

Tourism, Equalities, Communities & Culture Committee

<u>Date:</u>	16 September 2021
<u>Time:</u>	4.00pm
<u>Venue</u>	Hove Town Hall - Council Chamber / Microsoft Teams (Hybrid)
<u>Members:</u>	Councillors: Osborne (Joint Chair), Powell (Joint Chair), Rainey (Deputy Chair), Evans (Opposition Spokesperson), Grimshaw (Opposition Spokesperson), Simson (Group Spokesperson), Brown, Childs, Ebel and Littman
<u>Invitees:</u>	Lola Banjoko (B&H - CCG), Joanna Martindale (Community Voluntary Sector), Justin Burtenshaw (Sussex Police) and Stephanie Prior
<u>Contact:</u>	Thomas Bald Democratic Services Officer thomas.bald@brighton-hove.gov.uk

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AGENDA

PART ONE

Page

16 PROCEDURAL BUSINESS

- (a) **Declarations of Substitutes:** Where councillors are unable to attend a meeting, a substitute Member from the same political group may attend, speak and vote in their place for that meeting.
- (b) **Declarations of Interest:**
 - (a) Disclosable pecuniary interests;
 - (b) Any other interests required to be registered under the local code;
 - (c) Any other general interest as a result of which a decision on the matter might reasonably be regarded as affecting you or a partner more than a majority of other people or businesses in the ward/s affected by the decision.

In each case, you need to declare

- (i) the item on the agenda the interest relates to;
- (ii) the nature of the interest; and
- (iii) whether it is a disclosable pecuniary interest or some other interest.

If unsure, Members should seek advice from the committee lawyer or administrator preferably before the meeting.

- (c) **Exclusion of Press and Public:** To consider whether, in view of the nature of the business to be transacted or the nature of the proceedings, the press and public should be excluded from the meeting when any of the following items are under consideration.

Note: Any item appearing in Part Two of the agenda states in its heading the category under which the information disclosed in the report is exempt from disclosure and therefore not available to the press and public. A list and description of the exempt categories is available for public inspection at Brighton and Hove Town Halls and on-line in the Constitution at part 7.1.

17 MINUTES

9 - 26

To consider the minutes of the meeting held on 17 June 2021.

Contact Officer: John Peel, Mark Wall

Tel: 01273 291058
, Tel: 01273
291006

18 CHAIRS COMMUNICATIONS

19 CALL OVER

- (a) Items (22 – 32) will be read out at the meeting and Members

invited to reserve the items for consideration.

- (b) Those items not reserved will be taken as having been received and the reports' recommendations agreed.

20 PUBLIC INVOLVEMENT

To consider the following matters raised by members of the public:

- (a) **Petitions:** To receive any petitions presented to the full Council or meeting itself;
- (b) **Written Questions:** To receive any questions submitted by the due date of 12 noon on the 10 September 2021;
- (c) **Deputations:** To receive any deputations submitted by the due date of 12 noon on the 10 September 2021.

21 MEMBER INVOLVEMENT

27 - 32

To consider the following matters raised by Members:

- (d) **Petitions:** To receive any petitions;
- (e) **Written Questions:** To consider any written questions;
 - i. Re-assessment of CIL calculations – Councillor Fishleigh
- (f) **Letters:** To consider any letters;
- (g) **Notices of Motion:** to consider any Notices of Motion submitted directly to the Committee (copies attached).
 - i. Notice of Motion on the Queen's Platinum Jubilee – Councillors Nemeth and Simson.
 - ii. Notice of Motion on Air Quality – Councillors Fishleigh and Ebel.

22 VIOLENCE AGAINST WOMEN AND GIRLS

33 - 40

Report of the Executive Director Housing Neighbourhoods & Communities (Report Attached).

Contact Officer: Jo Player
Ward Affected: All Wards

Tel: 01273 292488

23 AWARD OF MHCLG FUNDING FOR SAFE ACCOMMODATION

41 - 44

Report of the Executive Director Housing Neighbourhoods & Communities (Copy Attached).

Contact Officer: Jo Player
Ward Affected: All Wards

Tel: 01273 292488

24	ANTI-RACISM PROGRESS UPDATE	45 - 50
	Report of the Executive Director Housing Neighbourhoods & Communities (Copy Attached).	
	<i>Contact Officer: Emma McDermott</i>	<i>Tel: 01273 296805</i>
	<i>Ward Affected: All Wards</i>	
25	THE WORLD REIMAGINED	51 - 70
	Report of the Executive Director Economy, Environment, & Culture (Copy Attached).	
	<i>Contact Officer: Synthia Griffin</i>	
26	WELCOME SIGNAGE	71 - 76
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	<i>Contact Officer: Synthia Griffin</i>	
27	HOVE STATION AREA SUPPLEMENTARY PLANNING DOCUMENT	77 - 198
	Report of the Executive Director Economy, Environment, & Culture (Copy Attached).	
	<i>Contact Officer: Alan Buck</i>	<i>Tel: 01273 292287</i>
	<i>Ward Affected: Goldsmid</i>	
28	HOVE STATION NEIGHBOURHOOD PLAN - SUBMISSION FOR EXAMINATION	199 - 216
	Report of the Executive Director Economy, Environment, & Culture (Copy Attached).	
	<i>Contact Officer: Robert Davidson</i>	<i>Tel: 01273 291580</i>
	<i>Ward Affected: Central Hove; Goldsmid; Hove Park; Westbourne; Wish</i>	
29	HEALTH IMPACT ASSESSMENT - LOCAL VALIDATION REQUIREMENT	217 - 252
	Report of the Executive Director Economy, Environment, & Culture (Copy Attached).	
	<i>Contact Officer: Simon Barrett</i>	<i>Tel: 01273 290000</i>
	<i>Ward Affected: All Wards</i>	
30	QUEENS PARK CONSERVATION AREA - ARTICLE 4 DIRECTION	253 - 266
	Report of the Executive Director Economy, Environment, & Culture (Copy Attached).	
	<i>Contact Officer: Tim Jefferies</i>	<i>Tel: 01273 293152</i>
	<i>Ward Affected: Queen's Park</i>	

31 REVIEW OF THE WASTE & MINERALS PLAN - PROPOSED SUBMISSION 267 - 420

Report of the Executive Director Economy, Environment, & Culture (Copy Attached).

Contact Officer: Steve Tremlett

Tel: 01273 292108

Ward Affected: All Wards

32 SALTDEAN LIDO RESTORATION 421 - 426

Report of the Executive Director Economy, Environment, & Culture (Copy Attached).

Contact Officer: Mark Croston

Ward Affected: All Wards

33 ITEMS REFERRED FOR FULL COUNCIL

To consider items to be submitted to the 21 October 2021 Council meeting for information.

In accordance with Procedure Rule 24.3a, the Committee may determine that any item is to be included in its report to Council. In addition, any Group may specify one further item to be included by notifying the Chief Executive no later than 10am on the eighth working day before the Council meeting at which the report is to be made, or if the Committee meeting take place after this deadline, immediately at the conclusion of the Committee meeting

Date of Publication - Wednesday, 8 September 2021

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FURTHER INFORMATION

For further details and general enquiries about this meeting contact Thomas Bald, (01273 291354, email thomas.bald@brighton-hove.gov.uk) or email democratic.services@brighton-hove.gov.uk

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BRIGHTON & HOVE CITY COUNCIL
TOURISM, EQUALITIES, COMMUNITIES & CULTURE COMMITTEE

4.00pm 17 JUNE 2021

HOVE TOWN HALL - COUNCIL CHAMBER

MINUTES

Present: Councillors Powell (Joint Chair), Grimshaw (Opposition Spokesperson) and Simson (Group Spokesperson)

PART ONE

1 PROCEDURAL BUSINESS

(a) Declarations of Substitutes

1.1 There were no declarations of substitutes.

(b) Declarations of Interest

1.2 There were no declarations of interest in matters appearing on the agenda.

(c) Exclusion of the Press and Public

1.3 In accordance with Section 100A of the Local Government Act 1972, the committee considered whether the public should be excluded from the meeting during consideration of any item of business on the grounds that it is likely in view of the business to be transacted or the nature of the proceedings, that if members of the public were present during it, there would be disclosure to them of confidential information as defined in Section 100A (3) of the Act.

1.4 **RESOLVED:** That the press and public be not excluded from the meeting during consideration of any item of business listed on the agenda.

2 MINUTES

2.1 **RESOLVED:** That the minutes of the last meeting held on the 11 March 2021 be approved as a correct record of the proceedings.

3 CHAIRS COMMUNICATIONS

- 3.1 The Chair gave the following communications, there has been a change on the make-up of the TECC committee. Councillor Nemeth has left TECC. He has been on this committee in its different various guises and titles over the years, and I'd like to thank him for all his work as the Conservative Group spokesperson. So, I'd like to welcome Councillor Brown instead to the committee. From the Labour Group we are being joined by Councillor Childs so welcome and on the Green benches we welcome back Councillor Rainey, and welcome Councillor Littman.

We have a big agenda today, and a number of public questions, including a number on RISE. Councillor Grimshaw and I were very pleased to receive the 30k-storng petition supporting RISE earlier in the year. We pay tribute to the campaigners, some of whom will be meeting later when it comes to public questions.

At the last TECC we agreed to establish a Member Working Group to look further at the commissioning of domestic abuse services in the city in, and to focus on how we could avoid another similar situation arising whereby a very well respected and trusted partner in the city such as Rise has lost funding. The first scoping meeting is scheduled for 5th July. In the meantime, much work and discussion has been ongoing to bring forward the proposals detailed in today's MHCLG funding paper, later in the agenda.

This month marks the start of Pride celebrations across the globe, marking the anniversary of the Stonewall Riots. Sadly, again there is to be no Pride in the city this year, meaning not just huge financial loss to the city's hospitality and LGBTQ sector, but also a loss in visibility to our communities. Trans Pride has also been suspended, which is the UK's longest running, biggest Trans event, attracting many thousands of people. To show solidarity with the city's LGBTQ+ communities and to mark the anniversary of the Stonewall Riots, we are looking to fly the new inclusive pride flag from Hove town hall for the 3 days, showing solidarity to our LGBTQ+ employees and communities, being proud allies and supporting visibility across the city.

We have also recently had the results from a citywide impact survey carried out by LGBT Switchboard to gauge the impacts of Covid & lockdowns on our LGBTQ communities, business and health outcomes. This will be shared with in the next couple of months.

I would like to draw committee Members and the public's attention to a new fund totalling 300k specifically aim at supporting the work of Black and Minority Ethnic, Lesbian, Gay, Bisexual, Transgender, Queer, disability and women's community and voluntary groups in recognition of the disproportionate impact of the pandemic on these residents. Deadline for applications is 31st July. More information is available on the council website.

The Srebrenica Memorial week takes place from 4th to 11th July, when we commemorate the more than 8000 Muslim men and boys who were murdered during the genocide. It is a time to pay tribute to those who lost their lives, and to say never again, reaffirming our commitment to stand against all form of hate in our City and elsewhere. We will be looking to honour the victims and survivors by holding a minute's silence at the next Full Council meeting in July, and throughout out the week

raising awareness on our social media. We continue to work with the Upstanders Network which brings diverse communities together to tackle hate and encourage all hate incidents to be reported to our Community Safety Team, or to the police.

This is Refugee Week which happens every year in the run-up to World Refugee Day on 20th June. The city council is marking the week with a news story about our work with unaccompanied asylum seeking children, acknowledging the hard work of foster carers and publicising the need for more foster carers to work with young people who have arrived in the UK, having fled war and persecution in their home countries. As members are aware, the city council has recently recommitted to being a City of Sanctuary and continues to participate in the government's UK resettlement programme. Officers are, as ever, more than happy to talk to private landlords interested in supporting us in this rewarding project.

Despite the national delay in Step 4 of the roadmap, Libraries will be able to reopen more fully from Monday 21st June although certain restrictions must remain in place. The opening hours are changing so that Jubilee Library will be open 7 days a week and Hove Library 6 days a week. Eleven of the community libraries will open for between one and three staffed days, with Libraries Extra unstaffed access in most of them on the other days of the week. For the time being, all libraries will close at 5pm each day and details are on the website.

As part of a NHS initiative, from Monday 21st June there will be an award winning HIV/STI Vending machine in the foyer at Jubilee Library for HIV/STI self-tests. The machine will be a good alternative for people who don't want a kit turning-up at their home address, or who just see the machine and think it's a good idea to screen.

I must say that it has been great to welcome culture back into the city after a year away. We have already put extra funding into cleaning-up the city and investing in Green priorities to enhance the look and feel of the city and make it the best welcome possible.

The Brighton Festival was the first festival to proceed coming out of lockdown in the UK and a great success with over 100 events over the 4 weeks with 20,000 ticketed attendees and 300 freelance artists and technicians employed to deliver it. A huge thanks to Andrew Comben and guest director Lemm Sissay for kicking things off.

The Brighton Fringe this year will be the biggest fringe in the UK. All TECC members were invited by the director, Julian Caddy, to tour around the venues and see the amount of work that goes into managing these events. It was a great tour and really eye-opening to see just what goes into it.

The Royal Pavilion and a selection of our museums, now managed by the Royal Pavilion and Museums Trust, are open again and we still have items from the royal collection on loan from Buckingham Palace as well as The David Bowie exhibition to enjoy.

We were looking forward to welcoming back the Park Runs in the city. However, with the delay in getting to step 4 of reopening, Park Run have decided to push this back

until the 24th July. In addition, the Brighton Half-marathon, which was scheduled to take place at the weekend will now be taking place later this year on 10th October.

I know that it has been disappointment that the Prince Regent Swimming Pool has remained closed since it's flooding. Freedom Leisure and the council have been working hard to get this reopened. There was significant damage caused and there has had to be a large-scale refit of the electronics and reopening is now scheduled for Monday 12th July. This demonstrates the need for further investment in our sports facilities and we've been working on the report for the sports facility's investment plan over the past months. Ordinarily this would have been presented to TECC Committee for endorsement but due to the COVID restrictions and in order to avoid duplication of debate, we've passed this directly onto P&R for a decision. Co-chair Councillor Osborne is hoping to be involved in the board which we are recommending is set-up to take forward actions on this with urgency.

And last month we were able to look forward to next year's women's Euros and to launch our legacy programme with our partners. On top of the 3 games which will be hosted at the Amex, including one England game, we are hoping to use the opportunity to inspire change and build a new generation of players, coaches, referees and fans.

4 CALL OVER

4.1 The following items were reserved for discussion:

- Item 8 Tourism Recovery Plan
- Item 9 MCHLG funding Award
- Item 10 CIL Governance & S106 Member Protocol
- Item 11 Beach Chalet Feasibility Study and Letting Policy
- Item 13 Volk's Railway Potential Improvements

4.2 The Head of Democratic Services noted that item 14 on the agenda, New Events Requests 2021 listed as to follow had been deferred and that the following items had been approved:

- Item 7 Anti-Racism Pledge Update.
- Item 12 Urban Design Framework Supplementary Planning Document (UDF SPD)

5 PUBLIC INVOLVEMENT

(a) Public Questions

5.1 The Chair welcomed Mr Crowhurst to the meeting and invited him to put his question.

5.2 Mr Crowhurst asked the following question, On 12 June 2020, this committee claimed on the Council website that Georgian Brighton and Hove was '*built on the sugar trade and enslavement*'. At the last meeting of this committee a report was submitted saying that the *city's wealth has connections to the slave trade*. Neither I, nor Dr Sue Berry, who has researched Brighton's early history, and is the author of the seminal book on 'Georgian Brighton', have discovered any evidence to substantiate the notion that this

city was built on slave money. What credible historical evidence does the Council have to support these claims?

- 5.3 The Chair thanked Mr Crowhurst and stated that history takes place in a contested space; with academics offering differing views in their findings and conclusions. Where council work touches on issues of racism and exploitation which will resonate with members of our community and who may trace their heritage to those who suffered through enslavement and colonialism, we are bound to a greater sense of measure and sensitivity.

While there are conflicting accounts of our colonial heritage and its impact on our city, we will not ignore or erase our link with this horrific past. It is important that any actions taken now stem from the fullest understanding of that past. To this end, the council has started discussions with the Royal Pavilion and Museums Trust around commissioning new research exploring these issues. And as we develop the scope of our approach with the Royal Pavilion and Museums Trust, we will seek to identify stakeholders able to contribute to that process. This will of course seek to include numerous and diverse sources of knowledge, lived experience and expertise, so that we can all learn more.

- 5.4 Mr Crowhurst asked a supplementary question, it would appear that the review body and decisions are being made behind closed doors in relation to the issue of heritage, even though there is no credible evidence. My last letter to the Executive Director remains unanswered and I ask that you give a commitment to answering questions and to not changing our heritage without consultation?
- 5.5 The Chair stated that she would ensure that all the points raised were considered and that she would be happy to continue to speaking to Mr Crowhurst outside of the meeting.
- 5.6 Ms Andrews asked the following question, as I am sure every councillor and officer is now aware. Sussex Ice Rink has submitted a detailed pre-proposal requesting consent of use of the unused land next to the King Alfred. The King Alfred site belongs to the public and all we have is a clandestine King Alfred project board making executive decisions with little or no public involvement. The time for playing email pinball between departments is over and we demand positive transparent action and for the project to be judged on its own merit and in the spirit, it was intended.

What objections are there to this temporary facility testing the demand for an ice-skating industry in the city, on unused public land, and putting the feasibility argument to bed with a real time tangible pilot scheme once and for all. Has the council got anything to lose?

- 5.7 The Chair thanked Ms Andrews for her question and stated that the council's Sports Facilities Investment Plan is to be considered at the Policy & Resources Committee meeting on 1st July. The Plan, if approved, will provide the overarching strategy for the development of the council's sports facilities across the city. Also recommended is the establishment of a new cross-party Member Working Group to lead its implementation. The provision within each of the sports facilities is yet to be finalised and would be subject to further analysis.

The site in question is not unused land, but the roof of a vacant, ageing building and as such is not a suitable location for a temporary ice rink. It would not be appropriate for further consideration to be given to the proposal, until the council has decided the way forward on providing new sports facilities in the city.

The King Alfred cross-party Project Board, like other such Boards and Member Working Groups, performs an important advisory role. The Board has provided strategic management and oversight, but it is non-decision making and it is through the Board that reports are referred to appropriate committee meetings, at which the decisions are made.

- 5.8 Ms Andrews noted that in 2016 the Council had promised that an ice-rink would be provided in the city and noted that to date this had not been carried out and questioned whether there was any desire for such a facility and asked if the Chair would prove otherwise?
- 5.9 The Chair stated that she would need to review the decision taken in 2016 and would then respond to Ms Andrews in writing.
- 5.10 Mr Pennington asked the following question, the Beach Chalet report, appendix 4 (page 195 survey results) omits and redacted the information-box on Question 4 (which gives respondents opportunity to make comments).

