in particular will be a more attractive, accessible and usable environment.**

Sound

27 **DA2 – Brighton Marina, Gas Works and Black Rock Area**

28 A: Local Priorities

Amend item 8 to read:

Protect and enhance the ecological and geological diversity of the area **[add] through the implementation of an ecological masterplan and by** having particular regard to the RIGs, SSSI and SNCI status of the cliffs and beach respectively, and proximity to the National Park Boundary (see CP5).

Sound

Council

10 December 2009

Agenda Item 36

Brighton & Hove City Council

Joint Amendments

DA5 - Eastern Road and Edward Street Area

DA5 - Eastern Road and Edward Street Area

Amend Part 7:

'Enhancing urban biodiversity through investment in green infrastructure **including substantially increasing tree planting and soft landscaping to ameliorate the existing poor public realm** (see CP5 Biodiversity).'

Sound

57 **SA1-
The Seafront**

,

58 SA1 The Seafront

Amend first bullet point under East of Brighton Pier to the Marina section:

'**Deliver the regeneration of Madeira Drive as a centre for sports and family based activities supported by a landscaping and public art strategy which** also provides for the conservation and enhancement of the historic and nature conservation features present in this location.'

Sound

66 **SA3-
Valley Gardens**

Council

10 December 2009

Agenda Item 36

Brighton & Hove City Council

Joint Amendments

- 67 SA3- Valley Gardens Insert 4th bullet point under 'The Level' section:
'Ensure the specific provision of facilities for older younger people with appropriate activity areas'. Sound
- 72 **SA5-
The South
Downs**
- 73 SA5- The South Downs Amend supporting text at end of first paragraph page 73:
'In order to conserve and enhance downland habitats and species, specific biodiversity management plans will be drawn up for various downland sites within the council's ownership. Further, in relation to the management of the chalk grassland, conservation mowing practices will be implemented to enhance and protect biodiversity.' Sound
- 81 **Part Three:
Citywide Policies**
- 93 **CP5 Biodiversity** Amend CP5 Part 1:
'The delivery of a green network of nature conservation features as an integral part of the open space framework, which incorporates...' Sound
- Page CP6
96 Open Space

Council

10 December 2009

Agenda Item 36

Brighton & Hove City Council

Joint Amendments

Page 96		CP6 (6) page 96 'The community use of private and schools open spaces will be sought when considering proposals affecting these sites' including temporary use of redundant or undeveloped sites.	Sound
		Amend supporting text page 98 end of paragraph 1 new sentence to read 'Particular value can be attached to community gardens'.	Sound
Page 97		<u>Add to point 8:</u> Ensure the proactive management of open spaces including the enforcement of by-laws and seek the enhancement and improvement of open spaces...	Sound
97		<u>Add after last sentence of first paragraph of supporting text:</u> 'The council will actively work with tenant farmers to create more Open Access trails.'	Sound
Page 100	<u>Policy CP7</u> <u>Sports Provision</u>		
Page 100	<u>CP7</u> <u>Sports Provision</u>	<u>Add to end of part 2:</u> Retain, enhance and make more effective use of existing indoor and outdoor sports facilities and spaces in accordance with the Open Space, Sport and Recreation Study and subsequent revisions, audits and strategies recognising the importance of major sporting venues such as the County Cricket Ground, Withdean Stadium and Brighton Racecourse.	Sound
100	<u>CP7</u> <u>Sports Provision</u>	<u>Add to the end of the sixth paragraph of supporting text to CP7 Sports Provision:</u> 'The council will identify a rolling programme of maintenance works to the city's existing outdoor sports pavilions.'	Sound

Council

10 December 2009

Joint Amendments

Agenda Item 36

Brighton & Hove City Council

Page No.	Policy Reference	Amendment	Soundness
----------	------------------	-----------	-----------

6. Sustainable Development, Design and Public Places and Climate Change

8 **Part One:
Context, Vision
and Objectives**

13 A Spatial Vision
for Brighton &
Hove

Amend bullet point 11 to read:

***[delete]* To make good progress) [add] Work towards** becoming a zero carbon city with lower carbon emissions supported by sustainable and renewable ***[add]* decentralised** sources of energy and ensure the city is resilient to the ***[delete]* predicted) [add] likely** impacts of climate change.