Why did officers not summarise those comments or many letters sent?

- 5.11 The Chair thanked Mr Pennington for his question and noted that the comments provided to the survey have been included in an additional appendix to the report. The comments have been redacted to remove information which might be considered able to identify a living individual.
- 5.12 Mr Pennington stated that he had still not has a reply to his FOI query and asked why the Committee was so keen on having long-term tenancies?
- 5.13 The Chair noted the question and stated that matters would appear to have gone round in circles and that it would be helpful to wait for the consideration of the item later on the agenda.
- 5.14 Ms Slater-Bennison asked the following question, regarding the new duties of local authorities under Domestic Abuse Bill, the government has said “local authorities should use the expertise and knowledge of local and national specialist domestic abuse services to support in identifying and understanding the level and types of needs” and “Services commissioned under the new duty should meet Government and the domestic abuse sector quality standards – which include a commitment that support in safe accommodation should be provided in single-gender settings. This means providing specific services for women.”

Can Brighton & Hove Council guarantee and show they are making full use of specialist expertise available in the city?

- 5.15 The Chair thanked Ms Slater-Bennison, the City Council along with the Pan Sussex Partnership is undertaking a needs assessment to identify gaps in service provision and where we need to target the additional funding provided by the MHCLG. As part of that needs assessment, we will be working closely with the providers of domestic abuse services in the City, including those in the third sector, to ensure that we gather the views of those with the specialist expertise in this field. We will continue to provide specific services for women and women's only refuge as part of our commissioned services.
- 5.16 Ms Slater-Bennison asked a supplementary question, there are incredibly short time frames for spending this money. Councillors will be keenly aware of the time it takes to bring new staff up to speed. Bearing in mind the requirements in the Domestic Abuse Bill of using local expertise which I outlined in my first question, would the Council consider spending the £25,000 they have allocated from MHCLG funds, on seconding an existing RISE worker, able to 'hit the ground running' and with comprehensive knowledge of the local sector?
- 5.17 The Chair suggested that it would help to wait for the consideration of the item on the agenda and stated that she was happy to continue a dialogue on the matter outside of the meeting if that would help.
- 5.18 Ms Ceesay asked the following question, in point 3.4 the OSPCC was allocated £50,000 by MHCLG (November 2020) for a variety of tasks including a needs assessment. In recommendation 2.2 a further £25,000 requested for extra resource in BHCC for oversight.

The multimillion £ recommissioning of was October (2020).

In MHCLG terms the requirement for needs assessments and strategies review is every 3 years. This contract must have been awarded with a needs assessment and strategy. Will the Council use this recent information and offer no further delay to the survivors in the city?

- 5.19 The Chair thanked Ms Ceesay and stated the contract that was awarded in April 2021 was for commissioned services to provide refuge and a casework service and is separate from the additional funding that has since been awarded by the MHCLG for safe accommodation.

The MHCLG has been clear that a needs assessment is a requirement of this new funding which will also be used to define the strategy and to identify what we should use this new funding for, and we are also expected to show evidence of this needs assessment to satisfy the conditions of the grant.

- 5.20 Ms Ceesay asked a supplementary question; can I just draw attention to the timelines and time frame. October 2020 - Pan Sussex recommissioning I assume there was a thorough and comprehensive needs assessment for this?

November 2020 MHCLG give £50k to OSPCC for work including a needs assessment.

March 2021 £606,000 from MHCLG to BHCC for DV Housing support with strategy and needs assessment by August 21st 2021.

June 2021 BHCC asked to allocate a further £25,000 for oversight and promise a needs assessment by July 2021.

The £606,000 needs to be spent by 31st March 2022.

I assume from this that the needs assessment for the Pan Sussex contract is not adequate to use and that the OSPCC haven't produced the work they've been paid to do.

Is there any reason why RISE and other expert local providers can't be asked to submit 'oven-ready' proposals with a short start date, and can the Committee confirm that the MHCLG have categorically insisted on a needs assessment and strategy first?

5.21 The Chair stated that she would need to consult with officers and would then provide a full written response.

5.22 Ms Benge asked the following question, in March 2021, 17 RISE DV workers supported survivors in our city, supplemented by RISE funded in-house services in an accessible building in Central Brighton. The service was significantly oversubscribed.

From April 1st, 2021, I understand 9 remote Victim Support workers with no building or facilities were employed doing the exact same tasks.

Can the Council confirm they are confident the new provider has sufficient experienced staff to provide the level of expert service we need in the city?

5.23 The Chair thanked Ms Benge and stated that Councillors have been informed that the Council is confident that the new provider has sufficient staff to provide the level of expert service in the City required.

Some staff have transferred from RISE to Victim Support under TUPE arrangements and further staff are being recruited. As part of on-going contract monitoring meetings, officers are ensuring that adequate provision continues to be offered including staffing.

5.24 Ms Benge asked a supplementary question; I understand that this means BHCC feel that only nine workers with VS can do more work and with fewer resources than the previous figure of 17 staff members. If this is true, could you clarify how this is possible to deliver VAWG services across the city without undercutting service users?

5.25 The Chair stated that she would provide Ms Benge with a written reply.

5.26 Ms Boss asked the following question, in this report reference 4.3 a possibility is raised of exploring future alternatives to the current Pan Sussex arrangement.

Given recent issues including a public petition and the Council's implicit acknowledgement of the urgent need for local oversight indicated by the £25,000 resource requested, / Will the Council commit to actively exploring this alternative option?

5.27 The Chair thanked Ms Boss and stated that as you will be aware the parameters of this commission was drawn-up in a process separate to councillors and was agreed many

years ago and prior to the existing administration. This arrangement has been in place for several years now.

So I confirm that as stated in the report today, subject to member agreement, we have asked that a further report to come to this committee setting out options for the allocation of MHCLG funds to meet the new domestic abuse act duties placed on the local authority. As part of that report, options will be put before councillors regarding the commissioning process, including whether the city council works alone or with partners across Sussex. So absolutely we are actively exploring this as an option, with members being able to review this properly in due course.

- 5.28 Ms Bos asked a supplementary question; continuing on the theme of oversight and responsibility. Can I just make a declaration of interest? Until 2018 I worked for RISE as the Communications Officer. I was closely involved in setting up the Sussex Portal and hold a lot of institutional memory of those times. The first pan-Sussex agreement in 2015 transformed the East Sussex domestic abuse provision, more than doubling the size of the team. RISE also supported them in building in house expertise and specialism and helped them attain Safe Lives accreditation. This was when BHCC was in charge of commissioning and RISE was contract lead. In the latest commissioning the decision making has sat with East Sussex and our city's domestic violence service has been chopped to pieces. On top of this the Office of the Police and Crime Commissioner is mentioned many times in the report before council today. Fingers and pies. Cooks/broth. My question is: The MHCLG money is specifically for housing support in Brighton & Hove. The Sussex Police and Crime Commissioner doesn't have housing in her remit - can the Council find out why her office is so involved in Brighton & Hove City Council business?
- 5.29 The Chair stated that the Working Group would be looking at these issues and meetings would be open to the public.
- 5.30 Mr Tancred asked the following question, following a spate of break-ins, vandalism, graffiti, violence, anti-social behaviour and flouting of the Covid-19 regulations, is it possible that solar-powered security lighting and CCTV cameras on lamp-posts could be installed adjacent to, or in the vicinity of, the beach chalet blocks at Saltdean, Rottingdean, Ovingdean, Madeira Drive & Hove Esplanade to make these dark areas safer at night for the chalet tenants and the public in general?

When instances are reported to the police, they say there is very little they can do because of the lack of lighting in the area and it makes it difficult to monitor. With modern low-cost technology, it is now possible to install these essential security items in prime positions to prevent and discourage these illegal acts and make the whole area feel safer.

A feasibility study and implementation would be greatly appreciated by all concerned.

- 5.31 The Chair thanked Mr Tancred and stated that the beach on Madeira Drive and the Undercliff are not classified as public highways and therefore do not have existing street lighting or power supplies. As this is where most of the beach chalets are located, it is therefore not possible to locate CCTV cameras or lighting in these areas. Where power supplies and Wi-Fi capabilities exist, the initial cost of camera installation

is not necessarily prohibitive in itself. However, there is no budget identified to provide a resource to monitor further the cameras.

In addition, the areas identified are not considered to be areas of the city which have particularly high levels of crime associated with them in comparison to the impact of crime in other areas of the city, and as you know there are resource implications here, and we are also mindful of any considerations for police colleagues

Though I appreciate your concerns, there are also no resources identified for a feasibility study, therefore given all of the above, it is not considered beneficial to try to resource a feasibility study.

5.32 Mr Tancred asked whether solar powered lighting could be used and whether the recent vandalism of beach chalets in Saltdean would be resolved?

5.33 The Chair stated that she would need to investigate and would then provide a written reply.

5.34 Mr Tancred asked the following question on behalf of Ms Francis, the whole idea of making the change of policy was so the chalets would be better used if offered and rented to local Brighton & Hove City residents only. But there is an anomaly, where several residents are now being kicked out when no mention of a residency boundary was on their contract.

Is it possible that the boundary for inclusion could be extended by 1 mile to include the whole of the BN2 postcodes and thereby avoid any embarrassment for BHCC and the unfairness of the change of policy amended to take account of residents' circumstances?

5.35 The Chair thanked Mr Tancred and stated that I am very sorry to hear of the distress that has been caused by having to vacate one of the council's beach chalets. At TECC Committee in January this year the decision was made to bring to an end all beach chalet tenancies where the tenant lives outside of Brighton and Hove. The response from the public consultation on this particular matter was overwhelming in favour of this proposal. It was felt that as a council amenity, beach chalets should be available to residents of the city who pay council tax to Brighton & Hove.

Unfortunately, there will always be some cases which are on the margins and some individuals may feel the policy is unfair. However, with all decisions it is necessary to be consistent and draw a line somewhere. In this instance, that line is the boundary of Brighton & Hove which will not be extended for the purposes of the beach chalet letting policy.

5.36 Mr Tancred asked a supplementary question, has the Committee taken into account the impact of the decision on those chalet owners affected and was it willing to bear the responsibility of its actions?

- 5.37 The Chair stated that the report had been considered and the further report was due to be debated later on in the meeting. A decision would be taken having taken on board all considerations.
- 5.38 Ms Aherns asked the following question on behalf of Ms Farnell, The section on Sex in the Equalities Impact Assessment for Lot 5 (refuge provision) of the 'Invitation to tender' also says "Commissioned providers to be required to proactively target recruitment to communities that are under-represented in the staff profile, and to have an inclusive employment statement on all jobs being advertised, unless they can clearly demonstrate that there is there is a Genuine Occupational Requirement for the jobseeker to hold certain Protected Characteristics; this must be agreed in advance with commissioners."

Does this mean that the council is intending to encourage the new refuge provider to employ male as well as female workers in the refuge?

Can the Council give a guarantee that male workers will not be targeted for recruitment and also that the deliberate use of male counsellors, such as the new Refuge provider, Stonewater, write about using in their Asian women's refuge (in Hampshire), will not be considered appropriate support for women surviving domestic abuse?

- 5.39 The Chair thanked Ms Aherns for asking the question and stated that the council recognises the importance of women-only space and has no intention of encouraging the new refuge provider to employ male workers in the women-only refuge.
- 5.40 Ms Aherns asked a supplementary question, Karen Ingala Smith, the CEO of NIA and founder of Counting Dead Women and the Femicide Census, wrote a short blog post last summer, entitled 'Trauma-Informed Services for Women Subjected to Men's Violence Must be Single-Sex Services' It is a clear, scientifically referenced explanation of how a trauma response can develop in response to incidents of sexual abuse and violence in the lives of too many women and girls. The piece concludes: "women-only spaces in Rape Crisis Centres, refuges, women's centres or women-only buildings or events, etc are spaces where women are not required to make all the mental self-adjustments to function in the presence of men. Women survivors and feminists (many of us both) created these spaces because we know how important this is. Somewhere we can function and feel OK, safe, maybe even relaxed and with our defences down and our vigilance switch turned low. Women who have been subjected to men's violence deserve this down time, this head space. Women-only space for women who have been subjected to men's violence and abuse is something that must be protected by those of us who don't need it, for those of us who do."

Please will officers and councillors read this piece before making any decisions on employing male as well as female workers at the refuge?

- 5.41 The Chair asked for a copy of the article and that she would provide a written reply.
- 5.42 Ms Waldon asked the following question, At the last meeting of this committee, the Chair said "The Council undertakes Equality Impact Assessments when designing or redesigning services which explores impacts on every protected characteristic, including sex."

Despite acknowledging the disproportionate impact of domestic abuse on women and girls, why did the Equality Impact Assessment for Lot 5 of the new Domestic Abuse contract suggest that the new refuge provider would be required to redirect resources away from single-sex services for women and girls and, I quote, “from year three to provide equal access to refuge provision for all victims experiencing domestic abuse regardless of their protected characteristics?”

- 5.43 The Chair thanked Ms Waldon and stated that the commission of refuge in the City will continue to provide single sex services for women.
From year three additional resource has been made available to explore whether or not additional refuge provision is made available for all victims/survivors regardless of their protected characteristics. I have sought reassurance that this will not remove the single-sex provision for women currently provided.
- 5.44 Ms Waldon asked a supplementary question, there is just one Refuge in Brighton & Hove and it serves a very wide area, for a large number of women and children. There are only a very limited number of units available. On average there are 6 applications for every refuge vacancy. As a result of this shortage of dedicated provision, can you commit to continuing city-wide single sex provision in a refuge in this city from 2021 onwards?
- 5.45 The Chair stated that the matter was due to be considered later in the meeting and she believed that a Needs Assessment would help but suggested Ms Waldon wait for the outcome of the consideration of the report.

(b) Deputation

- 5.46 Mr Hart presented a deputation concerning the development of the Council's anti-racism strategy and the evidence and information referred to in its development and consideration at previous committee meetings.
- 5.47 The Chair thanked Mr Hart for the deputation and stated that as a council we believe that racism is not just the product of individual bias or prejudice, but something embedded in our systems. Institutional racism in the UK, for example in police forces, has been acknowledged, in some cases by the institutions themselves. David Lammy's review in 2017 identified racial bias throughout the criminal justice system.

We accept that as a council we have a lot to learn and that the approval of the council's anti-racist strategy is just a starting point, but believe that open communication about race and ethnicity, and listening to residents' and lived experiences, is key.

Although incidents of racial violence and abuse have thankfully decreased significantly in the last 20-30 years, we know too well they do still happen in this city. I would also argue that any changes in attitudes and progress toward equality is directly linked to the tireless, incredible efforts of activists, organisations, campaigners and community groups who raise their voices to challenge prejudice, and who refuse to stay silent when told 'but things are getting better.' Progress towards equality is something we have to do, constantly, because we are not there yet. What's more British Social

Attitudes survey and others tell us quite clearly that we are hardly without racism in society. The council's anti-racist strategy seeks to address these forms of racism, and the more subtle forms of prejudice that would not necessarily be reported as racist 'crimes', for example decreased employment opportunities, which have been widely discussed and acknowledged, even as part of reports and consultant reviews of our own council and listening to the views of staff. For too long issues around racism have not been discussed and therefore not addressed, and progress has been too slow – and each of us can do something about that.

The BLM movement, in response to the death of George Floyd, challenged the 'sweeping under the carpet' of the overt and subtle forms of racism already suffered by people, and triggered these being acknowledged and discussed once again. This is not the only case of a single event receiving widespread media coverage and then triggering a much broader recognition of a problem and ways to address it. For example, the link between the death of Sarah Everard, and a national discussion about women feeling unsafe on the streets on a daily basis. We are indebted to those across the world who refuse to stay silent in the push for a more equal society and call on us to go further.

The term BAME (Black, Asian and Minority Ethnic), although increasingly challenged on the basis that no umbrella term should be used, was however still a term widely used in July 2020. One of the problems with the term BAME is that it can be interpreted in different ways. As discussions about race and ethnicity have increased during the last year an alternative for the term BAME has begun to be explored, and this process is ongoing.

In answer to your more detailed questions about the sources of evidence for the original report from July 2020, we can send you a written response. However, I am committed that we do what we can to promote equality, fairness and to challenge racism.

5.48 The Chair then proposed that the deputation should be noted.

5.49 **RESOLVED:** That the deputation be noted.

(c) Petitions

5.50 The Chair noted that there were not petitions to be presented to the committee at the meeting.

6 MEMBER INVOLVEMENT

6.1 The Chair noted that there were no Member items for the current meeting.

7 ANTI-RACISM PLEDGE UPDATE

7.1 **RESOLVED:** That the report be noted.

8 TOURISM RECOVERY PLAN

- 8.1 Prior to the consideration of the item, the Chair called a short adjournment to allow for a comfort break and adjourned the meeting at 17.13pm.
- 8.2 The Chair reconvened the meeting at 17.20pm and invited the Head of Tourism & Venues to introduce the report.
- 8.3 The Head of Tourism & Venues introduced the report which outlined the impacts of Covid-19 on the visitor economy and the planning for a recovery process within in the city.
- 8.4 The Committee welcomed the report and thanked officers for an excellent report. It was suggested that further consideration should be given to linking the recovery plan to the anti-racism strategy and for more collaboration with BAME and Community Groups to improve the visitor offer in the city.
- 8.5 The Head of Tourism & Venues stated that he would ensure this was taken on board as work progressed.
- 8.6 The Chair then put the recommendations to the vote which were carried.
- 8.7 **RESOLVED:**
- (1) That the Brighton & Hove Tourism Recovery Plan (Appendix 1) to the report, prepared under the auspices of the city's Destination Experience Group be adopted by the City Council. This plan will become integral to the recovery of the sector; and
 - (2) That the work of Visit Brighton, the city's destination management organisation, in supporting the Tourism Recovery Plan and the wider visitor economy be noted.

9 MHCLG FUNDING AWARD

- 9.1 The Head of Safer Communities introduced the report which provided an update on the work of the Pan Sussex Framework and sought approval for the expenditure of funding.
- 9.2 The Chair noted that there was a cross-party amendment and invited Councillor Simson to move the amendment.
- 9.3 Councillor Simson moved the amendment on behalf of the Conservative, Labour and Green Groups, which was jointly seconded by Councillors Grimshaw and Powell.
- 9.4 The Committee welcomed the report and raised a number of questions in relation to the proposals and a discrepancy in regard to paragraphs 3.1 and 7.1 in the report and sought clarification on the receipt and spending of the MHCLG funding.

- 9.5 The Head of Safer Communities stated that she would need to clarify the date that the Grant was received and confirmed that the £50k Capacity Building Funding had been used to establish the Project Team and to undertake the Needs Assessment which would include consultation with 3rd Sector Providers. She stated that there was an expectation that the Needs Assessment would have to be completed before any funding could then then spent but she would seek to clarify this with colleagues in the Procurement Team.
- 9.6 Members of the Committee queried whether support services were made available to those survivors of domestic abuse who were placed outside of the city and asked for further information in regard to the number of staff and recruitment and when the Domestic Violence Partnership Board would be established and meeting.
- 9.7 The Head of Safer Communities stated that she would ensure the information requested was provided to the Members of the Committee following the meeting.
- 9.8 The Chair then put the amendment to the vote which was carried and then the recommendations as amended to the vote which were carried.
- 9.9 **RESOLVED:**
- (1) That it be noted that the Pan Sussex Partnership is undertaking a needs assessment, as required by the MHCLG funding, which will gather data and identify gaps in service provision;
 - (2) That it be agreed to spend a portion of the MHCLG funding to develop an extra resource in Brighton & Hove City Council to support the development of policy, and the commissioning and oversight of services in relation to domestic violence and domestic abuse. This resource would amount to approximately £25,000 until the end of March 22;
 - (3) That officers be requested to produce a report back to an urgent TECC sub-committee as soon as the needs assessment has been completed in July with the following information:
 - (i) That on completion of the needs assessment, and after consultation with relevant cross-party Members, that officers provide options for Members to discuss and decide on how the remaining, approximately £581,000, MHCLG funding will be spent in Brighton & Hove; and
 - (ii) That the carry forward of £99,962 separate MHCLG funding from the 2020/21 financial year to Rise, to cover the continued MHCLG project funding for first two quarters of 2021/22 be noted, and that the further report as detailed above in 3 (i) above will also detail the options on continuation of this funding, following the required MHCLG needs assessment exercise.

10 CIL GOVERNANCE & S106 MEMBER PROTOCOL

- 10.1 The Service Development Manager introduced the report which sought approval to determine and agree expenditure of the Community Infrastructure Levy funds received by the Council.
- 10.2 The Committee welcomed the report and the Chair noted that both Councillors Childs and Ebel had requested that a statement from each of them be read out by their respective colleagues due to the restrictions on attendance at the meeting.
- 10.3 The Committee noted that a further report was due to come to the meeting in November and asked that it include details of the amount of underspend that currently existed in relation to S106 funds and how cross-boundary bids would be determined.
- 10.4 The Chair then put the recommendations to the vote which were carried.
- 10.5 **RESOLVED:**
- (1) That the governance arrangements for planning, administering and monitoring expenditure of CIL receipts collected for the Citywide and Neighbourhood portions outlined in appendices B & C of the report be approved; and
 - (2) That the draft CIL Advisory Protocol in appendix C to the report be approved for use, publication and future updating as necessary, subject to any minor alterations (grammatical, spelling or for clarity) to be agreed by the Head of Planning in consultation with the Joint Chairs of the TECC Committee.

11 BEACH CHALET FEASIBILITY STUDY AND LETTING POLICY

- 11.1 The Head of Sport & Leisure introduced the report concerning the Beach Chalet feasibility study and letting policy which had been requested at the last meeting.
- 11.2 Councillor Simson stated that she had struggled with the recommendations and asked if they could be taken individually.
- 11.3 The Chair noted that Councillor Ebel had asked for a statement to read out at the meeting as she was unable to attend due to the restriction on numbers. She also agreed to take the recommendations individually and put each of them to the vote.
- 11.4 The Chair noted that recommendations 2.1 and 2.2 were carried by 2 votes to 1 and that recommendations 2.3 and 2.4 were carried unanimously.
- 11.5 **RESOLVED:**
- (1) That the bringing of indefinite agreements for beach chalets to an end in accordance with the terms of the agreements and replace with new 8-year fixed term agreements be approved;

- (2) That it be agreed that the new 8-year fixed term agreements are on the same terms and conditions as the existing 5-year fixed term agreements, including the same lower annual licence fee;
- (3) That the feasibility study in Appendix 2 to the report on the provision of additional beach chalets or beach huts be noted and that the development of project plans for new beach chalets at the sites identified in paragraph 3.26 of the report be approved; and
- (4) That a further report be brought to a future meeting of the Committee to consider the project plans prior to implementation.

Note: Councillor Simson wished her name recorded as having voted against resolutions (1) and (2) above.

12 URBAN DESIGN FRAMEWORK SUPPLEMENTARY PLANNING DOCUMENT (UDF SPD)

12.1 RESOLVED:

- (1) That the consultation on the Draft Urban Design Framework Supplementary Planning Document (Appendices 2 and 3) and the changes made to the Draft UDF SPD as a result of consultation responses (Appendix 4) to the report be noted; and
- (2) That the adoption of the Urban Design Framework Supplementary Planning Document (Appendix 1 to the report) be adopted as part of the city's suite of planning documents subject to any minor grammatical and non-material text and illustrative alterations agreed by the Head of Planning in consultation with the Chair of the Committee prior to publication.

13 VOLK'S RAILWAY POTENTIAL IMPROVEMENTS

- 13.1 The Head of Sport & Leisure introduced the report which detailed the potential improvements for the Volks Railway as requested by the committee at its last meeting.
- 13.2 The Chair noted that there was an amendment and invited Councillor Grimshaw to move the amendment.
- 13.3 Councillor Grimshaw moved the amendment on behalf of the Labour and read out a statement on behalf of Councillor Childs who was unable to attend due to the restriction on numbers attending for committee meetings.
- 13.4 The Chair noted that the amendment had been seconded by both Councillor Simson and herself, as part of the agreed protocol on restricted numbers attending committee meetings and put it to the vote which was carried.
- 13.5 The Chair then put the recommendations as amended to the vote which was carried.

13.6 RESOLVED:

- (1) That the progression of the project to achieve a new accessible railcar, including a costed design and the identification of full funding for the project as a priority be agreed;
- (2) That £30,000 of the funding of £40,000 previously identified for signage, a new shelter and siding is instead allocated to a new accessible railcar be agreed;
- (3) That officers be requested to explore the possibility of having painted signage on pavements across the city which depicts symbols rather than words for local attractions i.e. the Volks railway carriage, the Royal Pavilion, Brighton Pier and i360 and report back to a future meeting;
- (4) That the Committee notes that consideration to extend the railway to Black Rock will be given during the development of the Eastern Seafront Masterplan;
- (5) That the Committee notes the uncertainty of the impact of the Covid-19 pandemic on the future operation of the railway, and that the financial viability of future improvements would need to be given careful consideration to ensure the viability of the Volk's Railway is sustainable.

14 NEW EVENT REQUESTS 2021

- 14.1 The item had been deferred.

15 ITEMS REFERRED FOR FULL COUNCIL

- 15.1 **RESOLVED:** That no items be referred to the full Council meeting on the 15th July 2021.

The meeting concluded at 6.28pm

Signed

Chair

Dated this

day of

2021

WRITTEN QUESTIONS

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

The following written questions have been received from Members:

1) Councillor Fishleigh – Re-Assessment of CIL Calculations:

In 2016 planning permission was given for 60 new homes at Coombe Farm in Saltdean. This included 24 affordable homes (40%) and £822,377 in Section 106 contributions.

In 2020 planning permission was granted for a revised scheme of 72 homes with 29 affordable homes (40.2%) and £489,358 in CIL.

So that's £333,019 less under CIL.

Given this difference, will you please re-look at the way CIL is calculated for larger developments?

Subject:	The Queen’s Platinum Jubilee. Items referred from the Council meeting held on the 15 July 2021		
Date of Meeting:	16 September 2021		
Report of:	Executive Lead Officer for Strategy, Governance & Law		
Contact Officer:	Name:	Mark Wall	Tel: 01273 291006
	E-mail:	mark.wall@brighton-hove.gov.uk	
Wards Affected:	All		

FOR GENERAL RELEASE

1. SUMMARY AND POLICY CONTEXT:

- 1.1 To receive the following Notice of Motion which was debated at and referred from the full Council meeting held on the 15 July 2021.

2. RECOMMENDATIONS:

- 2.1 That the Committee responds to the motion concerning a citywide roll-out of real-time air quality monitoring system either by noting it or where it is considered more appropriate, calling for an officer report on the matter as requested, which may give consideration to a range of options.

3. CONTEXT / BACKGROUND INFORMATION

- 3.1 The following resolution from the full council meeting held on the 15 July 2021 for the committee to consider is detailed below:

BRIGHTON & HOVE CITY COUNCIL

COUNCIL

4.30pm 15 JULY 2021

COUNCIL CHAMBER, HOVE TOWN HALL

MINUTES

Present: Councillors , Mears (Deputy Chair), Allcock, Appich, Clare, Ebel, Evans, Fishleigh, Knight, Lloyd, Mac Cafferty, Nemeth, Shanks, Simson and Yates

PART ONE

NOTICES OF MOTION

- 34.1 The Notice of Motion as listed in the agenda was proposed by Councillor Nemeth on behalf of the Conservative Group and formally seconded by Councillor Simson.
- 34.2 Councillor Appich moved an amendment on behalf of the Labour group which was formally seconded by Councillor Evans.
- 34.3 Councillor Nemeth confirmed that he could not accept the amendment.
- 34.4 The Deputy Mayor then put the amendment to the vote which was carried by 10 votes to 3 with 1 abstention.
- 34.5 The Deputy Mayor then put the following motion as amended to the vote
- This Council
1. Wholeheartedly backs calls to light the city's historic beacons and equivalent structures on 2nd June 2022 in celebration of Queen Elizabeth II's Platinum Jubilee;
 2. Expresses its wish that the new lighting is operational in advance of the Jubilee celebrations; and
 3. Requests the Tourism, Equalities, Communities & Culture Committee to receive an officer report on 16th September to set out options for the above, to include investigating support for community street parties.
- 34.6 The Deputy Mayor confirmed that the motion had been **carried** unanimously.

Subject:	Citywide Roll-out of Real-Time Air Quality Monitoring System. Items referred from the Council meeting held on the 15 July 2021		
Date of Meeting:	16 September 2021		
Report of:	Executive Lead Officer for Strategy, Governance & Law		
Contact Officer:	Name:	Mark Wall	Tel: 01273 291006
	E-mail:	mark.wall@brighton-hove.gov.uk	
Wards Affected:	All		

FOR GENERAL RELEASE

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2. RECOMMENDATIONS:

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Present: Councillors , Mears (Deputy Chair), Allcock, Appich, Clare, Ebel, Evans, Fishleigh, Knight, Lloyd, Mac Cafferty, Nemeth, Shanks, Simson and Yates

PART ONE

NOTICES OF MOTION

- 31.1 The Notice of Motion as listed in the agenda was moved by Councillor Fishleigh as an Independent Member, and formally seconded by Councillor Ebel.
- 31.2 Councillor Evans spoke in support of the motion.
- 31.3 The Deputy Mayor then put the following motion to the vote:

This Council notes that:

- The city needs publicly available real-time data about pan-city air pollution (NO2 and PM) to enable:
 - Officers to assess how interventions, building configuration changes or traffic flow changes affect air quality
 - Residents and visitors vulnerable to air pollution to plan their days when pollution levels are high.

This Council also agrees to request that:

- The Environment, Transport and Sustainability Committee explores investing in a city-wide real-time AQ monitoring system with information available in real-time via a website for residents, councillors and officers.
- The Tourism, Equalities, Communities & Culture Committee considers amending planning policy to ensure that all residential and business developments that come to planning committee install and maintain an AQ monitor with data available to BHCC.

- 31.4 The Deputy Mayor confirmed that the motion had been **carried** unanimously.

Subject:		Violence against Women and Girls			
Date of Meeting:		16th September 2021			
Report of:		Executive Director of Housing Neighbourhoods and Communities			
Contact Officer:	Name:	Jo Player	Tel:	292488	
	Email:	jo.player@brighton-hove.gov.uk			
Ward(s) affected:		All			

FOR GENERAL RELEASE

1. PURPOSE OF REPORT AND POLICY CONTEXT

- 1.1 In October 2020 a Notice of Motion went to Council stating that it recognises the work of the Anti-Harassment Club which brought to light more than 120 testimonies of gender street based harassment in the city since June 2020. It called on all Councillors to support the group and its message.
- 1.2 The Anti-Harassment Club is an activist organisation based in the city. It is dedicated to combating, eradicating, and raising awareness of sexual and gender-based harassment in public spaces, thereby making the city's streets safer for everybody
- 1.3 Following the death of Sarah Everard in March 2021, officers were asked to set out in a committee report what work is being undertaken in the City to reduce incidences of violence against women and girls.

2. RECOMMENDATIONS:

- 2.1 That the Committee notes the the work being undertaken by the Council and partners to address violence against women and girls in the City.

3. CONTEXT/ BACKGROUND INFORMATION

- 3.1 The Community Safety and Crime Reduction Strategy 2020-23 has as a strategic priority, Domestic and Sexual Violence and Abuse and other forms of Violence against Women and Girls. The strategy sets out how the priorities will be addressed through a programme of partnership work. As well as this, the Pan Sussex Strategic Framework for Domestic and Sexual Violence and Abuse has developed an action plan to address violence against women and girls. Four key themes are contained within this document, Prevention and Early Identification, Service Provision, Pursuing Perpetrators and Partnerships. Specific work has

been identified in relation to street harassment including amongst other things, bystander awareness sessions for those witnessing incidents, a restorative justice approach for perpetrators and improving confidence for people to report incidents.

- 3.2 As part of the monitoring of the community safety strategy, crime data is collected from Sussex Police. This shows that sexual offences showed lower levels at the beginning of the year (2020) compared to the same period the year before, but rose steadily until Aug 20, dropping again in the subsequent months until February 2021. There was, however, a notable rise in recorded sexual offences in Mar 2021. Police recorded domestic violence incidents and crimes have shown a different pattern to most other types of crime in that they increased during the first half of the year compared with pre-Covid levels, although they dropped below previous levels for most of the rest of the year, ending the year 4% down on 2019/20.
- 3.3 There were 549 stalking offences recorded in 2020/21, continuing the steady upward trend in recorded data seen over recent years
There were 953 recorded sexual offences in 2020/21, and the solved rate was 7.9%, with an improvement on the outturn for solved cases in the previous two years. As with domestic violence offences, the number of sexual offences completed at court was lower than in previous years with 61 being completed during the year, but the conviction rate has been higher at 87% of those completed.
- 3.4 In May 2021 the Home Office announced that misogyny, is to be recorded by police forces as a hate crime.. The development comes after campaigners including the Fawcett Society and politicians lobbied for tougher legislation to protect women, following the death of Londoner Sarah Everard. In practice police across England and Wales will now be ordered to officially record all crimes they judge to have been motivated by “hostility based on” gender. Seven police forces across the UK already recorded incidents motivated by misogyny as hate crimes, this now means that all 42 police forces in England and Wales will be officially instructed to follow suit. The Sussex PCC has already flagged this for Sussex Police. The new legislation will initially be implemented on an “experimental basis” from autumn onwards. Whether misogyny will remain a hate crime will not be decided until a review by the Law Commission. The Law Commission is also currently reviewing all hate crimes, and is weighing up the option of including misogyny within this. The Commission is expected to deliver their verdict later this year.
- 3.5 In May 2021, following the NOM the Leader of the Council wrote to the Sussex Police and Crime Commissioner requesting that in line with a similar pilot undertaken by Nottinghamshire Police in 2016, that she commit to adopting a pilot ‘misogyny as a hate crime’ policy locally, in order to enable our city to:
- collect the data necessary to understand and evaluate the prevalence and nature of public sexual harassment in our community;
 - utilise such data to understand the impact of this on our local community and how this can be addressed;
 - to establish work with partners to establish support for victims of public sexual harassment

- 3.6 The NOM also requested that the Chief Executive wrote to the government to request that misogyny is made a hate crime in England and Wales as part of an overhaul of legislation, as recently recommended by the Law Commission.
- 3.7 Sussex Police have set up a Local Resolution Team (LRT) consisting of 40 specially trained officers dedicated to responding and resolving standard domestic abuse by appointment and appointments are offered to survivors within 48hrs of contact with the police. The LRT will see survivors either at the police station or via video call. Safeguarding advice and sign posting to specialist agencies will be provided as well as investigating the allegations.
- 3.8 Sussex Police have invested in developing data analytics to inform a proactive approach to tackling domestic abuse. An example of this is Operation Hope which provides an enhanced policing response at times where we know that domestic abuse incidents rise. This operation is running during the lockdown relaxation and will involve, among other things, joint visits between police and Independent Domestic Violence Advocates to those who we know are at high-risk of harm.
- 3.9 The High Harm Serial Domestic Abuse Perpetrator Programme commenced work on 1st March. This new unit, the Complex Domestic Abuse Unit, is a multi-agency team, bringing together police offender managers, a specialist mental health worker from Brighton Housing Trust, a specialist substance misuse worker, and a dedicated Independent Domestic Violence Advocate (IDVA) Central to the programme is a Perpetrator Intervention Programme, delivered by SEETEC Justice. The programme aims to provide a tailored intervention for serial perpetrators with Multiple Complex Needs to support them in recognising and addressing their abusive behaviours.

The programme sits alongside a newly commissioned DA perpetrator intervention programme which offers a 12 week rolling intervention for perpetrators who acknowledge their behaviours and are willing to work to address them.

- 3.10 Sussex Police continue to lead in its response to Stalking in partnership with bespoke Victim Advocacy Services and now a newly designed Perpetrator Programme for those with a Stalking Prevention Order (SPO). Designed to be delivered by trained professionals from SEETEC Justice, this provides 12 intensive 1:1 therapy sessions focusing on compulsive and obsessive behaviour intervention (COBI). Perpetrators will be considered for the intervention as the 'positive requirement' within any planned SPO application with Veritas Justice who will monitor and support any associated victims of those taking part in the intervention.
- 3.11 Sussex Police are part of a National pilot area working with the Crown Prosecution Service (CPS), Kent and Surrey police, seeking to create a prosecution team approach from the outset of any investigation. It requires acquiring best evidence, suspect account and a file submitted to CPS within 42 days, this then triggers a face to face meeting with a named lawyer to discuss case progression. Sussex Police have submitted the most cases within the pilot

area and anticipate an increase in cases charged and a reduction in investigation time. The overall aim is to bring more offenders to justice, reduce the length of time of rape investigations and deliver justice for victims.