Sound

18 **Part Two: Spatial
Strategy**

50 **DA7 – Shoreham
Harbour Area**

51 A: Local Priorities

Insert under Part A new priority 7 to read:

A requirement to provide measures to minimise risk of flooding and to protect people and property. Any proposals for development in the short-term in the areas identified in the Strategic Flood Risk Assessment as Flood Zone 2 or 3 at Shoreham Port will need to demonstrate that the proposal passes the PPS25 Sequential Test and Exception Test requirement depending on the type of development, in addition to undertaking a site-specific Flood Risk Assessment. In the long term an Area Action Plan covering the Port area will establish requirements to deal with flooding issues.

Sound

Council

10 December 2009

Agenda Item 36

Brighton & Hove City Council

Joint Amendments

51 A: Local Priorities *Insert under Part A new priority 8 to read:*
Appropriate coastal defences to accord with the relevant Shoreline Management Plan and the forthcoming Brighton Marina to River Adur Strategy Study for coastal defences. Sound

51 A: Local Priorities *Insert under Part A new priority 9 to read:*
Examination of the potential for large-scale zero and low-carbon energy technologies to serve the new development and wider city, particularly those that take advantage of the harbour's coastal location and existing power station and grid connectivity. Sound

57 **SA1 – The Seafront**

Page 57

Under A 'Priorities', amend first bullet point to read: **Enhance and improve the public realm and create a seafront for all; to ensure the seafront has adequate facilities for residents and visitors (including public toilets, seating, signage, lighting and opportunities for shelter and shade) and continue to improve access to the beach and shoreline and ensure the seafront is accessible to those with mobility problems;** Sound

Amend Second bullet point to read:

Promote high quality architecture and urban design **which complements the natural heritage of the seafront and preserves and enhances the character and appearance of the Conservation Areas, and the historic squares and lawns that adjoin the seafront.** Sound

Add list of Conservation Areas in footnote to this bullet point - to include Brunswick Town.

66 **SA3 – Valley Gardens**

66-68 Context, overall aims and supporting text

Revert all text from "For the purposes of this policy..." to "Enhance the public realm to the south of The Level" to For the purposes of this preferred option, the Valley Gardens area comprises the streets and open spaces that run in a line from Old Steine in the south to the Level in the north, excluding the Pavilion Gardens. This area is of unique strategic significance to Brighton & Hove in the way in which a number of major issues co-exist and, in some cases, conflict. These include: the area’s role as an arrival/departure point for visitors; its role as a major traffic route with the A23 sustainable transport corridor; its cultural and heritage significance (including the Royal Pavilion); its provision of open space; its inclusion within the academic corridor; its wide mix of land uses; and its role as a venue for major events. However, the area is currently failing to fulfil its potential.

Preferred Option – SA3 Valley Gardens

The council will work with public and private sector partners to enhance and regenerate the Valley Gardens area in an integrated manner that reinforces its strategic significance, emphasises its historic and cultural character, reduces the adverse impact of vehicular traffic, improves local air quality and creates a continuous green boulevard that reconnects the area to the surrounding urban realm.

Sound

The six overall aims are:

1. Reducing the severance impact of traffic on the enjoyment of the public realm through environmental improvements;
2. Creating coherent, safe and useable green spaces;
3. Creating legible links with adjoining areas, particularly for visitors; and

Council

10 December 2009

Joint Amendments

Agenda Item 36

Brighton & Hove City Council

4. Enhancing the appearance and setting of historic buildings.
5. Finding appropriate new uses for key buildings.
6. Accommodating provision for high quality outdoor events,

The distinct role and character of each green space will be clarified having regard to the following priorities:

Old Steine - the hub

- Emphasise its role as a visitor destination space.
- Enhance the arrival and departure experience for visitors by ensuring simple, comprehensible links to and from the seafront and the Lanes.
- Ease the movement of pedestrians and cyclists through recapturing road space and creating direct crossing points, particularly to re-connect St James's Street with the city centre.

Sound

Victoria Gardens - the cultural park

Pursue a comprehensive landscape / townscape scheme to:

- a) Improve navigable links for pedestrians both between the two gardens and with the Cultural Quarter.
- b) Redesign the gardens to include new pathways, tree planting and public art and investigate the potential for a café building.
- c) Improve the junctions with Kingswood Street, Morley Street and Richmond Parade through environmental improvements or redevelopment where

appropriate.