- 3.12 Sussex Police has a team of 30 specially trained officers providing victim focused support that is separated from the investigations for all victims (over 14yrs) of rape and penetrative offences. Support is offered through the whole judicial process (initial response, investigation, and court), and aims to build trust and confidence in reporting (mainly women); Additional investment in this work took place in 2021
- 3.13 It is recognised that many offences against women and girls are linked to the Night time economy (NTE). Work with partners to tackle some of these issues includes promoting 'Ask for Angela' in several licensed premises, providing a Safe Space in West Street on Friday and Saturday nights and the provision of the beach patrol. The Council, as the licensing authority, continue to support safeguarding initiatives such as the Beach Patrol Quad bike, safe space and street pastors. In addition, the University of Sussex operates a "Good Night Owl" scheme which includes 40 volunteers and is currently funded by the Police Community Safety Fund. Licensed premises are being encouraged to use the "Ask 4 Angela" initiative. Training has also been undertaken with door staff so that they are able to support women at risk of violence.
- 3.14 The Latest version of the Blue Book (6th edition March 21) requires all drivers must have Child Sexual Abuse and Exploitation awareness training and every 3 years thereafter.
Brighton & Hove City Council is working in partnership with the YMCA WiSE Project who specialise in this area and have developed an online training session.
Brighton & Hove City Council has funded these voluntary training sessions to ensure all drivers are offered a place. The training has been provided free of charge however in future drivers will be required to attend these courses and pay a fee.
- 3.15 Safe Space launched in 2006 and operates between 11-3.30 from St Pauls Church West Street. It provides emotional, practical and medical support, for example allowing people to charge phones or to sober up so that they can get home safely. The Beach Patrol run by volunteers, provides a service to help to prevent accidents on the beach again normally operating on Friday and Saturdays. Over time the service has also supported people at risk of inappropriate harassment.
- 3.16 The Communities Equalities and Third Sector team have also been supporting (ongoing) the development of a Nudist Beach Users group for female users of the nudist beach to raise awareness around harassment and reported unwanted attention there.
There is the 'Home Safe' group in the city, who chaperone women home safely <https://www.clapbackclub.co.uk/home-safe-brighton> and they were also part of a recent meeting to look at making the eastern beaches and nudist beach a safer

more welcoming space for Women and to raise awareness around how to support people experiencing harassment

- 3.17 The recent LGBTQ+ Covid Impact report shows there is little safe space for Trans women (and Trans nonbinary communities in general) in the city currently, and that there is a need for spaces to be fully inclusive We are expecting the opening of the Ledward LGBTQ Community Centre in Jubilee Street in the next few months which will provide a much needed space for Trans and Nonbinary communities to meet, including QTIPoC communities (Queer Trans intersex people of Colour) work and support ongoing community developmental initiatives. This large new fully accessible space will have large flexible spaces available for women's LGBTQ+ communities to use.
- 3.18 On 24th May 2021, the Home Office launched its third tranche of 'Safer Streets' funding. This funding is available to local authorities and Police and Crime Commissioners to undertake work to make defined geographical areas safer for women and girls. Officers from Brighton and Hove, East and West Sussex worked with the Office of the Sussex Police and Crime Commissioner (OSPCC) to submit a bid. The maximum amount that can be awarded is £550,000. There was an expectation that bidders used local data and evidence, including anecdotal evidence, if necessary, to inform proposals. Bidders were required to consult with public organisations responsible for women and girls in the local area and with local or national VAWG stakeholders to ensure proposals reflect the local needs of women and girls. The bids needed to show innovative plans to deliver the work.
- 3.19 The bid submitted was in two parts, a primary and secondary bid. The primary bid consisted of a roll out of training sessions to be delivered in secondary schools aimed at boys and young men to recognise inappropriate behaviours, the development of a safe space app, work to develop a bystander to upstander programme and a staff resource to undertake this work.
- 3.20 The council's City Transport team have worked in partnership with colleagues to develop the secondary bid. The bid included improvements to lighting and installation of CCTV in the Old Steine area adjacent to Pavilion Gardens. This will be complemented by the work already underway as part of the Valley Gardens Phase 3 scheme. Ongoing work by City Transport includes the provision of 24-hour service offering emergency help at four council-owned city centre car parks and work with partners, including local transport operators, on the issue of women and girls' safety.
- 3.21 In Brighton & Hove, in response to the 'Everyone's Invited' movement and the high profile tragic death of Sarah Everard, some young people in the city have appropriately raised concerns about experiences of sexual aggression and assaults. Schools, Police and Children's Services have worked together when allegations have been raised to ensure investigation, support and interventions as appropriate are in place. This has ensured that support is in place when allegations are made.

- 3.22 Ongoing work has been initiated with these partners and the BH Safeguarding Children Partnership to consider the need to address cultural challenges in school that mirrors that within the wider society. Criminal acts must not be trivialised or normalised within our city and this needs to be challenged where this exists ensuring girls feel safe and misogynistic and sexually inappropriate behaviour and actions are challenged and addressed. A report setting out what work has been done and what work the Council will do in future to address the concerns raised went to the the Children and Young People and Skills Committee on 13th September 2021.
- 3.23 At July Policy and Resources committee a small sum of money was allocated to carry out a city wide survey to ascertain how safe women feel in the city and a study on how safe they are in the city, working with police and other agencies as necessary.

4 ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS

- 4.5 This report is intended to provide an update on current work being undertaken in the city to address the issue of violence against women and girls.

5 COMMUNITY ENGAGEMENT & CONSULTATION

- 5.5 The Safer Streets fund required that evidence and consultation was carried out with relevant organisations with a local interest and knowledge about VAWG. Statutory partners have also been consulted with regarding the bid. The OSPCC also carried out an on line consultation exercise regarding the bid.

6 CONCLUSION

- 6.1 This report is to provide an update of work being undertaken to address violence against women and girls in the city and to invite any comment.

7. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 7.1 There are no direct financial implications arising from this report, however, any work undertaken by the council as a result of this report will need to be met from current budget resources.

Finance Officer Consulted: Michael Bentley

Date: 06/08/21

Legal Implications:

There are no legal implications arising directly from this report which is for noting.
Lawyer Consulted: Alice Rowland

Date: 02/9/21

Equalities Implications:

7.2 These are contained within the body of the report.

Sustainability Implications:

7.2 None

Subject:		Award of MHCLG Funds for Safe Accommodation	
Date of Meeting:		16th September 2021	
Report of:		Executive Director Housing Neighbourhoods and Communities	
Contact Officer:	Name:	[Report author]	Tel: 01273 292488
	Email:	Jo.player@brighton-hove.gov.uk	
Ward(s) affected:		All	

FOR GENERAL RELEASE

1. PURPOSE OF REPORT AND POLICY CONTEXT

- 1.1 In 2020 Parliament started to debate the new Domestic Abuse bill. On the back of this, Brighton & Hove City Council (BHCC) was awarded £606,288 from the Ministry of Housing Communities and Local Government (MHCLG) to start to prepare for and deliver the new duties placed by the bill on Local Authorities. The bill has now been enacted as the Domestic Abuse Act.
- 1.2 The Act places new duties on the local authority to prepare a needs assessment and publish a local strategy on the support needs of all people who have experienced domestic abuse and are residing in safe accommodation by October 2021.
- 1.3 Following TECC committee in June 2021, members requested that a report was brought back to an urgency sub-committee setting out options for spending the funding. The report in June explained that the Pan Sussex Partnership was undertaking needs assessments including a specific Brighton & Hove assessment. Since this meeting the deadline for completing the needs assessment has been put back and there have been delays in completion, so it has not been possible to bring a report to the urgency sub-committee ahead of this scheduled committee. Although the full needs assessment has not yet been completed, due to the need to spend the funding allocated for this financial year, this report includes recommendations about spend.

2. RECOMMENDATIONS:

- 2.1 That the Committee agrees to spend the MHCLG funding as set out in paragraphs 3.3-3.6 of this report.

3. CONTEXT/ BACKGROUND INFORMATION

- 3.1 In 2020/21 the Government created a £6 million Domestic Abuse Capacity Building Fund to enable local authorities to prepare for the introduction of the new duties in the Domestic Abuse Bill. On 18 March 2021, the Council signed a Memorandum of Understanding (MOU) in relation to the grant funding for 2021/22. The MOU sets out the conditions on which the funding was provided. The funding can be used to continue with existing support, to prepare to deliver the duties in the Bill (now an Act) and to deliver those duties. The Act puts in place a statutory framework for the delivery of support to victims/survivors of domestic abuse and their children residing within safe accommodation. Tier 1 Local Authorities are required to appoint a multi-agency Local Partnership Board (LPB) to support them in performing certain specified functions. These obligations are to:
- **Assess the need** for accommodation-based support for all victims/survivors and their children, including those who require cross border support.
 - **Prepare and publish strategies** for the provision of support to cover the locality and diverse groups of victims.
 - **Give effect to strategies by making commissioning/de-commissioning decisions to meet the support needs of victims and their children.**
 - **Monitor and evaluate local delivery of the strategy.**
 - **Report back to Central Government**
- 3.2 MHCLG allocated £606,000 to Brighton & Hove for 2021/22. Whilst the duties in the Act are to support those in safe accommodation, MHCLG have indicated that the Council can use this funding to provide accommodation and to provide support to victims of domestic abuse who are not in safe accommodation.

Funding Proposals

- 3.3 The current contract for refuge provision in Brighton & Hove is held by Stonewater Ltd. This report recommends that some of the MHCLG funding is used to fund this service for 2021/22 at a cost of **£241,000**. The allocated BHCC budget which would have been used to fund this refuge provision can then be used as the City Council determines. Once the needs assessment has been completed there will be a further report to this committee which makes a recommendation as to how the budget should be spent.
- 3.4 MHCLG previously allocated grant funding of £99,962 for the financial year 2020/21 to RISE on the back of a bid submitted by them. The Council received this funding from MHCLG and provided it to RISE. This funding was to deliver services for LGBTQ clients. Currently RISE uses this funding to provide four units of refuge provision in partnership with Southdown Housing. Due to the Pandemic there was a delay in spending the funding and the Council agreed that it would roll it over to this financial year so that it could be spent in the first two quarters of the current financial year. This report recommends that some of the MHCLG funds be used to continue this work for the rest of the financial year. This would require a further sum of **£99,962** be allocated to RISE.

- 3.5 It is further recommended that the existing contracts with specialist community providers are varied to place an Independent Domestic Violence Advocate (IDVA) in the Council's housing service using some of the MHCLG funds. This would allow those presenting as victims of domestic abuse to the Housing service to be helped to access services and support at the earliest opportunity. The anticipated cost of this would be approximately **£30,000** until the end of the financial year.
- 3.6 Finally it is recommended that the Council contributes **£32,000** to East Sussex County Council to recruit a Community Engagement Officer to work across the Pan Sussex partnership area to set up a survivors lived experience board. This officer will also provide training, support briefings and debriefings to representatives for the Pan Sussex partnership board. Officers will also appoint an independent chair for the Pan Sussex Partnership board. The board is a requirement of the new duties.
- 3.7 The funding proposals outlined at paragraphs 3.3 – 3.6 involve spending £402,962. Further recommendations for spending the remaining £203,038 will be the subject of a further report to this Committee once the needs assessment has been completed. If it is not all spent in this financial year, MHCLG have indicated that the Council can roll over the remainder of the funding to the financial year 22/23.
- 3.8 Funding can be allocated ahead of a formal needs assessment having been completed where there is existing evidence of need. In relation to the proposals set out at 3.3-3.6 above there is clear evidence that they would provide valuable support to those experiencing domestic violence.
The work undertaken by RISE to provide accommodation to LGBTQ+ people experiencing domestic abuse has proved to be invaluable.

4 ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS

The alternative option is to wait for the needs assessment to be completed but this would mean that the Council might lose some or all of the funding if MHCLG did not agree to roll it over to the next financial year.

There is clear evidence of the need for funding for proposals in this report. The Council is not able to allocate the funding to proposals for which it cannot demonstrate a need.

5 COMMUNITY ENGAGEMENT & CONSULTATION

There has been no specific community engagement at this stage in the process, although officers have listened to the concerns raised by campaigners regarding the previous commission of domestic abuse services in the City in 2021 and the needs assessment process engages with a range of organisations. The needs assessment will identify gaps in service provision and where the money should be spent to ensure that BHCC meets its duties under the new Act. The project team have engaged with people with lived experience as part of the work to complete the needs assessment.

6 CONCLUSION

- 6.1 This report is to provide information regarding the new duties that will be placed on the local authority and is seeking a decision on how the award of the MHCLG money should be undertaken by officers.

7. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

The MHCLG grant funding of £606,288 was received by BHCC on 9th April 2021. In line with the government's general position, MHCLG has not ringfenced this funding. However, local authorities will be under a legal obligation to provide vital support within safe accommodation to meet the needs in their areas, and report back to central government that they have met these obligations.

Finance Officer Consulted: Michael Bentley

Date: 18/5/21

Legal Implications:

There is a degree of uncertainty as to whether the duty is limited to supporting those in safe accommodation or whether the Act requires local authorities to also provide safe accommodation. This is important as the funding is available to deliver the duty. There is also uncertainty as to whether the MOU permits the funding to be used to support those not in safe accommodation. However as set out above, MHCLG have been made aware of the proposals in this report and are satisfied that they are a suitable use of the funding.

The funding for RISE will be provided by way of a grant and there is therefore no requirement for the Council to undertake a procurement process.

Lawyer Consulted: Alice Rowland

Date: 1/9/21

Equalities Implications:

- 7.3 Whilst it is recognised that Domestic Abuse disproportionately affects women and women with children, until the needs assessment is completed officers will not fully understand the equalities implications.

Sustainability Implications:

- 7.4.1 None

**TOURISM, EQUALITIES,
COMMUNITIES & CULTURE
COMMITTEE**

Agenda Item 24

Brighton & Hove City Council

Subject:	Anti-racism pledge update		
Date of Meeting:	16th September 2021		
Report of:	Executive Director Housing, Neighbourhoods, Communities		
Contact Officer: Name:	Emma McDermott	Tel: 01273 291577	
	Email:	emma.mcdermott@brighton-hove.gov.uk	
Ward(s) affected:	All		

FOR GENERAL RELEASE

1. PURPOSE OF REPORT AND POLICY CONTEXT

- 1.1 The initial report on actions being taken by the council towards becoming an anti-racist council was presented at TECC committee on 29th July 2020 and an update was presented on 19th November. At this meeting officers were asked to provide brief updates as a standing item at every TECC committee meeting. This report provides an update on actions since the progress report to TECC committee meeting 17th June 2021.

2. RECOMMENDATIONS:

- 2.1 That committee note the report.

3. CONTEXT/ BACKGROUND INFORMATION

- 3.1 This report should be read in context of the previous reports starting with the report to a special TECC committee meeting in June 2020 through to the last report in June 2021.
- 3.2 Updates are noted where specific activities or progress has been made. Other actions from the pledges, Notices of Motion and petitions continue to be in progress and updates will be provided as progress develops.

4. Engagement with communities

- 4.1 The fifth and sixth meetings of the Community Advisory Group took place on 8th July and 29th July 2021 as part of a series of thematic discussions and 'challenge' sessions. The fifth meeting focused on the council's Anti-Racist

Schools strategy in recognition of concerns raised by community members about experiences of racism in local schools, schools' approach to racial diversity and inclusion for both students and staff and long-standing challenges about decolonising the curriculum. It was attended by the Executive Director for Families, Children and Learning along with colleagues from her directorate. The meeting provided an opportunity for the advisory group to ask questions about the strategy, the progress on the strategy and offer suggestions.

- 4.2 The sixth meeting was an extra-ordinary meeting called by the group to discuss vaccine confidence. It was attended by Lola Banjoko, Executive Managing Director from Brighton & Hove Clinical Commissioning Group. The meeting explored the challenge to vaccine confidence and actions to assist. The feedback from the group has informed the development on an action plan.
- 4.3 The theme of the next CAG meeting is health inequalities and adult social care. Membership of the CAG is open to BME-led community and voluntary groups in the city and active BME community activists. Any groups and/or activists interested in joining can email equalities@brighton-hove.gov.uk with their contact details.
- 4.4 Recruitment for an independent convenor for the Community Advisory Group (CAG) is completed. Six people applied for the role. Four were shortlisted and interviews were held on 7th and 8th September.
- 4.5 The council's community engagement officer focused on working with the BME residents and groups has continued to reach out and build trust and confidence with groups and residents in the city. The officer has been supporting conversations with community members about the potential project with a national organisation called World Reimagined looking at retelling of the transatlantic slave trade, reaching out to refugee communities in particular Oromo community and supporting groups with access to information and contacts in the council.
- 4.6 The council remains committed to engaging with individual communities to understand their unique experiences and issues, for example, anti-Black racism, anti-Semitism, and prejudice towards people of South-Asian heritage and of Chinese and South-East Asian heritage. It is currently working with the Sussex Jewish Representative council on a joint session to explore more deeply Jewish residents' experiences and what steps need to be taken to reduce anti-Semitism in the city.

5. Education and young people

- 5.1 The council's draft Anti-Racist Schools Strategy was agreed by Committee in November 2020 and has now been consulted on with schools and a range of stakeholders and partners. The second version of the strategy is being worked on and will be available by the end of the year and will be supported by brief information about it on the council website. Funding for the strategy has been approved and an "Education Adviser: Anti- Racism" has been recruited to be

the strategic lead for the work. Racial literacy training has been offered to school staff with 47 schools taking it up so far. Four governor training sessions have been delivered with an anti-racism focus. Pilot projects developing anti-racist practice and funded by the strategy are taking place in six schools.

- 5.2 The work of the Safeguarding & Care Anti-Racist Project continues and, alongside ongoing learning events and practice discussions focused on race and ~~aim~~ The Project Board has recently agreed an action plan and project plan based on feedback from working groups made up of staff from across the service ~~that~~ focused on staff support, practice with families, and the voice of children, families and carers. One of the areas of focus in this work is recruiting a more diverse workforce and nearly 20% of a recent recruitment round of newly qualified social workers identify as from communities who experience racism. A robust governance and reporting process is now in place to enable the project board to review and monitor the project.

6. Community safety

- 6.1 In April 2021 Policy & Resources Recovery sub-committee allocated £60,000 To support the resilience and recovery of communities disproportionately affected by Covid-19 by funding a pilot of 3 reporting centres including the Racial Harassment Forum, Rainbow Hub, and Possability People to cover all hate crime strands. Negotiations are underway with the organisations to set up the hubs.

7. COVID19 response

- 7.1 In April 2021 Policy & Resources Recovery sub-committee allocated £300,000 from the Containing Outbreak management Fund for the provision of an additional 'Communities Fund' for BME, LGBTQ+, disability, and women's community and voluntary groups across the city for whom evidence points to a disproportionate impact from Covid, including health inequalities, financial and economic impacts, impact from home schooling on future attainment, barriers to accessing information and support including language barriers, digital exclusion, mental health, and violence towards women. A total of 67 bids were submitted. Appraisal of the bids is underway, and decisions will be announced late-September. 18 (27%) of the 67 bids have a BME focus.
- 7.2 The sub-committee also allocated £150,000 to the provision of advice and support for migrant residents whose needs during and after the pandemic are made more complex by their history of migration or by their immigration status by providing an additional 'connector' role and support to associated support organisations. £70,000 funding has been committed to Voices in Exile to provide holistic case work support which compliments additional funding secured by the council and the Trust for Developing Communities from the DWP for employability support to Black, Asian, and ethnic minority people in the city include migrants. £24,000 has also been allocated to EMAS for additional support to very vulnerable migrant families in the city.

8. Fair & Inclusive Action Plan (FIAP) anti-racism actions

- 8.1 Following recruitment to a full-time HR Diversity Recruitment Consultant post in April to increase the percentage of applicants from Black and Minority Ethnic (BME) backgrounds who get appointed to council roles, several activities have taken place. These include delivery of 3 separate insight programmes to community groups, delivery of interview skills workshops to internal staff, commencing review and update of the council's jobs pages and relevant recruitment guidance and documents, including updates to the Recruitment & Selection Toolkit.
- 8.2 In addition, targeted support has been provided to 21 separate recruitment exercises with a total of 47 vacancies, including the recent appointment to Anti-Racist Education Provider. In collaboration with our BME Workers Forum we have also piloted ethnically diverse panels for several recruitment exercises. Analysis of these initiatives will be conducted in October.
- 8.3 HR Advisory Services hold weekly Fair & Inclusive case review meetings to discuss any cases involving racism. This is to ensure consistent application of the racism and zero tolerance definitions and allow safe challenge to any possible biases. The restorative approach to reports of racism has been drafted and will be presented at the next Corporate Equality Delivery Group meeting in August for approval.
- 8.4 Organisational results from the 2021 staff survey show a 3% increase in the Fair & Inclusive Index since 2019. This increase is not consistent across all staff groups and details of the results are being looked at to inform work going forward. Both the Disabled Workers & Carers Network and the BME Workers Forum have accepted offers to attend workshops planned for September with the staff survey provider, Ixia to prioritise actions.

9. Council workforce learning and development

- 9.1 36 mandatory sessions have been held on the council's Fair and Inclusive Action Plan and anti-racism since October 2020. 3500 members of staff have participated, and a recording is available for staff who can't access the live delivery via MS Teams. These sessions are held every quarter as part of induction for new staff.
- 9.2 31 bespoke anti-racism training have been delivered, attended by 370 staff. Two additional sessions have been run for 20 elected members. 35 Children's Social Care staff attended an anti-racism webinar. Two new bystander and microaggressions courses are currently being piloted. A wide range of equality and diversity eLearning modules and resources is available on the Learning Gateway.
- 9.3 A 6-month positive action programme will be piloted with 12 BME staff (grades 4, 5 and 6), starting in October 2021. Through a mix of self-reflection, workshops and coaching the aim of the programme is to:

- Prepare and develop for staff for their next role within the council
- Develop their knowledge, experience, skills and confidence to be part of an inclusive culture and influence for change in the organisation if you choose to do so
- Deepen their self-awareness and leverage their strengths
- Learn about key management and leadership theories
- Develop their communication, presentation and interpersonal skills
- Understand organisational context, to help you shape and influence your own career progression

10. Statues and monuments review

- 10.1 In furthering the conversation within our community, it has become clear that our legacy as a city sits within a contested arena, with deeply held views concerning our common colonial history and links with enslavement and its impact on our past and present from a range of perspectives, and with some critical areas lacking an informed consensus. Because this work touches on issues of racism and exploitation which resonate with members of our contemporary community who may trace their heritage to those who suffered directly through enslavement and colonialism, it is important that any actions taken now stem from the fullest understanding and appreciation of this which we might accomplish. To this end the council have been in discussion with the Royal Pavilion and Museums Trust around commissioning objective research to produce a report exploring and outlining these issues. Next steps are to hold a series of expert facilitated session that engage with all stakeholders on enslavement and colonisation, responses from Brighton & Hove to the slave trade and colonialism, and future memorial and celebration of our city.

11. ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS

- 11.1 The progress outlined above is on actions undertaken in response to the council's pledge to become an anti-racist council, anti-racism Notices of Motion and petitions accepted by full council/committees and previously Member agreed work under the Fair & Inclusive Action Plan.

12. COMMUNITY ENGAGEMENT & CONSULTATION

- 12.1 Engagement is as outlined in paragraph 3.3

13. CONCLUSION

- 13.1 TECC committee requested a standing item on every agenda updating on progress towards the council's anti-racism commitments.
- 13.2 This report updates on progress and the contents are for Members to note.

14. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 14.1 Project management and leadership of the work is being carried out as part of core business of the Communities, Equality and Third Sector (CETS) team. A budget of £10,000 has been allocated from the CETS initiatives budget to support the work. Financial implications arising from the other actions identified in the report will be considered by the relevant service as part of their standard budget management processes and decisions on allocation of funding will be made in line with council's budget setting process.

Finance Officer Consulted: Michael Bentley Date: 12/08/21

Legal Implications:

- 14.2 There are no legal implications arising from this report which is for noting. All of the actions proposed are in line with the Council's powers and duties, in particular under the Equality Act 2010.

Lawyer Consulted: Alice Rowland Date: 17/8/21

Equalities Implications:

- 14.3 The intention of this work is to address identified racial inequalities and racism experienced by people who live in, work in and visit the city. The range of engagement planned with people who share other characteristics in addition to their ethnicity will ensure that perspectives are heard from a wide range of people. This will enable the development of tailored and bespoke actions to address all forms of racism, where it is based on ethnicity, skin colour or any other attribute.
- 14.4 The work is central to the council's legal duties under the Equality Act 2010 to eliminate discrimination, advance equality of opportunity and foster good relations between communities, as well as to encourage civic engagement by under-represented groups. It also complements and supports the council's Fair & Inclusive Action Plan in addressing the findings of the review of race diversity by Global HPO.

Sustainability Implications:

- 14.5 No implications arising from this report

Brexit Implications:

- 14.6 No implications arising from this report

Subject:		The World Reimagined	
Date of Meeting:		16 September, 2021	
Report of:		Executive Director, Economy, Environment & Culture	
Contact Officer:	Name:	Synthia Griffin Donna Chisholm	Tel: 07704314821
	Email:	Synthia.griffin@brighton-hove.gov.uk	
Ward(s) affected:		All	

FOR GENERAL RELEASE

1. PURPOSE OF REPORT AND POLICY CONTEXT

- 1.1 The Covid-19 pandemic has highlighted both racial and social inequalities with movements such as Black Lives Matter gaining significant momentum during 2020. The city has a unique opportunity to be part of The World Reimagined; a national arts education project, contributing towards racial justice work and transforming how the city's residents understand the impact of the Transatlantic Slave Trade on the UK.
- 1.2 *The World Reimagined* organisers are calling for a culture shift, they believe that for too long, the history of the Transatlantic Slave Trade has been untold, unheard, or mistaught. They recognise that in the UK, we celebrate with pride the Trade's abolition - but the people who were enslaved and their descendants; Britain's role in the Trade's creation; and the Trade's devastating legacy are usually missing from how history is told. They believe that we are living in a key moment for racial justice and it calls on us to courageously face our shared history with honesty, empathy and grace. The mission of *The World Reimagined* is create a new future in which all can say: I am seen.
- 1.3 The World Reimagined will see trails of up to ten large artist designed globe sculptures in cities across the UK in Aug-Oct 2022, which will bring to life the reality and impact of the Transatlantic Slave Trade. The globes will be created by both established and undiscovered artists. A substantial education programme will offer free online resources for primary and secondary schools.
- 1.4 This report seeks approval for the city council to become a partner in The World Reimagined and join the other host cities Bristol, Birmingham, London, Leeds and Swansea by taking part in this national programme.

2. RECOMMENDATIONS:

- 2.1 That the committee authorises officers to negotiate with The World Reimagined organisers to determine implementation, project delivery and levels of support as appropriate.
- 2.2 The committee authorises officers to commit up to £160,000 of funding over the course of 2021/22 and 2022/23 to the national programme and to a programme of work involving local communities and organisations in the city.
- 2.3 That the final decision on becoming a partner is delegated to the Executive Director of Economy, Environment and Culture, subject to agreement on a project plan for The World Reimagined in Brighton and Hove.

3. CONTEXT/ BACKGROUND INFORMATION

- 3.1 In 2020 the council pledged to become an antiracist city and to actively dismantle racist structures and challenge racial inequality. Partnerships are in place with Black and Minority Ethnic communities and local groups to directly shape the anti-racism strategy through their lived experiences and diverse perspectives. The Anti-Racist Community Advisory Group has been established. As part of that work, all services are being called upon to do all they can to work towards the city becoming anti-racist. Supporting programmes such as The World Reimagined acts as a platform to celebrate and share racial justice work in a new way, prioritising open and respectful collaboration.
- 3.2 Brighton and Hove is an ethnically diverse city. The last census compiled in 2011 showed that one in five residents in Brighton and Hove is black or minority ethnic and identifies as non-white British. We know that the city has experienced a growth in its population since then.
- 3.3 The World Reimagined is a vibrant project that will inspire and instil pride in what it means to be black and British. It will challenge racial discrimination, illuminating history and contemporary society in a way that is accessible to all communities. Its high-profile founders include singer and actress Michelle Gayle and Dennis Marcus who is a human rights professional. Ambassadors include Baroness Lola Young OBE, Baroness Floella Benjamin DBE and Kwame Kwei-Armah.
- 3.4 Organisers have secured funding from Esmée Fairbairn for a community co-ordinator to be appointed in the early development of the project for each host city. The tenth Globe in each city will be designed by an artist in collaboration with community groups local to the trail, ensuring the trail is steeped in place and community. The organisers have outlined the key benefits for host cities which include:
 - the creation of an artistic programme through an open call to design globe specific to the city
 - an education programme
 - a community programme which is support by community grants
 - a digital platform
 - the delivery a trail of ten large globe sculptures
 - An extensive marketing and promotional campaign – with media partners Sky.

- 3.5 From the council's allocated budget, a dedicated community grants programme will be established. This will award small grants totalling £50,000 for local groups from all backgrounds to celebrate their history and diversity, responding to the city's wider anti-racist strategy.
- 3.6 Careful consideration has been given to the legacy of the project and work is taking place with Communities, Equalities and Third Sector Team to ensure positive connections with a proposal being developed to explore the colonial architecture and the significance of street names and monuments across the city with academics and community partners.
- 3.7 The World Reimagined in Brighton & Hove will be significantly supported by the national fundraising and programme development, benefitting from the scale of the initiative across eight UK cities. For context, the budget for the project nationally will be between £2.1m-£3.2m, depending on ultimate level of funding raised. Even at the minimum scale budget of £2.1m, the value of the Brighton & Hove programme (1/12th of the national activity, with a total of 8 host cities and 5 trails in London) is £175,000. If the project reaches its maximum national budget of £3.2m, the Brighton & Hove programme value will be £267,000. A budget breakdown of the council's contribution is detailed in paragraph 7.1 below.
- 3.8 The partnership with each participating city involves hosting ten large globes (1.4m x 1.7m) for ten weeks between Aug-Oct 2022. One of the ten globes will be developed by a local artist and engage the city's artistic community. An education programme will offer schools the opportunity to create their own globes (1.3m) in response to specific education resources that will be offered, as well as a tailored digital platform that enables visitors to engage with the main trail.
- 3.9 The positioning and promotion of the ten large globe sculptures is being delivered in partnership with Wild in Art. They are one of the leading producers of spectacular, mass-appeal public art events. Since 2008 Wild in Art has animated cities across the world and created trails for the London 2012 Olympics, the 2014 Commonwealth Games in Glasgow, Historic Royal Palaces and Penguin Random House. Their events have attracted 7 million additional visitors to host cities worldwide, contributing over £1.2 million to local creative communities enabling £10 million to be raised for charitable causes.
- 3.10 This is a new, largescale project for the city similar in format to the Snow Dogs public art trail which saw sculptures placed across the city in 2016 and Snailspace in 2018 helping to raise funds for the Martlets local charity. Please see the link for more information about the Snow Dogs project <https://www.martlets.org.uk/news/snowdogs/> it raised £310k for Martlets and contributed £10.1 million to the local economy. Supporting *The World Reimagined* will help to address some of the strategic priorities outlined in the Tourism Recovery Plan 2021-23 in terms of improving the look and feel of the city and helping to extend the season. At the end of the project, The World Reimagined will auction a large number of the sculptures to raise money to support the community co-ordinators in each city staying in post for a further year, make it possible for the learning programme to continue to become freely available and for people and organisations doing important work for racial justice.

Council Officers are exploring ways of using the sculpture trail to leverage in funds for future diversity and inclusion projects.

4. ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS

- 4.1 This is a unique initiative which seeks to broaden the city's dialogue on issues connected to racial justice and the history of the transatlantic slave trade, which still shapes the UK today. The project also contributes to the city's Culture Recovery Plan, approved by the TECC Committee in January 2021.
- 4.2 The World Reimagined organisers are ambitious in their desire to deliver a step change through a comprehensive schools and community learning programme. The ten themes which will be explored throughout the project include 'Mother Africa', 'The Reality of Being Enslaved' and 'Still We Rise'. A dedicated digital platform will be created, with a specific trail map for Brighton and Hove that can also highlight local places of significance and relevance; local sponsor activations; connections to a curated set of community organisations working on racial equity, relevant history and local events.
- 4.3 The knowledge and commitment of the project organisers, combined with the resources they will bring to ensure successful outcomes, makes an alternative option for delivery difficult to envisage. The options are to proceed with this initiative, subject to a successful project plan being agreed, or not to be a host city for The World Reimagined in 2022.

5. COMMUNITY ENGAGEMENT & CONSULTATION

- 5.1 Consultation has taken place through a cross party briefing with politicians and ward councillors. Members of the Anti-Racist Community Advisory Group have had one-to-one meetings with the Arts Development Manager and have been invited to a briefing with the organisers of the World Reimagined on 6th September. The Communities, Equalities and Third Sector Team have led an informal consultation process by phone as well as in person with key stakeholders across the city that are representative of the diverse communities that live and work in Brighton and Hove. Current feedback gathered so far indicates that community leaders are supportive of the project, wanting to ensure that there is a legacy and that opportunities for involvement are maximised through the local grant programme. An ongoing dialogue will be maintained to ensure they are supportive advocates of the project.
- 5.2 The World Reimagined organisers have appointed a community co-ordinator specifically for Brighton and Hove. This person will work with organisations across the city in the lead- up to the project commencing and will deliver activity during the time the sculptures are on display. The Equalities and Arts Development team at the Council will work together with the co-ordinator to identify key organisations that are working with diverse communities on issues of racial justice and arts across the city. The schools programme will help to reach a wide demographic and engage teachers and students in engaging the learning programme.
- 5.4 The project organisers intend to auction all of the sculptures after they have left the host cities to enable the community coordinators to continue their work for 12

months and to support organisations across the host cities. They intend to support the work of racial justice projects and organisations across the UK including organisations in Brighton and Hove through the revenue generated from the sale of the globes towards the end of the project.

6. CONCLUSION

- 6.1 Becoming a national partner in The World Reimagined arts education has the potential to attract national profile for the city, further boosting our reputation for tolerance and inclusivity. Participation in the programme will help to advance and build on the significant work in progress to support the city's ambition to become anti-racist. The additional funds for community groups and artists is a welcome addition to the Culture Recovery Plan which is current in delivery across the city.

7. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 7.1 In order to bring The World Reimagined to Brighton and Hove, the council is required to commit £0.160m. The project will cost the council £0.085m (£0.050m fee and £0.035m underwriting of sponsorship). The remaining £0.075m the council will spend in the city on community grants and legacy projects. Funding of £0.160m to support this project was approved by Policy & Resources committee on 1 July 2021 from the 2020/21 underspend.

Finance Officer Consulted: James Hengeveld

Date: 31/08/2021

Legal Implications:

- 7.3 The Council will enter into a contract with The World Reimagined and officers will therefore need to obtain a waiver of the Council's Contract Standing Orders. The value of the contract is below the relevant threshold and the Public Contracts Regulations 2015 do not therefore apply.

Lawyer Consulted:

Alice Rowland

Date: 31/08/2021

Equalities Implications:

- 7.6 This committee report has been written in conversation with the Equalities team and Arts Development team. Full consideration has been given to identifying opportunities to support and advance the work of both teams ensuring the project reaches the widest audience across the city.

Sustainability Implications:

- 7.7 All events and programme of this nature are planned and staged in accordance with the statutory powers and planning obligations as set out in the Outdoor Events Policy.

- 7.8 The World Reimagined is being delivered in partnership with Wild in Art and will comply with a range of measures required by the Council as part of the our Outdoor Events Charter.

Brexit Implications:

- 7.10 There are no identified implications.

8.0 Any Other Significant Implications

Crime & Disorder Implications:

- 8.1 Sussex Police will be involved in the planning of all events.

Risk and Opportunity Management Implications:

- 8.2 The City's Safety Advisory Group has an overview of all the events that take place in Brighton and Hove that have the potential to attract significantly large numbers of people. A protocol and good working partnerships between the council and emergency services are in place in the city and close agency working will be integral to both the planning and delivery of these events.
- 8.3 Event-specific Safety Advisory Groups can be convened for all major outdoor events taking place in Brighton and Hove.

Public Health Implications:

- 8.4 Events can contribute to a sense of community, local pride and cultural identity which can have a positive impact on the well-being of those involved.

SUPPORTING DOCUMENTATION

Appendices:

1. The World Reimagined Outline Proposal

Background Documents

1. None



The **World Reimagined**

**Becoming a host city
BRIGHTON & HOVE**

The World Reimagined is a ground-breaking, mass participation art education project to transform how we understand the Transatlantic Slave Trade and its impact on all of us, so we can make racial justice a reality for all.

With trails live from Aug-Oct 2022, The World Reimagined will:

- see 100+ large Globe sculptures across 7-8 cities across the UK;
- actively engage 1 million+ visitors with the trails;
- secure the participation of 250+ schools, meaningfully engaging 25,000+ students in The World Reimagined learning programme, including the delivery of a leadership in teaching programme to teachers from each school; and
- raise awareness of The World Reimagined with more than 15 million people across the UK and many more across the world.

We are delighted to invite Brighton & Hove to be a Host City of The World Reimagined. In this pack, we describe what being a Host City looks like and it is shared with the intent that we develop the full shape of the partnership together with you, to ensure that is deeply connected to communities. Ultimately, to deliver the impact that we hope to have in Brighton & hove, it needs to be built with the people of the city. We're building on incredible foundations and we hope it will have real power and resonance, especially alongside all of the work you already have underway.

We hope Brighton & Hove will join us with your deep, authentic commitment to helping our society come together in dialogue and reimagine the world that we can create.

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The time is now: A historic moment for racial justice

It has been said that one can tell a great deal about a people, about a nation, by what it deems important enough to remember – and what it chooses to forget.

For too long, the history of the Transatlantic Slave Trade has been untold, unheard, mistaught or misrepresented. In the UK, we celebrate with pride the Trade's abolition - but the people who were enslaved and their descendants; Britain's role in the Trade's creation; and the Trade's devastating legacy are usually missing from how history is told. This is not 'Black History', this is all of our history.