- Encourage a comprehensive solution to the re-use or redevelopment of buildings on Gloucester Place for a mix of uses.
- Secure funding for open space improvements from new developments in the vicinity.
- Seek the restoration of groups of buildings on Grand Parade.

St Peter's - the historic landmark

- Secure the long term future of St Peter's Church; and enhance its setting through public realm improvements.

a) Support proposals for refurbishment/enhancement of the facilities and appearance of the Phoenix Gallery building, possibly through a mixed use redevelopment.

b) Enhance the retail environment through alterations to, or redevelopment of, the supermarket building on the corner of Cheapside and through shop front improvements to York Place.

The Level - the recreation and leisure space

- Pursue a comprehensive landscaping scheme for The Level that will distinguish functions of spaces, enhance entrances and improve public safety.
- Improve the key links to London Road and the Open Market.
- Improve the public realm to the south of The Level.

Sound

Council

10 December 2009

Joint Amendments

Agenda Item 36

Brighton & Hove City Council

Add new bullet point to read

Ensure the specific provision of facilities for older younger people with appropriate activity areas

Update supporting text as necessary.

49

81 **Part Three:**
Citywide Policies
Page CP3
89 Public Streets and
Spaces

Page
89

Add to end of second paragraph of supporting text:

'... and that all public realm works (whether publicly or privately funded) are designed to achieve consistent aims and standards **and use locally sourced materials where possible.**'

Sound

Add to end of third paragraph of supporting text:

The council will investigate as part of a public realm network the potential for further pedestrianisation and shared space treatments.

Sound

90

Strengthen reference in CP3 supporting text, 6th paragraph, p.90:

Public art plays **an important role in the public realm and** can make important contributions to local distinctiveness and legibility (**e.g. the Aids Memorial in Kemp Town**).

Sound

Public Art is included in the list of infrastructure and service provision where contributions may be sought set out in CP9 Infrastructure and Developer Contributions.

Council

10 December 2009

Joint Amendments

Agenda Item 36

Brighton & Hove City Council

107 **CP9 –
Infrastructure
and Developer
Contributions**

Page CP9 Add into CP9 'list' where contributions may be sought. Last bullet point to read: Sound
108 Infrastructure and - Public realm, **public art** and environmental improvements.
Developer
Contributions

Page CP10
109 Managing flood
Risk
CP10
Managing flood
Risk

Add new paragraph at the end of policy:

The council will produce a Surface Water Management Action Plan to manage surface water flood risk and help mitigate the effects of climate change on the city' Sound

Add to supporting text for explanation:

Surface Water Management Plans (SWMPs) are identified in Planning Policy Statement 25 (PPS25) as a tool to manage surface water flood risk on a local basis by improving and optimising coordination between relevant stakeholders. In August 2009, the council was awarded at £250,000 grant by Defra to develop a Surface Water Management Plan. Sound

Council

10 December 2009

Joint Amendments

Agenda Item 36

Brighton & Hove City Council

Add a footnote to explain Surface Water Management Plan definition:

'A SWMP is a framework through which key local partners with responsibility for surface water and drainage in their area work together to understand the causes of surface water flooding and agree the most cost effective way of managing surface water flood risk.'

Sound

Council

10 December 2009

Labour Group Amendments

Agenda Item 36

Brighton & Hove City Council

Lab Ref	Policy Reference	Amendment	Soundness
---------	------------------	-----------	-----------

1. The Spatial Strategy, Housing and Urban Fringe

Amendment 1 Propose the following amendment under The Spatial Strategy, Housing and Urban Fringe Theme

L1	Spatial Strategy	<u>Amend policy text to include words in bold</u>	Sound
----	------------------	---	-------

.CP11 sets out the strategy for housing delivery within the City over the first 15 years of the Core Strategy period. CP11 recognises that any **future** managed release of land within the urban fringe for residential development will only be considered on a 'contingency' basis in the post 2020 plan period should this be required to help meet **local needs and** regional housing requirements as set out in the South East Plan (**see also SA4 Urban Fringe and CP11 Housing Delivery**).

Changes to Para 8 supporting text:

Removal of 'and primarily'.

Add '....meet the city's **local housing needs and the** strategic housing targets...'