We are living in a key moment for racial justice and it calls on us to courageously face our shared history with honesty, empathy and grace so we can create a new future in which all can say: I am seen. That is the mission of The World Reimagined.

What it is - an unprecedented national art & education project

The World Reimagined will see trails of large globe sculptures in cities across the UK in the summer of 2022, created by artists to bring to life the impact of the Transatlantic Slave Trade. The first globe design for The World Reimagined will be conceived by our Founding Artist Yinka Shonibare CBE.

The trails will be the centre of a broader education and engagement programme, with hundreds of schools, community groups, sporting and cultural institutions across the country.

The World Reimagined is a vibrant project that will inspire and instil pride in what it means to be black and British and help us all better understand what it means to be British.

“

There is one world and one human race. It means that we are “our brother's keeper”. We are responsible for one another and we must be interested and ready to learn from one another.

The World Reimagined seeks to educate one another about the journeys we have been on and how we come to be in the places we are. It invites us to come on a journey. A journey where 'my story becomes your story, and your story, my story.'

With both our stories we will reimagine a world where there is mutual respect and dignity.

RT REV ROSE HUDSON-WILKIN BISHOP OF DOVER
PATRON



THE JOURNEY OF DISCOVERY

Our Journey of Discovery is our narrative framework - 9 themes that give us the opportunity to reimagine our past, present and future. Working with experts and institutions across the world, we are building a collection of stories, images and artefacts that vividly bring to life our shared history. Our Journey of Discovery is the foundation of all that we do.

1. Mother Africa

Mother Africa explores the richness and reality of Africa before the Transatlantic Slave Trade; the impact of the Slave Trade and Empire on Africa; and considers and celebrates the present and future of Africa.

True Mother Africa: The richness of Africa before the 1500s - its science, education, art & agriculture.

The Faces of Slavery: The differences and similarities between European and African slavery.

Enslaving Africa: How the Transatlantic Slave Trade transformed the politics, economy and spiritual practices of Africa over centuries.

African Renaissance: From independence to ground-breaking innovation, this is the story of African achievement, renewal and future possibility.

Icons: The people who have shaped Africa over the centuries.

2. The Reality of Being Enslaved

The Reality of Being Enslaved is about making real the experience of those people who were enslaved, from their capture and voyage to lives enslaved in different contexts, places and generations.

Capture: The different ways capture was possible, from violence and tribal wars, to trade agreements.

Confinement: Life in the castles and the experience of awaiting transportation.

Voyage: Make real what the journey for enslaved Africans was like.

Life Enslaved: The hierarchies, abuses and roles on Brazilian, Caribbean and American plantations.

Systematic Terror: How human trafficking operated, from the physical to the psychological and the way this developed over time.

3. Stolen Legacy: Rebirth of a Nation

Stolen legacy: The Rebirth of a Nation brings to life how Britain was transformed as a result of the Transatlantic Slave Trade and the free labour of the enslaved. It explores the legacy of the Transatlantic Slave Trade on building the financial and trading power of Britain; on strengthening the Church and the might of universities; and on establishing dynastic influence and power

Foundations in Slavery: Follow the money to understand how wealth was built and remains within the UK as a result of the Transatlantic Slave Trade.

Compensation of Political Power: The money ex-slave owners received bought influence and power that changed British politics forever.

Upon this Church: The Church sat at the heart of the Transatlantic Slave Trade and was one of its key beneficiaries.

[Dis]inheritance: The Transatlantic Slave Trade created two divergent paths; one of increasing generational wealth and the other a deepening inability to own assets.

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4. Abolition & Emancipation

Abolition & emancipation shares the story of the Campaign for Abolition, its key events, heroes and allies. However, it also lays bare the full, messy motivations and process of abolition, which were not as pure as often represented.

Heroes & Allies: Learn about key abolitionists and their campaign methods, from art and testimony to protest and boycott.

Walk to Freedom: Bringing to life key moments in the journey to freedom; from the Haitian Revolution to emancipation and apprenticeships.

Messy Motivations: Understand the variety of reasons for ending the Transatlantic Slave Trade, from profits to ethics and fear.

Rebellions & Uprisings: Learn about how the uprisings and revolts added pressure to end the enslavement of Africans.

Freed in Name Only: Many enslaved people became apprentices which meant they were free in title but enslaved by circumstance.

5. A Complex Triangle

A Complex Triangle explores the impact on destination countries; their relationship with the 'Mother Country'; key historical events in the relationship such as the Windrush; and the legacy of the Transatlantic Slave Trade on the UK's role and reputation in the world.

Britain's Rush to Profit: The Transatlantic Slave Trade extracted valuable resources from Africa with lasting consequences for its economies.

Mother Country - Visions vs. Reality: Having been called upon to help rebuild the UK post World War 2, the Windrush generation have experienced the harsh realities of that invitation.

Your Country Needs You: The courage and sacrifice of African and Caribbean soldiers in World War 1 and World War 2.

Complex Legacies: Britain left an enduring mark on the countries of its empire, with complicated consequences for their rule of law, education & healthcare.

To Honour or for Liberty: Tension exists within communities between respect for British institutions and a wish for independence.

6. Echoes in the Present

Echoes in the Present focuses on how the Transatlantic Slave Trade has present day negative consequences: systemic inequalities and injustice; entrenched racism and prejudices; and generational echoes with traumatic physical, behavioural, psychological and material consequences.

Echoes Across Time: The deep impacts of plantation life are still experienced today, with physical, behavioural and psychological consequences.

Justice Postponed: Black people have been and are targeted by a system that doesn't deliver the justice it promises.

First, Do No Harm: The failings of the healthcare system have caused many Black communities to be distrustful of it.

Lost Innocence & Potential: Black children have often been let down by the education system and their needs ignored.

THE JOURNEY OF DISCOVERY

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7. Still We Rise

Still We Rise recognises and honours the enslaved and their descendants who resisted, who succeeded, and who broke new ground. It will share the well-known and celebrated, and shed light on untold legacies and events.

Resistance: People refused to deny their humanity and, against the odds, resisted.

Courage of Our Ideals: Black people in the UK and beyond have led the way for social change to create a better society for all.

Soaring High: Black innovators of thought, sport, music, science and business, from Nobel prize winners to gold medallists.

Authority of Women: Celebrating the power of Black women across Africa, the Caribbean and the UK.

From Roots to Fruit: The transformational work of Black activists and grassroots organisations to uplift communities and create social change.

8. Expanding Soul

Expanding Soul celebrates the spirit and culture that, even in the face of incredible physical suffering, has endured, stayed vibrant and found expression across the world in music, art, food and every form.

Griot to Grime: The history of Black music and its contribution to British identity.

Carnival Culture to Cricket: The ways celebration, sport and leisure have been used to challenge the status quo.

A Taste of Home: How identities linked by food and flavour have been shaped by our collective histories.

The World We See: The widespread influence of Black artists on our creative canons, from the lost wax techniques of Benin, to the global reach of cubism.

Through Texture to Textiles: African and Caribbean influences on British fashion, from hairstyling to fabric and clothes design.

9. Reimagine the Future

Reimagine the Future gives us free rein to imagine the society we can create when we have a full understanding of our shared history; the place the UK can hold in the world when it acknowledges its past; and who we can be as people when we give full dignity to all.

OUR PROGRAMME

The Artistic Programme

The World Reimagined, at its core, is built on our belief in the transformative power of art: to inspire, to move and to open our imagination to new possibilities. And so, the artists who create designs for the Globe sculptures in response to the themes of the Journey of Discovery are essential in creating the invitation to the public to join this conversation.

The World Reimagined Open Call Jury

- **Lady Ashley Adjaye**
Artistic Director, The World Reimagined
- **Renée Mussai**
Senior Curator, Autograph
- **Chris Ofili CBE**
Artist
- **Professor Matthew Smith**
Director, UCL's Centre for the Study of the Legacies of British Slavery
- **Zoé Whitley**
Director, Chisenhale Gallery

About the trails

Each trail will consist of 10 Globe sculptures:

- one for each of the 9 themes of the Journey of Discovery; and
- a tenth Globe designed by an artist in collaboration with community groups local to the trail, ensuring the trail is steeped in place and community.

Most of the trails will be a 60-90 minute walking tours so that visitors are literally taken on a Journey of Discovery.

About the Globe Sculpture

The Globe sculpture is fibreglass, with a 1.4m diameter Globe and a total height of 1.7m, including the base. When in situ, it will also have a further base to ensure it is safely and securely anchored.

Founding Artist Yinka Shonibare CBE designed the base sculpture as a Globe for a number of reasons:

- to root the sculpture in the geographic dimension of the Transatlantic Slave Trade;
- to speak to the world-changing nature of the Transatlantic Slave Trade; and
- to create the most open possible canvas for other artists to bring their own vision to The World Reimagined.

Founding Artist Yinka Shonibare CBE

Confirmed Feature Artists Kimathi Donkor - Nicola Green - Lakwena Maciver - Zac Ové - Lina Viktor

Engaging artists

We will engage artists in a number of ways:

- **Invited feature artists;**
- **Commission unique collaborations between artists and icons;**
- **Commission unique collaborations between artists and communities;**
- **Open Call for emerging and undiscovered artists:**
More than 80 Globes will be created through the Open Call and through this artistic programme, we will create opportunities for artists who are often underserved and under-represented. The final designs will be commissioned through a Jury-led selection process.

Together, the Artistic Programme will create a body of work that – through their inspiration and narrative power – will bring diverse new audiences on a vivid journey of discovery.



OUR PROGRAMME

The Community Programme

It is vital that The World Reimagined is and feels of the communities in which it takes place, deeply connected both to the people and organisations who have done such meaningful work on racial justice – and those communities who might not have taken part in these conversations before.

We are working to make it possible to have a community coordinator – locally recruited – in each of our host cities, to make sure the local community is deeply woven into the fabric of The World Reimagined in a number of ways:

- **A Community Globe:** For the tenth Globe on each trail, we will commission an artist to work with local communities to create a Globe that will be deeply connected to place.
- **Bring Local Stories into The World Reimagined:** Local stories, people and histories are a key part of people's experience of The World Reimagined.
- **Co-create Spaces for Meaningful Conversations:** Working with community groups, our community coordinators will bring together conversations in safe spaces to explore racial justice in depth.
- **Inspired by programme:** We will support and invite local organisations of all sizes to develop 'Inspired by' events and activities connected to the Journey of Discovery themes. We will showcase and highlight the activities and events put forward for Aug-Oct 2022 to build audiences and support for the organisations doing this work.

The Learning Programme

Schools and colleges will also join in, adopting and designing their own smaller Globe sculpture (1.3m in total height) as part of an educational programme that will introduce students to a holistic understanding of the Transatlantic Slave Trade.

We are creating education resources in partnership with historians, educationalists, activists and child psychologists so they speak to students' mindsets and attitudes, leading them towards compassion, empathy and creative expression.

As well as providing resources for each of the themes of our Journey of Discovery, we will deliver online teacher training that will empower teachers with the skills to deliver these resources, such as building safe spaces and understanding power and privilege.

Schools will have two education offers open to them – (i) free access to the resources; and (ii) the opportunity to access the resources; receive additional teacher training and design a Globe that will feature in The World Reimagined, for a small fee. Globes designed by schools will be hosted in local communities for the campaign before being returned to the school as an ongoing legacy.

PARTICIPATING CO-CREATORS

Inua Ellams **Mona Chalabi** **Baroness Floella Benjamin**
Charlotte Mensah **Keisha Thompson** **Lanre Bakare**
Professor Kehinde Andrews **Museum of London**
English Heritage

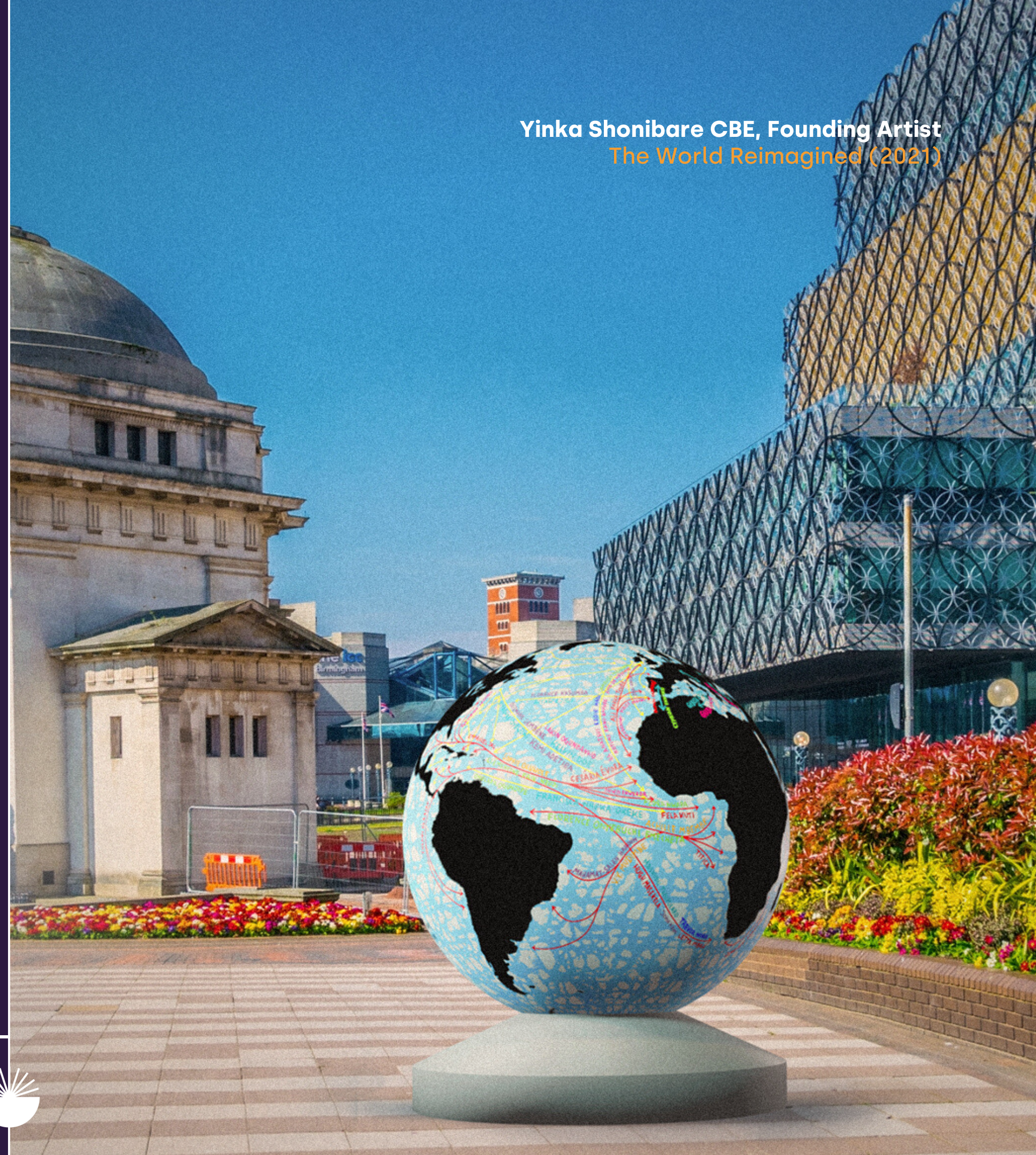


A legacy for racial justice

After The World Reimagined trails leave our host cities, The World Reimagined will auction a large number of the sculptures to raise money to:

- support our community co-ordinators to continue their work for an additional year;
- make it possible for our Learning Programme to continue to be freely available; and
- create a grant-making programme for racial justice projects and organisations across the UK.

Yinka Shonibare CBE, Founding Artist
The World Reimagined (2021)



BRIGHTON & HOVE: BECOMING A HOST CITY

We would be delighted to bring The World Reimagined to Brighton & Hove. This involves the full programme:

- A trail of 10 large Globes to be hosted in the city from the 13 August - 16 October 2022, with
 - an artistic programme that engages the city's artistic community;
 - a community programme that engages community organisations across the city to deliver activity during the time the trails are live;
 - a collaborative launch event;
- The World Reimagined Learning Programme, which will offer schools across the city region the opportunity to deliver experiential and creative programmes to their students, including the creation of their own Globes.
- A tailored digital platform that enables visitors (i) to engage with the main trail, as well as the school Globes that are hosted in local community settings; (ii) explore the history of the Journey of Discovery, including those of local relevance; and (iii) to connect with events and organisations that are connected to the cause of racial equity and the mission of The World Reimagined.

As proven by previous trails following a similar public engagement models, The World Reimagined will deliver significant economic and visitor impact for Brighton & Hove. Building on this, we believe that in delivering The World Reimagined in close partnership with Brighton & Hove City Council and the people of Brighton & Hove, we can create a moment of real meaning and power for your community and the future of Brighton & Hove.

Here we set out what the different dimensions may look like, as well as the investment required; where you may be able to offer practical support; and some of the recognition benefits.

A trail of 10 large globes, one for each theme, with another 1 specific to that city.

- We work with you to place the sculpture trail in a prominent position, which combines accessibility with visitor benefit & historical interest.
- **Practical Support:**
 - As well as contributing to where the Globes may be placed, we would also appreciate support on securing any planning permission required (and if it is, to make it free if possible).
 - To engage your service providers to potentially provide support for the installation, deinstallation and maintenance of sculptures.

Artistic Programme:

- Connection with artist networks: We would like to work with the council to engage established artist networks; art schools and others to ensure the opportunity to participate in the Open Call is broadly shared.
- Community Globe: To work with you to identify an approach for bringing together communities who may work with a local artist to create the 10th Globe that speaks to place.
- **Practical Support:**
 - To help us source a pro bono space for artists to create the Globes and store the Globes before and after the trails are live.

Digital Platform:

The trail will be connected into our digital platform, with specific trail maps to Brighton that can also highlight local places of significance and relevance; local sponsor activations; connections to a curated set of community organisations working on racial equity and the relevant history; and local events that are aligned with The World Reimagined.

- **Practical Support:**
 - In connecting us with the right organisations (across the other streams), you will enable us to ensure that this is powerfully relevant to Brighton.



BRIGHTON & HOVE: BECOMING A HOST CITY

The Learning Programme will be open to schools across the region:

- Two offers for both primary and secondary schools:
- A free programme accessible to all schools, with online teacher training.
- A programme that includes a £850(+vat) fee for schools to create their own smaller Globe sculptures at the end of the programme. These sculptures will be hosted in indoor settings in the local community during the campaign. This paid-for programme includes participation for each school in one full day live teacher training programme in Brighton & Hove.
- **Practical Support**
 - To support communication around The World Reimagined to schools to drive registration.
 - To support the identification of potential locations for school sculptures across Brighton & Hove.
 - To support us in sourcing a venue for the live in-person training.