Council

10 December 2009

Labour Group Amendments

Agenda Item 36

Brighton & Hove City Council

L2 SA4 Urban Fringe

Amend policy text to include the words in bold:

Sound

Any future managed release of land within the urban fringe for residential development will only be considered on a 'contingency' basis in the post 2020 plan period should this prove to be required to help meet **local needs and** regional housing targets as set out in the South East Plan. (See also CP11 Housing Delivery).

Regular monitoring and reviews of the SHLAA will be reported through the council's Annual Monitoring Report to demonstrate the council's performance and actions on achieving its housing targets through development on previously developed land within the existing built-up area.

Potential contingency sites will be tested through the Development Policies and Site Allocations DPD. Any contingency sites to be brought forward after 2020 will only be released where monitoring predicts a significant shortfall of housing land supply in the 2020-2025 period. A significant shortfall is defined as 1 years' housing land supply (see CP11 Housing Delivery).

Delete – 'Any contingency sites to be brought forward after 2020, if needed, will be identified through the

Amend supporting text of paragraph 5 to add in brackets after '...in the longer term (**see CP11 Housing Delivery**)'. A future assessment....

Council

10 December 2009

Labour Group Amendments

Agenda Item 36

Brighton & Hove City Council

L3 CP11
Housing
Delivery

Amend policy CP11 to (changes highlighted in bold):

Sound

Any future managed release of land within the urban fringe for residential development will only be considered on a 'contingency' basis in the post 2020 plan period should this prove to be required to help meet **local needs** and regional housing targets as set out in the South East Plan.

Regular monitoring and reviews of the SHLAA will be reported through the council's Annual Monitoring Report to demonstrate the council's performance and actions on achieving its housing targets through development on previously developed land within the existing built-up area.

Potential contingency sites will be tested through the Development Policies and Site Allocations DPD. Any contingency sites to be brought forward after 2020 will only be released where monitoring predicts a significant shortfall of housing land supply in the 2020-2025 period. A significant shortfall is defined as 1 years' housing land supply.

Amendments to paragraphs 5 and 6 of supporting text. To read as follows (changes highlighted):

The priority for new housing development will be the re-use of previously developed land within the defined built up urban area of the city. The spatial strategy makes it clear that any land release within the urban fringe will only be considered as a last resort 'contingency' position in the longer term (post 2020) should this prove to be required to help meet **local needs and the** South East Plan strategic housing requirements. The policy approach is therefore to manage any such land release on a 'contingency only' basis for the post 2020

Council

10 December 2009

Labour Group Amendments

Agenda Item 36

Brighton & Hove City Council

period should monitoring indicate longer term **significant** projected shortfalls in housing land supply. **The council's Annual Monitoring Report will be used update the city's housing trajectory over the plan period and to report the council's performance and actions to achieve residential development on brownfield sites within the existing built up area of the city.**

A future assessment of sites within the urban fringe will be undertaken as part of the preparatory work for the Development Policies and Site Allocations DPD. Such an assessment will need to be guided by the policy objectives set out in Policy SA4 and key planning considerations including landscape impacts and the wider landscape role of the urban fringe; the setting of the intended National Park; the need to protect sensitive nature conservation designations and groundwater source protection zones and considerations such as impacts on accessibility, transport and the surrounding highway network. **Any contingency sites to be brought forward after 2020 will only be released where monitoring predicts a significant shortfall of housing land supply in the 2020-2025 period. A significant shortfall is defined as 1 years' housing land supply.** It is the city council's view that should the strategic housing targets be subject to amendment or review within the Core Strategy timeframe, then the need for such a 'contingency' may no longer be required and, instead, it is envisaged that there would be an early review of the Core Strategy and continued protection of the urban fringe.

Council

10 December 2009

Labour Group Amendments

Agenda Item 36

Brighton & Hove City Council

**Lab
Ref**

**Policy
Reference**

Amendment

Soundness

2. The Economy

Propose the following amendment under The Economy

L4

**DA2
Brighton
Marina**

Remove bullet point 2 and replace with -
'council to retain flexibility as to height of buildings in Marina in accordance with the Tall Buildings SPD and the Marina Act.'

Sound

Council

10 December 2009

Labour Group Amendments

Agenda Item 36

Brighton & Hove City Council

Lab Ref	Policy Reference	Amendment	Soundness
---------	------------------	-----------	-----------

3. Transport and Infrastructure

L6	CP8 Sustainable Transport	Replace wording of item 4 of policy CP8 with: 'To provide one or more viable Park and Ride sites at the outer edge of the city linked to sustainable transport corridors as part of an overall sustainable transport strategy to achieve a modal shift towards the use of public transport'	Sound
----	------------------------------	---	-------

Amend supporting text to read:

Parts 4 and 5 of the policy set out the two main strategic transport schemes proposed to mitigate any adverse impacts of development and promote choice. These sites will **allow a modal shift** people to access the city centre and the intended South Downs National Park **by sustainable modes of transport as part of a comprehensive Local Transport Strategy that will propose sustainable transport options for the city including measures to manage parking in the city centre.** Research is currently underway on possible locations for Park and Ride sites which will be identified in the future Development Policies and Site Allocations DPD. Key criteria to guide the search for park and ride sites are:

- a. there will be a sequential approach to site search where it should be demonstrated that sites cannot be found within the outer built up area before looking beyond the built up area boundary;

Council

10 December 2009

Labour Group Amendments

Agenda Item 36

Brighton & Hove City Council

- b. sites will be subject to an environmental impact assessment and measures will be taken to ensure that any adverse impacts are minimised to an acceptable level.
- c. park and ride locations will not have a significant adverse impact on a site of European Nature Conservation Importance.
- d. there will be safe and easy access to the site from the main road network;
- e. sites it will be in locations that will support the existing public transport network; and
- f. there will be no significant adverse effects on residential amenity and the local environment of the area.

Council

10 December 2009

Green Group Amendments

Agenda Item 36

Brighton & Hove City
Council

Page No.	Policy Reference	Amendment	Soundness
----------	------------------	-----------	-----------

1. The Spatial Strategy, Housing and Urban Fringe

18	Part Two: Spatial Strategy		
19-20	Spatial Strategy for the city	<i>Amend paragraph 5 to read: CP11 sets out the strategy for housing delivery within the City over the first 15 years of the Core Strategy period.</i>	Not sound – exclusion of urban fringe contingency will fail ‘effective’ and ‘flexible’ soundness tests.
69	SA4 - Urban Fringe		
70	SA4 Urban Fringe	<i>Delete paragraph beginning "The managed release of land...". Update supporting text and other tables as necessary.</i>	Not sound – exclusion of urban fringe contingency will fail ‘effective’ and ‘flexible’ soundness tests.

Council

10 December 2009

Green Group Amendments

Agenda Item 36

Brighton & Hove City
Council

81 **Part Three:
Citywide
Policies**

111 **CP11 –
Housing
Delivery**

111 B: Spatial
Strategy

Amend paragraph 2 to read:

The priority for new housing development will be the re- use of previously developed land within the defined built up area of the City. **The managed redevelopment of existing areas of housing to achieve increased quality and density** will only be considered on a 'contingency' basis in the post 2020 plan period should this prove to be required to help meet regional housing targets as set out in the South East Plan. Any contingency sites to be brought forward after 2020, if needed, will be identified through the Development Policies and Site Allocations DPD.

Not sound. Not consulted upon and no evidence base.

117 **CP12 –
Affordable
Housing**

117 CP12
Affordable
Housing

Amend paragraph 2 to read:

The Council will negotiate with developers to secure a **50%** element of affordable housing where proposals for residential development are capable of producing **7** or more dwellings. The policy will apply to all types of residential development including conversions and changes of use.

Not sound. No evidence base and not consulted on.

Council

10 December 2009

Green Group Amendments

Agenda Item 36

Brighton & Hove City
Council

Amend paragraph 4 to read:

Across the city, the required tenure split for affordable housing in terms of total delivery will be **60%** social rented affordable housing, **30%** intermediate forms of affordable housing and **10% for housing co-operatives**. For individual development sites, the exact tenure split will be guided by up to date assessments of local housing need and site/neighbourhood characteristics.

Not sound. No evidence and not consulted on.