The Community Programme:

We will create moments and opportunities for community organisations and leaders to connect with The World Reimagined; to help us shape what we honour and highlight; and to organise their own events during the trail period that we can use the digital platform to highlight. We are currently working to secure funding to support Community Coordinators who have established relationships in the city to convene these spaces and bring people together.

- **Practical Support:**
 - We would like to work with you to identify the groups and communities we should engage, as well as any practical support (such as venues to convene) that you may be able to provide.

THE FINANCES REQUIRED TO MAKE THIS POSSIBLE

In order to bring The World Reimagined to Brighton & Hove, we need to realise a £120,000 (+VAT) of income. We believe that across our complete offer, this offers excellent value for money (and actually less than the cost of the programme for the city), as Brighton will benefit from the investments of our national level funding.

We ask our City Partners to make the following commitment:

Direct: £50,000 +VAT (payable over two financial years), with one payment to be made in Q3 2021, and another in Q1 2022.

Underwriting: Our intention is to work with host cities to secure £70,000 in sponsorship from corporates across the city. To ensure risk management and partnership, host cities are to underwrite £35,000 (50%) of the base sponsorship for the city, which will be offset upon securing the full £70,000 in sponsorship.

CITY PARTNER RECOGNITION

Brand presence:

- Logo to be present on all sculpture plaques within the city.
- City-related above the line marketing exposure - logo to be present on all marketing and advertising collateral (digital and print), including all large sculpture plaques and city/gateway dressing related to the city.

First priority VIP Tickets to The World Reimagined events across the UK, where appropriate and available.

Presence in The World Reimagined national media activity:

- Brighton will of course be a key feature, alongside our other partner cities, in our national media and communication narrative. We will work with the City Council and local partners to ensure there are opportunities to create bespoke 'feature' national media moments.



Sept 2021	Host City Agreements Completed
Oct 2021	Host City Announcements, leading to <ul style="list-style-type: none">• Sponsor Engagement• Open Call Artist Engagement• Schools invited to participate
31 Dec 2021	Artistic Open Call Closes
28 Feb 2022	Learning Programme Registration Closes
Apr-Jul 2022	Artists & Schools create Globes
Aug-Oct 2022	The World Reimagined Trails are live
Nov-Dec 2022	Globes auctioned for racial justice grant-making programme

Timeline

Who We Are

The World Reimagined has been in development since 2019 by a growing family of people. We approach our task with humility, conscious of the responsibility of doing justice to the history and all of the lives it represents.

We hope to work with the many people and organisations who have done and are doing powerful work for racial justice, building on their expertise, experience and perspective.

The World Reimagined will be a platform that serves to honour, celebrate and share that work in a new way and will work with a development methodology that prioritises open, respectful collaboration.

The World Reimagined is a company limited by guarantee (#12501914) and a registered charity (#1195223).

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The
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If you would like to partner with
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questions, please contact us at
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**Thank
you**

Subject:	Welcome Signage – Gateway Public Art Commissions		
Date of Meeting:	16 September, 2021		
Report of:	Executive Director, Economy, Environment & Culture		
Contact Officer:	Name:	Synthia Griffin Donna Chisholm	Tel: 07704314821
	Email:	Synthia.griffin@brighton-hove.gov.uk	
Ward(s) affected:	All		

FOR GENERAL RELEASE

1. PURPOSE OF REPORT AND POLICY CONTEXT

1.1 In February 2021 Full Council allocated funds to Welcome signage at key entry points in the city. The locations identified for signage were:

- Patcham Roundabout
- Brighton Station
- Hove Station
- Portslade Station

1.2 The purpose of this report is to layout proposals for the use of the funds allocated and to provide a timeline for the signage project to be completed.

1.3 Public art has a unique opportunity to play a role in the city's recovery following the COVID-19 pandemic. It is proposed that the welcome signage is offered as a series of art commissions to be positioned at key entry points to the city during 2022. These commissions will play a part in welcoming visitors to Brighton & Hove, reflecting the creative and eclectic reputation of the city.

2. RECOMMENDATIONS:

2.1 That the Committee supports the development of four welcome signage art commissions located in or close to Brighton, Hove and Portslade Stations and the Patcham Roundabout on the A23.

2.2 That the brief in terms of 'Welcome Signage' is broadened to respond to the site restrictions outlined by Southern - Govia Thameslink Railway (GTR) and Highways England.

3. CONTEXT/ BACKGROUND INFORMATION

Public Art Strategy Context

- 3.1 The Public Art Strategy, which will be presented to the TECC Committee in November 2021, will lay out a governance and management model required to deliver the long-term commitment of Brighton and Hove as a 'city of creativity'. The Visitor Economy Strategy 2018 - 2023 recognises the value of tourism to the city and continues to focus on improvements to the visitor experience. The welcome signage will help to further establish the city's identity as a creative place and will play a role in improving the visitor experience of the city.
- 3.2 The city's cultural and creative sector is acknowledged for its quality, range and reach and attracts many visitors. Over the course of 2019 (pre-pandemic) the value of the visitor economy to Brighton & Hove was estimated at £976 million. The city attracted over 12m visitors and supporting in excess of 24,000 jobs, which equated to 17.5% of all employment. Many people arrive by rail, with over 17 million coming through Brighton Station annually. Hove Station sees just over 2 million users each year (source: GTR) and many more people arrive by car via the A23.
- 3.3 The commissioning of welcome signage will form the beginning of a portfolio of projects developed over the course of the next ten years, as part of the aspirations laid out in the upcoming public art strategy. The opportunities will be highlighted to local artists and aligns with the priorities of the Culture Recovery Plan approved by the TECC Committee in January 2021.

Collaboration with University of Brighton

- 3.4 Brighton's Centre for Contemporary Art (CCA) at the University of Brighton will help to recruit artist/s, develop a shortlisting panel involving two councillors, selected by their groups according to interest and knowledge, combined with local artists and art experts drawn from the city. Following that process, a lead artist/s will be appointed to create the commissions, ensuring that the maximum amount of value can be drawn from the available budget.
- 3.4 As part of the partnership with CCA, a public programme of talks and events discussing public art will be developed to nurture academic expertise across the city. These events will involve key stakeholders in a dialogue about the role of public art in the city and how art can 'welcome' residents and tourists. The intention is that this could be part of the public programme plans for the Brighton Festival in May 2022.
- 3.6 Given the technical nature of the installations, a specialist project manager will be appointed to work specifically with the artist awarded the contract. They will work specifically with GTR and transport officers to develop the technical aspects of the artworks with fabricators. They will also lead on the installation of the artwork.

Timeline and Process

- 1.1 The process to commission the welcome signage will involve working with the council's procurement team to identify a compliant method for recruiting a lead artist/s, writing and agreeing the brief, convening a selection panel with key stakeholders and request outline proposals from the shortlisted artists which will be complete by March 2022.
- 1.2 Following the selection of the lead artist/s and agreement of their outline proposal, the project manager will begin the process of working with the artists to agree a production timetable.
- 1.3 There will be an opportunity to announce the commissions as part of a public programme and symposium led by the CCA as part of the Brighton Festival in May 2022.
- 1.4 The welcome signage will be in place by late Autumn 2022.

4 ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS

- 4.1 The development of these gateway public art commissions contributes to the council's commitment to the arts and culture and to creative placemaking. This is an opportunity to appoint a recognised artist or group of artists to create a series of exemplar artworks to raise the ambition and quality of public art produced in the city. In recent years the majority of public artworks have been developer-led commissions that have often been restricted in their aims and aspirations.
- 4.4 In relation to railway station locations, GTR restrictions include advocating less signage, due to the listed nature of the stations, and printed material having to follow their brand guidelines. For these reasons, the locations are likely to be on council owned land. The artist/s brief will be broad to allow them to submit an expansive, compelling proposal for artworks that are varied e.g. sculptural, installation, digital or image based.

5 COMMUNITY ENGAGEMENT & CONSULTATION

- 5.1 The development of the welcome signage commissions will respond directly to ideas identified through the community consultation process carried out as part of the development of the public art strategy. That is to be high quality, aspirational and ambitious in their intent.
- 5.2 The shortlisting process to identify lead artist/s will involve a panel of local people, Brighton CCA, tourism colleagues and councillors. An associated programme led by Brighton CCA will ensure that key stakeholders are involved in an ongoing narrative about the role of public art across the city.

6. CONCLUSION

- 6.1 The commissioning of welcome signage as public art has the potential to activate the city in new and exciting ways, contributing towards boosting the economy, drawing in specialist audiences and adding to the visitor experience.
- 6.2 The opportunity to collaborate with Brighton CCA will offer the opportunity to root the public art commissions in a wider discourse with the city's stakeholder

organisations and communities. Many of whom have been involved through the development of the public art strategy in creating a future narrative for the city's creative identity and ambitions to be the place to experience outstanding art in public places.

7. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 7.1 Budget Council in February 2021 allocated £0.150m to support the delivery of the commissions based on the following allocations: -

£0.040m Hove Station,
£0.040m Brighton Station,
£0.050m Patcham Roundabout,
£0.020m Portslade Station,

In addition to this an allowance of £0.005m pa was included to maintain the commissions. The proposed commission for Brighton Station will be implemented as part of planned public realm improvements with additional budget from the Section 106 allowance (£0.153m) dedicated by the Transport project team.

Finance Officer Consulted: James Hengeveld

Date: 31/08/2021

Legal Implications:

- 7.3 The procurement which is carried out will need to comply with the Council's Contract Standing Orders and the Public Contracts Regulations 2015 (if applicable).

Lawyer Consulted: Alice Rowland

Date: 25/08/21

Equalities Implications:

- 7.6 The creation of this welcome signage offers an opportunity to give an inclusive welcome to residents and visitors coming into the city. The brief for the commissioning of welcome signage will include a diverse pool of artists for selection, engaging the city's communities in an ongoing dialogue about public art, raising the quality and ambition of artworks produced.
- 7.7 An overarching commitment to improving diversity and inclusion in terms of the Artist/s selected will be adhered to.

Sustainability Implications:

- 7.7 All artworks will be developed in accordance with the statutory powers and planning obligations in consultation with relevant officers in the planning, transport and other relevant teams.

- 7.8 Every effort will be made to ensure that there is careful consideration to the choice of materials used to create the welcome signage in order to maximise sustainability benefits.

Brexit Implications:

- 7.10 There are no identified implications.

8.0 Any Other Significant Implications

Crime & Disorder Implications:

- 8.1 N/A

Risk and Opportunity Management Implications:

- 8.2 N/A

Public Health Implications:

- 8.4 N/A

SUPPORTING DOCUMENTATION

Appendices:

1. None

Background Documents

1. None

Subject:	Adoption of Hove Station Area Masterplan Supplementary Planning Document		
Date of Meeting:	16 September 2021		
Report of:	Executive Director, Economy, Environment & Culture		
Contact Officer:	Name:	Alan Buck	Tel: 01273 293451
	Email:	alan.buck@brighton-hove.gov.uk	
Ward(s) affected:	Goldsmid, Hove Park		

FOR GENERAL RELEASE

1. PURPOSE OF REPORT AND POLICY CONTEXT

- 1.1 This report provides feedback on the results of the Hove Station Area Supplementary Planning Document (SPD). The draft document was the subject of an eight-week public consultation exercise between 14 December 2020 and 7 February 2021. The results of the consultation have been considered and a range of changes to the document are recommended to take on board comments where appropriate.
- 1.2 The report seeks adoption of the final version of the Hove Station Area SPD, which supports the aims of the City Plan and will provide clear guidance on the positive regeneration of this development area.

2. RECOMMENDATIONS:

- 2.1 That the committee notes the comments made during public consultation and the proposed responses (see appendix 1).
- 2.2 That the committee agrees to adopt the Hove Station Area Supplementary Planning Document (attached as Appendix 3 to this report) and authorises the Head of Planning to make any necessary minor grammatical and non-material text and illustrative alterations in consultation with the Chair of TECC Committee prior to its publication.

3. CONTEXT/ BACKGROUND INFORMATION

- 3.1 At its meeting on 19 November 2020 the committee approved a draft version of the SPD for public consultation purposes. The draft SPD seeks to integrate and distil existing higher-level planning policies in the Brighton & Hove City Plan and the emerging Hove Station Area Neighbourhood Plan. It provides an urban design-led approach to guide the future development of blocks, routes and spaces in the area - identifying opportunities for development to provide a

coherent, connected, integrated and sustainable urban quarter within a high-quality townscape and public realm.

- 3.2 Responses were received from fifty-four bodies and individuals over the duration of the consultation period. Respondents included twenty-two organisations – comprising various bodies, amenity and interest groups and landowners – and thirty-two respondents submitting representations via council’s consultation portal. Due to data laws and the set-up of the portal, the thirty-two respondents submitting representations via the latter platforms are not identified or identifiable.
- 3.3 The responses received have been collated, summarised and responded to in a report that forms an appendix to this report. Appendix 1 lists all comments received (along with a proposed response and -where appropriate – a recommended change to the document). Appendix 2 highlights and summarises some of the comments received from key stakeholders in the area. These comments are also included in Appendix 1.
- 3.4 Feedback from the consultation was largely positive, with considerable support shown for the various proposals relating to the urban design and sustainability principles and site specific proposals set out in the draft document.
- 3.5 There were a range of concerns expressed relating to the potential quantum of development that might come forward and its impact on the wider area including the potential heights of buildings.
- 3.6 Following careful consideration of the range of comments received, it is not proposed to make any fundamental resulting changes to the draft SPD. A range of changes are proposed, however, to take on board comments where considered appropriate and where these can helpfully clarify issues or amend errors in the draft document. In many instances where strong concerns have been raised – for example in relation to the potential heights of new buildings in the Conway Street Industrial Area, the concerns relate to existing adopted council policy. It should be noted that the purpose (and remit) of the document is to be consistent with and supplement existing planning policy as opposed to establishing new planning policy.
- 3.7 In its role as a document to guide future development in the Hove Station Area, and inform planning decisions over a lengthy period of time, the SPD sets out an approach that seeks to distil and add value to existing planning policy in City Plan Part 1 policy DA6 (and the emerging Neighbourhood Plan) and establish a range of urban design objectives that can help ‘unlock’ the potential of the area for future development. One of the document’s key objectives is to set out a flexible scenario for future development that reconciles the land use and operational aspirations of the Brighton & Hove Bus Company (who are committed to stay in the area) in a way that will secure the new high quality sustainable neighbourhood envisaged for the area.
- 3.8 The council is already in dialogue with key stakeholders in examining a strategy towards implementation. This includes working collaboratively with LCR Property

and Network Rail Infrastructure in exploring options towards achieving this. LCR Property is a government-owned company that has the remit to work collaboratively with Network Rail in unlocking development and regeneration opportunities across the UK's network of railway stations and their surrounding land. LCR's previous projects have included the redevelopment of St Pancras International and King's Cross Stations and masterplanning of a new metropolitan centre at Stratford City in London.

- 3.9 The three parties have recently met with the bus company (the Go-Ahead Group/Brighton & Hove Bus Co) to get a full understanding of their shorter and longer-term requirements - and further explore the viability of a strategy for land assembly, providing for future operational needs and meeting the SPD's development objectives. Further meetings will need to follow with key landowners, local stakeholder groups, the local community in general and wider community bodies and interest groups.

4. ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS

- 4.1 The rationale for whether or not changes are being recommended to the draft SPD is set out in the consultation report attached at Appendix 1. None of the recommended changes affect the key aspects of the draft SPD.

5. COMMUNITY ENGAGEMENT & CONSULTATION

- 5.1 Consultation with a range of key stakeholders was undertaken prior to and during the Issues & Options stage, with further meetings taking place following the appointment of the consultant team at the start of 2020. Stakeholders consulted have included key landowners, developers, residents, ward councillors and core members of Hove Station Neighbourhood Forum.
- 5.2 The consultation on the draft SPD between last December and February was undertaken for an eight-week period (a two-week extension to the normal six weeks to factor-in the Christmas period). The consultation comprised:
- An online exhibition including all relevant documents, a video summary of the draft SPD and an 'easy read' summary of the draft SPD
 - Two online public meetings hosted by external facilitators and attended by members of the officer/consultant team – incorporating question and answer and feedback exercises
 - An additional online public meeting hosted by Hove Station Neighbourhood Forum (funded by BHCC) also attended by members of the officer/consultant team.
- 5.3 The consultation was widely advertised via the following means:
- A mailout to all addresses within the draft SPD area
 - Emails to all known stakeholders that have previously responded to consultation exercises on the plan.

- Emails to all bodies and individuals on the Planning Policy database that have made their details available for mailouts
- Press releases
- Laminated posters within and around the area covered by the draft SPD

6. CONCLUSION

- 6.1 Various revisions and additions are proposed to the draft SPD as a result of the consultation. These are discussed in the appended consultation report and are incorporated (or highlighted) in the revised draft version of the SPD (also appended). If the committee is agreeable to these proposed changes, it is recommended that the document be adopted as supplementary planning document to the Brighton & Hove City Plan.
- 6.2 Discussions are being held with regard to a potential route to implementing key aspects of the masterplan. Engagement will follow as appropriate with wider stakeholders and community groups.

7. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 7.1 There are no direct financial implications arising from this report. The council received a revenue grant of £70,000 through One Public Estate funding from the government which has been used to finance the work in preparing and developing the Hove Station Area masterplan. Officer time spent on the project will be met from existing revenue budgets.

Finance Officer Consulted: Rob Allen

Date: 23/08/21

Legal Implications:

- 7.2 The Town and Country Planning (Local Planning) (England) Regulations 2012 govern the content of, and the procedure for adopting, SPDs. The Regulations provide that SPDs cannot contain planning policy but can contain statements regarding environmental, social, design and economic objectives relevant to the attainment of the development and use of land. The Regulations also provide that a draft SPD must be subject to public consultation for a period of at least four weeks. Once adopted the SPD will be a material planning consideration in the determination of those planning applications to which it is relevant.

Lawyer Consulted:

Hilary Woodward

Date: 23/8/21

Equalities Implications:

- 7.3 The draft SPD provides supplementary planning guidance in respect of the adopted City Plan Part 1, for which an Equalities Impact Assessment was undertaken. Equalities issues are embedded in existing planning policy and

these are further applied in the draft SPD. Such issues as providing and improving access for all are an important element of the SPD, which includes proposals to improve access over and beneath the railway line to benefit a wide range of user groups (including people with disabilities, pushing buggies etc). As the council works with potential partners and stakeholders towards an implementation strategy, it will be important to engage with a wide range of organisations and individuals – including those with a particular interest and/or remit in mobility and access issues. Recent communications between the council and two such local groups (BADGE and Possability People) have highlighted the useful input that they can provide in this respect. It will be important to ensure a range of ongoing communications and consultation with such organisations to ensure the finer details around ensuring a fully accessible environment (as required under the SPD and wider planning policy) are fully addressed, worked-up and embedded within the future development of the area.