Council

10 December 2009

Green Group Amendments

Agenda Item 36

Brighton & Hove City Council

Page No.	Policy Reference	Amendment	Soundness
2. The Economy			
18	Part Two: Spatial Strategy		
24	DA1 – Brighton Centre and Churchill Square Area		
24	A: Local Priorities	<i>Delete proposed item 3 and renumber all following items accordingly. Update supporting text and other tables as necessary.</i>	Not sound. Contrary to evidence base.
25	B: Strategic Allocation	<i>Amend paragraph 1 to read:</i> Redevelopment of the Brighton Centre Area to provide; a new 25,000 sqm conference centre, a new 4 star headquarters hotel and new leisure facilities including a cinema [delete: and expansion of Churchill Square shopping centre to provide a minimum of 20,000sqm new comparison goods A1 floorspace (and A2 and A3 use classes)] . Proposals will be assessed against the local priorities set out above, citywide policies, informed by the adopted Brighton Centre SPD and the following criteria:	Not sound. Contrary to evidence base and would render redevelopment of Churchill Sq undeliverable.

Council

10 December 2009

Green Group Amendments

Agenda Item 36

Brighton & Hove City
Council

Page No.	Policy Reference	Amendment	Soundness
3. Transport & Infrastructure			
18	Part Two: Spatial Strategy		
17	Strategic Objectives	<i>Amend SO21 to read:</i> Support a reduction in car use so that there will be less congestion, less air borne pollution, less traffic noise and less greenhouse gas emissions and work with partners to develop safe and sustainable means of access to and across the city, including measures to improve bus and rail services and provision of a coastal transport system, [add] and consideration of other measures including a city-wide Rapid Transit System, a city-wide cycle network, congestion charging and park and ride.	Not sound. Not consulted upon. Not 'deliverable' in terms of CP8.
24	DA1 – Brighton Centre and Churchill Square Area		
25	A: Local Priorities	<i>Delete item 5. Replace with:</i> To ensure additional movements by car traffic are the minimum necessary and high quality public and sustainable transport facilities serve new development.	Sound.

Council

10 December 2009

Green Group Amendments

Agenda Item 36

Brighton & Hove City
Council

- 25 B: Strategic Allocation *Replace item 1.c) with the following:* Sound.
- Appropriate transport infrastructure improvements will be required that provide and promote public and sustainable transport to support the redevelopment including the need for integrated links to the bus-based Coastal Transport System (see CP8 Sustainable Transport). **[Add] Car trips linked to large scale retail provision will be the minimum necessary.**

- 81 **Part Three:
Citywide
Policies**
- 104 **CP8 –
Sustainable
Transport**
- 104 CP8
Sustainable
Transport

Amend item 4 to read:

The Council will undertake to develop a comprehensive Local Transport Strategy, which will consider sustainable transport options for the city, including congestion charging, a city-wide cycle network, a city-wide Rapid Transit System, and park and ride.

Not sound. Does not meet 'effective' soundness test.

Council

10 December 2009

Green Group Amendments

Agenda Item 36

Brighton & Hove City
Council

Page No.	Policy Reference	Amendment	Soundness
4. Reducing Inequalities			
81	Part Three: Citywide Policies		
122	CP14 – Provision for Gypsies, Travellers, Travelling Showpeople		
122- 123	CP14 Provision for Gypsies, Travellers, Travelling Showpeople	<i>Insert final paragraph before 'Supporting text' to read:</i> The council will also seek to work with local, regional and national partners and authorities to gain formal acknowledgement of the needs of the city's established population of "van dwellers" with the aim of securing a suitable site in the future.	Not sound. Not consulted upon.

NOTICE OF MOTION**CONSERVATIVE GROUP AMENDMENT****SUPPORT FAIRTRADE IN THE CITY**

To delete the wording in paragraph 8 after “This Council calls upon the Cabinet...” and delete the final bullet point as struck out, and insert new text in bullet points 2 and 3 as shown in bold:

The motion to read as follows:

“In 2009 the Fairtrade Foundation celebrates its 15th Anniversary as Brighton celebrates being the UK’s first Fairtrade town over 13 years ago.

Seven in 10 households purchase Fairtrade goods, including an extra 1.3 million more households in 2008, helping Fairtrade sales reach an estimated £700m in 2008, a 43% increase on the previous year. There are over 460 producer organisations selling to the UK and 746 to the global Fairtrade system, representing more than 1.5 million farmers and workers.

Over 4,500 products have been licensed to carry the Fairtrade Mark including;

coffee, tea, herbal teas, chocolate, cocoa, sugar, bananas, grapes, pineapples, mangoes, avocados, apples, pears, plums, grapefruit, lemons, oranges, satsumas, clementines, mandarins, lychees, coconuts, dried fruit, juices, smoothies, biscuits, cakes & snacks, honey, jams & preserves, chutney & sauces, rice, quinoa, herbs & spices, seeds, nuts & nut oil, wines, beers, rum, confectionary, muesli, cereal bars, yoghurt, ice-cream, flowers, sports balls and cotton products including clothing, homeware, cloth toys, cotton wool, olive oil and beauty products.

In June this year, the Fairtrade Foundation announced the first cosmetic products to carry the Fairtrade Mark in the UK.

Businesses in Brighton and Hove will be stocking these products . 57 new Fairtrade products will contain one or more Fairtrade certified ingredient such as cocoa butter, shea nut butter, sugar or brazil nut oil, benefiting disadvantaged producers from countries in Africa, Asia and Latin America.

This Council recognises that introducing Fairtrade labelling to cosmetic products will increase the overall number of Fairtrade products in UK shops and the volumes of ingredients which producers are able to sell under Fairtrade terms, which in turn increases the benefits back to farmers.

This Council calls upon the Cabinet; ~~to consider the Council's responsibility as a guiding force in local businesses to encourage the use of Fairtrade products in business and also to the City's residents through the following;~~

- **To reaffirm the Council's** commitment to Fairtrade and ensures that the City will continue to be classified as a 'Fairtrade City.'
- **To commit to** being a leading example to the City and where appropriate, ensuring that only Fairtrade products are served and sold on Council premises, such as fruit, fruit juices, soaps, jams, teas and coffees.
- **To commit to** publicising its Fairtrade policy and practice via City News and the Council's website."
- ~~That the Chief Executive write to the local businesses that have chosen to stock the new Fairtrade products welcoming their decision to stock more Fairtrade products locally and that he writes to the Secretary of State for International Development, renewing this City's commitment to Fairtrade and welcoming the almost £2 million dedicated to Fairtrade Foundation since 1997 out of £12 million to fair and ethical trade initiatives and the £400 million for Aid for Trade which helps developing countries build their trade capacity."~~

Proposed by: Cllr. Denise Cobb

Seconded by: Cllr. Ted Kemble

NOTICE OF MOTION**CONSERVATIVE GROUP AMENDMENT****SUPPORT CONSIDERATION OF A NEW CO-OPERATIVE TRUST PRIMARY SCHOOL FOR HOVE.**

To delete the wording in point 2 as struck out, and insert new text as shown in bold:

The motion to read as follows:

“Co-operative Trust Schools are becoming an increasingly popular way of raising school standards through developing partnerships, helping to engage the local community and strengthening the curriculum through the shared co-operative values of self help, self responsibility, democracy, equity and community solidarity. They can help raise aspirations and standards, ensure that parents have more choice of good local schools and have a greater say in the running of their schools through better democratic participation.

There are now 240 Co-op Trust schools operating in the UK with five Primary Schools in Doncaster being included within the Trust Schools Programme in October 2009, supported by Government funding to become established. The Trust School model is flexible, allowing schools and their governing bodies to build a Trust that meets their specific needs.

This council therefore calls on the Cabinet Member for Children and Young People to:

- (1) Recognise that the Co-operative Trust School model incorporates values and principles that would benefit children, parents and communities in the city;
- (2) Commits to giving serious consideration to **a range of potential providers, including the Co-operative Trust** ~~the establishment of a Co-operative Primary School,~~ when seeking to provide a new Primary School in Hove; and
- (3) Considers how the Co-operative Trust School Programme could generally enhance cross-sector educational provision in Brighton and Hove, particularly in respect of poorly performing schools.

Proposed by: Cllr. Vanessa Brown

Seconded by: Cllr Trevor Alford

NOTICE OF MOTION**LABOUR GROUP AMENDMENT****HIGH PAY COMMISSION**

To delete the wording as struck out in paragraphs 2 and 4 and the insertion of the wording in paragraphs 1 and 2 and the insertion new paragraphs 4 and 5 as shown in bold italics:

The motion to read as follows:

“This council recognises that the pay gap between high earners and ***the rest of society, particularly*** those on low incomes, is unfair, unsustainable and damaging to social cohesion.

It also recognises that inflated bonus payments and other rewards in the City of London and elsewhere in the private sector ***banking and financial sector*** fuelled the risk-taking that ***nearly*** brought down the world economy and triggered the recession.

Furthermore, it believes the unfair and unjustifiable gap between high and low earners is not restricted to the private sector and that pay differentials in local government and other public services are unacceptable and should also be addressed.

It therefore:

~~(1) Calls on the Cabinet to sign up to the national High Pay Commission campaign*~~

~~(2) Calls on the council's Chief Executive to write to Alistair Darling, Chancellor of the Exchequer, and Lord Mandelson, Secretary of State for Business, Enterprise and Regulatory Reform, urging them to:~~

- ~~• Take decisive action on excessive pay by establishing a High Pay Commission, set up on the lines of the Low Pay Commission, to deliver a fairer, more stable and sustainable economy for the future.~~
- ~~• Instruct the High Pay Commission to launch a wide ranging review of pay and consider proposals to restrict excessive remuneration, such as maximum wage ratios and bonus taxation, to provide a fair society and a sustainable economy.~~
- ~~• Take the moral lead by setting reasonable pay structures in our public bodies and for public procurement contracts.~~

~~(3) Calls on the city's three MPs to urge the Government to establish a High Pay Commission~~

This council notes the campaign launched by the pressure group Compass for the establishment of a High Pay Commission.

At the same time this council acknowledges the action taken by the government to tackle the excess bonus culture, welcoming in particular the announcement by the Chancellor of the Exchequer in his Pre-Budget statement that there will be a 50% levy on bank bonuses above £25,000 and that over half of additional revenue will be raised from the wealthiest 2% of the population."

Proposed by: Cllr Kevin Allen

Seconded by: Cllr Les Hamilton

NOTICE OF MOTION**CONSERVATIVE GROUP AMENDMENT****PROTECTING NEIGHBOURHOOD POLICING SERVICES IN BRIGHTON AND HOVE**

To delete the wording in point 2 as struck out, and insert new text in point 2 and an additional resolution 4 as shown in bold:

The motion to read as follows:

“Both crime and, crucially, fear of crime, are falling in Brighton and Hove.

This is, in large part, due to the model of neighbourhood policing that has been adopted by Sussex Police, and, in particular, the engagement of both PCSOs and police officers with community groups and LATs across the city. Since 2007 the number of PCSOs and police officers patrolling the city has risen, despite Sussex Police receiving one of the lowest levels of Government financial support of any force in the UK.

But Sussex’s Chief Constable – and members of Sussex Police Authority – have warned that the force faces a dramatic cash shortfall: perhaps as much as £35 million over the next five years.

This Council believes:

1. That residents of the city want to see more, not less, community-led policing in their neighbourhoods;
2. That the Government should **review its regional funding policy which has systematically transferred resources from local authorities in the south of England and** ~~find a small proportion of the sums identified for bailing out the banks to~~ fund an increase in the budget allocated to Sussex Police in 2010/11 ~~and coming years;~~
3. That any cuts Sussex Police are forced to make should not lead to any reduction in the numbers of staff and officers employed to serve the city of Brighton and Hove – or the partnership work with this council, LATs or any other community groups.

This Council therefore resolves:

1. To ask the Chief Executive to write to the city’s three MPs urging them to put pressure on Government to ensure additional funds are available to Sussex Police to ring-fence neighbourhood policing in Brighton and Hove;

2. To ask the Chief Executive to write to the Chief Constable of Sussex, Martin Richards QPM, and the Chairman of Sussex Police Authority, Laurie Bush, asking them to ensure there are no cuts to the numbers of police staff or officers delivering neighbourhood policing in Brighton and Hove; and
3. To place on record its thanks to Sussex Police for all the force's efforts to improve community safety in the city, especially the force's decision to open a new public-facing police station in Hollingdean last year, and the way police staff and officers have engaged with partnership work, both with this Council and the network of LATS representing neighbourhoods across the city.
4. **To ask the Council's sole representative on the Sussex Police Authority to relay to his fellow members the Council's view that the proactive use of Anti-Social Behaviour Orders and a tough stance against benefit fraud has had a significant positive effect on reducing both "crime and, crucially, the fear of crime" in Brighton & Hove.**

Proposed by: Cllr. Geoffrey Theobald

Seconded by: Cllr. Dee Simson