Sustainability Implications:

- 7.4 The City Plan Part 1 was the subject of sustainability appraisals over the course of its preparation. Sustainability issues are embedded within its policies and proposals and have informed and been carried forward in the master-planning work. This includes ‘paving the way’ for a Heat Network Feasibility Study of the Hove Station Area, that is currently being commissioned.

SUPPORTING DOCUMENTATION

Appendices:

1. Hove Station Area Masterplan SPD – Report on Public Consultation
2. Summary of main issues raised by key stakeholders.
3. Supplementary Planning Document: Hove Station Area Masterplan – proposed final version

Background Documents

1. Hove Station Masterplan – Consultation Event Report Feb 2021
2. SPD Meeting Questions 16 Feb 2021 (Hove Station Neighbourhood Forum)
3. Brighton & Hove City Plan Part One
4. Brighton & Hove City Plan Part 2 (Proposed Submission)
5. Hove Station Neighbourhood Plan (‘Regulation 14’ public consultation version, 2019)

You said	We responded																					
1. General comments																						
Overall response to Draft SPD (received via consultation portal)	Overall positive response welcomed.																					
<table><tr><td></td><td>Total responses</td><td>%</td></tr><tr><td>Very positive</td><td>14</td><td>44</td></tr><tr><td>Positive</td><td>11</td><td>34</td></tr><tr><td>Neutral</td><td>4</td><td>13</td></tr><tr><td>Negative</td><td>1</td><td>3</td></tr><tr><td>Very negative</td><td>2</td><td>6</td></tr><tr><td>TOTAL responses</td><td>32</td><td>100</td></tr></table>		Total responses	%	Very positive	14	44	Positive	11	34	Neutral	4	13	Negative	1	3	Very negative	2	6	TOTAL responses	32	100	
	Total responses	%																				
Very positive	14	44																				
Positive	11	34																				
Neutral	4	13																				
Negative	1	3																				
Very negative	2	6																				
TOTAL responses	32	100																				
<p>Though the changes proposed for the area in question seem ambitious and well thought out, I am concerned about the potential impact of additional traffic along Fonthill Road, Newtown Road, Wilbury Avenue and Wilbury Gardens. Newtown Road (between Fonthill Road and Hove Park Villas) in particular is especially unsuitable for the levels of traffic is currently sees.</p> <p>As your report acknowledges rat-running is already a problem along these residential streets. A low traffic neighbourhood should surely be considered here? Traffic filters should, in my opinion, be used to prevent through traffic. My preference would be at the top of Fonthill Road, near the junction with Old Shoreham Road, Wilbury Avenue before the junction with Hove Park Villas and finally at the top of Wilbury Gardens.</p>	<p>Noted. The draft SPD reflects planning policies in higher-level documents (including the City Plan) while providing a further level of clarity regarding how these could be applied to the Hove Station Area. A range of further studies will, however, be required in relation to specific development proposals in order to ensure they can be accommodated within the masterplan area without having unacceptable impacts within the wider local area and beyond. Such studies would include transport impact assessments and further consultations with stakeholders.</p>																					
I am very, very positive about the plans. I have yet to see good reason to trust that the council will actually follow through on any plan that	Noted.																					

You said	We responded
<p>reduces parking and genuinely promotes walking and cycling rather than painting the number 20 on things, throwing your hands in the air, and walking away. Money where your mouth is please. Remember how you said there was some sort of 'emergency' to do with the climate? Imagine if you'd tackled the COVID emergency the way you're (not) tackling the climate emergency. Grips are available. Please get one.</p>	
<p>I am privileged to be housed in a Council flat. I feel strongly about more social housing being provided in Brighton and Hove as so many families do struggle to keep up with the ongoing raise on rents. Many of the new buildings in the city do not guarantee a fair proportion of social housing. I hope this scheme will guarantee that, if not it'll be just another way to gentrified the city.</p>	<p>Noted. The council seeks to negotiate affordable housing provision as an integral part of all new major housing proposals, as set out in the Brighton & Hove City Plan.</p>
<p>Not happy with any of the planning directives</p>	<p>Noted.</p>
<p>Could do with more clarity on types of housing and whether there will be more family housing in keeping with the needs of the area, as opposed to further small units and apartment blocks.</p>	<p>Noted. The City Plan includes a policy which seeks a range of different types of housing; however, this will to some extent be dictated by the sites and development opportunities available in the Hove Station area. The council also seeks to negotiate affordable housing provision as an integral part of all new major housing proposals, as set out in the Brighton & Hove City Plan. Its negotiations are informed by a range of factors, including regular assessments of local housing needs.</p>
<p>This is a clearly neglected area and underused. There is little information on the employment/business use which will be encouraged - moving away from the light industry/consolidating these zones (which encourage heavy traffic and are less suitable in close proximity to</p>	<p>Noted. The types of employment/business uses to be encouraged will be governed by City Plan policy considerations – which include providing for local business needs.</p>

You said	We responded
<p>residential areas) would seem appropriate. I am encouraged by the move to liveable spaces and the focus on planting - I would also hope that the principles of 5/10 minute neighbourhoods are taken into account - this would seem eminently feasible, and if pedestrian and cycle access is improved would also benefit adjoining areas such as Poet's Corner/streets west of the area.</p>	
<h2>2. Planning Policy Context</h2>	
<p>SPD should clarify that it is a guidance document, is aspirational and that changes in land ownership, the wider legislative context and demographics will mean that it will evolve over time – with each future planning policy continuing to be considered on its own merits</p>	<p>Noted. All planning decisions should be made with regard to the relative status of relevant planning documents, their age and other material considerations (including the merits of the particular proposal). In this respect, the status of the SPD, once adopted, will fall within this range of considerations.</p>
<p>Fig.2.1: This map fails to show the boundary of the Hove Station Conservation Area which occupies the eastern part of the Masterplan Area, and is likely to be significantly affected by development within the Masterplan area. What kind of Supplementary Planning Document ignores such important existing planning policy criteria? Only one, we suggest, that promotes development priorities over heritage considerations. (Brighton Society)</p>	<p>Figure 2.1 is an extract from the Brighton & Hove City Plan Part 1, showing the DA6 Hove Station Development Area (DA6). None of the Development Area plans show Conservation Areas, but these are shown elsewhere in the City Plan. Figure 1.2 of the draft SPD shows the Conservation Area's locational relationship with regard to the masterplan area.</p>
<p>Para 2.9 <i>“The areas identified as suitable for tall buildings generally have limited visual impact on ‘sensitive’ views (conservation areas and other heritage and landscape assets – and are close to public transport routes and local shops and services.)”</i> We question the accuracy of this statement. The listed Hove Station and footbridge, the listed Station</p>	<p>Existing planning policy in the City Plan sets out the range of considerations that need to be carefully considered as part of any planning application involving tall buildings proposals. Heritage considerations will always be key in this respect, where conservation areas and/or listed buildings may be visually affected.</p>

You said	We responded
<p>pub and Ralli Hall and the Hove Station Conservation Area will all be impacted by large scale tall building developments. (Brighton Society)</p>	
<p>Para 2.10 “...<i>having potential to accommodate ‘taller’ development.</i>” The use of the word taller conflates the meaning of “taller” with “higher density” development. Tall buildings are not necessarily the most appropriate solution in many sensitive urban situations. What is important in locations such as those near Hove Station is that new development should accommodate “higher densities”. Not be taller. Taller buildings - particularly those up to 15 storeys - <i>do</i> have “negative impacts on the listed “<i>Hove Station and other surrounding heritage assets and residential areas</i>”. They have a significantly detrimental effect on the existing appearance and character of the heritage assets and the adjacent Conservation Areas, which are much lower in height and quite different in character and scale from the tall blocks such as the recently approved 18-storey tower approved in Ellen Street and the conglomeration of tall buildings up to 15-storeys of the Sackville development just to the north-west of the station. (Brighton Society)</p>	<p>The principle of taller buildings being developed in the Hove Station Area has long been established and is referenced in the above-mentioned planning documents. All planning applications for tall buildings must be accompanied by a Tall Buildings Statement that ensures consideration has been paid to a wide range of issues (including heritage issues) and that these issues have been satisfactorily addressed. Tall Building Statement criteria are set out in more detail in SPD 17 Urban Design Framework.</p>
<p>Para 2.11 “<i>The combination of existing tall buildings, good transport links, and limited conservation constraints provides the Hove Station area with opportunities for tall building development. These sites are at the heart of the masterplan area.</i>” So are the listed Hove Station and footbridge, and the listed Station pub. The Hove Station Conservation Area occupies the eastern part of the Masterplan site and will be detrimentally affected by developments within the Masterplan area, particularly tall buildings. Para 2.11 in its determination to promote tall building development, fails to acknowledge the importance of the Conservation Area, the listed buildings within it and the likely impact of tall buildings upon them. It</p>	<p>Please see above response.</p>

You said	We responded
<p>does not discuss the planning constraints which are required to minimise the effect of new development upon the Conservation Area and listed heritage buildings. (Brighton Society)</p>	
<p>Having examined the consultation documentation, Highways England has no specific comments on the Hove Station Area Masterplan (SPD). However, we note that the Masterplan area focuses on part of the DA6 Hove Station development area, for which the City Plan Part Two provided minimum development quotas. As per our attached response to the City Plan Part Two Update on 30th October 2020, Highways England is continuing to liaise with Brighton and Hove City Council and their transport consultants Systra with regard to the supporting Transport Evidence Base. In particular, we have expressed concerns with the modelling undertaken, and until the outstanding matters relating to the modelling are resolved, Highways England is not able to accept the Transport Assessment in support of the City Plan Part 2 and therefore the CPP2 itself. Accordingly we are not satisfied that CPP2 will not have a detrimental impact on the Strategic Road Network (<i>the tests set out in DfT Circular 02/2013, particularly paragraphs 9 & 10, and MHCLG NPPF2019, particularly paragraphs 108 and 109</i>). Highways England is continuing and will continue to work collaboratively with the City Council to resolve all outstanding matters to our mutual benefits. (Highways England)</p>	<p>Noted. BHCC will continue to work collaboratively with Highways England in order to ensure that highways issues are fully considered in the City Plan Part 2.</p>
<p>As part of the various discussions and negotiations with the Local Authority Planning Department there were ‘principles’ that became established that seem to have been ignored or possibly superseded by the SPD. The briefing note dated November 2020 declares that the masterplan will provide guidance that distils and integrates higher level policies in the Brighton & Hove City Plan and the emerging Hove</p>	<p>The draft SPD proposes greatly enhanced access to the western side of the station from Conway Street (accessed from Goldstone Street). This is considered an integral element of the overall masterplan proposal, with regard to unlocking the development potential of the Conway Street</p>

You said	We responded
<p>Station Neighbourhood Plan (“NP”). The SPD is predicated on intensive development on the station car park and eastern bus garage (“Station Rise”). This is in conflict with the NP and, more significantly, will close off in perpetuity an opportunity for enhanced access to the station from its western frontage to Goldstone Street. It will be present as a barrier to the station which will dominate and overpower this Listed Building. (Matsim Properties Ltd)</p>	<p>Industrial Area – and connecting and integrating this area and the station to nearby eastern and southern neighbourhoods.</p>
<h3>3. Site and context analysis</h3>	
<p>Site Context</p> <p>Site Context (paras 3.3 – 3.6) Important facts such as that Hove Park (mentioned in para 3.4, and illustrated in Fig 3.3) is locally listed, the “<i>deteriorated pedestrian footbridge</i>” is Grade 2 listed and the Station pub illustrated in Fig.3.2 is also listed are not mentioned. (Brighton Society)</p>	<p>The first bullet point under paragraph 3.13 makes clear that the listing for Hove Station includes the footbridge. This section will be amended to include reference to all of the locally listed heritage assets within the masterplan area, the stings of which may potentially be affected by redevelopment, including the Station public house. Hove Park will also be referenced as a locally listed park/garden and it is acknowledged that view of the masterplan area can be experienced from the park.</p> <p>Recommendation</p> <p>Amend para 3.13 3.13 There is one listed building within both the study area and the Conservation Area, and this comprises the Grade II Listed Station Building. The current station building dates from around 1879, though the original station building from 1865 is adjacent to it on Station Approach. The listing</p>

You said	We responded
	<p>includes the glazed canopy to the south of the current station building and the pedestrian footbridge over the railway line.</p> <p>Add new paragraph 3.16 following existing para. 3.15 and before the next section headed 'Movement and Access' (and amend the numbers on subsequent paras accordingly:</p> <p>3.16 Other important heritage assets include 'The Station' public house (100 Goldstone Villas) 101 Conway Street and Fonthill Road railway bridge (all within the masterplan area and 'locally listed') and nearby Hove Park (also locally listed) to the north of Shoreham Road, where longer range views of the masterplan area (including the Clarendon Ellen high rise residential blocks) are visible.</p> <p>(Add illustrations showing the locally listed heritage assets prior to publication of final document)</p>
<p>Heritage (paras 3.12 – 3.16) These paragraphs and accompanying illustrations only list and describe the Heritage assets affected by the Masterplan proposals. There is no discussion of likely impacts or how planning impacts could be minimised on those assets by out of scale, unsympathetic and tall buildings in the close vicinity. (Brighton Society)</p>	<p>As referenced in relation to other comments made by the Brighton Society, there are a range of existing planning documents that are and will continue to be used in relation to development proposals affecting heritage assets. None of these existing policy considerations are overridden by proposals in the draft SPD.</p>
<p>Para 3.28 <i>"There is potential for the spatial relationship between tall buildings to realise a distinctive townscape, particularly in clustering close to the station to create an overall landmark within the wider townscape – while of course - being mindful of key heritage</i></p>	<p>There is no contradiction intended here. Suitably clustered tall buildings can serve as a landmark within a wider area (in this instance, as a landmark denoting the station quarter and proximity of the station) without being sited 'hard' against heritage assets in a manner that would be visually harmful.</p>

You said	We responded
<p><i>considerations.</i>” This sentence attempts to combine two mutually contradictory policy statements into one. (Brighton Society)</p>	<p>The challenge to design appropriately in respect of heritage assets requires due care and skill, along with detailed scrutiny and accompanying dialogue with the local planning authority as part of the planning application process.</p>
<p>The designated heritage assets within and adjacent the masterplan area, viz. Hove Station and the northern Ticket Office (both Listed Grade II), Ralli Hall (Grade II) and Hove Station Conservation, are likely to be impacted in their setting by buildings to the height indicated as being appropriate (i.e. up to 17 storeys). An appropriate heritage impact assessment of the effects on the settings as part of the significance of these heritage assets should be required as part of any scheme that comes forward as a consequence of the SDP. (Historic England)</p>	<p>Noted. Heritage impact assessments (along with wider assessments as required under BHCC’s planning policies in respect of tall buildings proposals) will be required for all such proposals.</p>
<p>We strongly advise that the conservation team of the City Council is closely involved throughout the preparation of the SPD. They are best placed to advise on local historic environment issues and priorities (including access to data held in the Historic Environment Record), how the masterplan or site proposal can be tailored to minimise potential adverse impacts on the historic environment, the nature and design of any required mitigation measures, together with opportunities for securing wider benefits for the conservation and management of historic assets. (Historic England)</p>	<p>BHCC’s Heritage team has been involved in preparation of the SPD and will be closely involved in assessing and advising on any tall building proposals that come forward, both within the area covered in the draft SPD and elsewhere in the city.</p>
<p>Land use and ownership</p>	
<p>Para 3.7 L – we do wonder if there should be a reference to potential issues with pollution re. run-off of water from the car wash. The</p>	<p>It would not be appropriate for the draft SPD to discuss the issue of potential pollution that may or may not be caused by an existing business in the area. Such issues are the</p>

You said	We responded
removal of this facility is alluded to in para 5.4: Station Approach (Hove Civic Society)	responsibility of other agencies as appropriate to the nature of any problem deemed to being caused.
Page 15, image 3.8. The ticket office has long since been removed (Hove Civic Society)	<p>Noted. This error had also been noted internally (although failed to be picked-up in editing of draft document) but will be amended for the final version of the SPD</p> <p>Recommendation Amend caption to image 3.8, removing reference to ticket office. Amend para 3.13, removing reference to ticket office. Amend image 3.6 to remove listed building shown on north side of railway.</p>
<p>On Figure 3.4 Matsim Properties Limited is identified as owning 1-3 Ellen Street. Please can this be corrected to Watkin Jones within the next version of the SPD.</p> <p>On page 50 Watkin Jones is referred to as Watkins Jones. Please can this be corrected within the next version of the SPD. (Savills on behalf of Watkin Jones)</p>	<p>Noted.</p> <p>Recommendation Amend figure 3.4 to show 1-3 Ellen Street in ownership of Watkin Jones – and amend to show site F under ownership of Matsim (as opposed to Harket Properties) to reflect recent land transaction.</p> <p>Amend ‘Watkins’ Jones to read ‘Watkin’ Jones on page 50.</p>
Positive and negative influences	
Fig.3.13 Existing positive influences – these are rather dreary and indistinct examples, showing very little that looks in any way positive. There are no captions either - which there should be. Surely better and	Noted. It is agreed that some text to accompany the images in figs 3.13 and 3.14 would be helpful in clarifying the positive and negative influences they are intended to depict.

You said	We responded
<p>more attractive aspects of Hove's heritage and urban environment exist – or is this a deliberate attempt to show the area in the worst possible light? The two- storey brick Bus Depot building on the corner of Fonthill Road and Conway Street is shown as a positive influence – yet its survival is threatened by the Masterplan SPD – see item 1 of Table 3.1 – objectives on p.22. (Brighton Society)</p>	<p>Recommendation Add text to figs 3.13 and 3.14 to further clarify nature of positive and negative influences that images are intended to depict.</p>
<p>Figs 3.14 Existing negative influences – the central image shows the locally listed Dubarry building on the right and the Grade II listed footbridge in the centre – are these two heritage assets really to be classified as negative influences? Why are far less attractive features such as the carwash on Station Approach and the filling station next to it not shown? Both are eyesores within the Conservation Area. Captions to the images should be included (Brighton Society)</p>	<p>The image is focussed on the footbridge, which is in need of upgrading as referenced in the document (and in many of the representations received). This issue can be further clarified when adding captions to the images as recommended above.</p>
<p>Objectives</p>	
<p>Table 3.1 - Item 5: - Enhance Station setting - We agree with this objective. It is probably the most important beneficiary of any planning gain resulting from new planning applications in the Hove Station area. But it should include the objectives of getting rid of - or re-location of - the eyesores of the carwash and the filling station, both of which are crucial to any improvement to the area. (Brighton Society)</p>	<p>The objective of removing these land uses is referenced in 5.4 'Station Approach' under Section 5 'Site Specific Opportunities'</p>
<p>Table 3.1 - Item 6: - Improve Station accessibility. We agree that the footbridge should be upgraded to improve its condition and appearance, and to provide facilities for disabled access. Bearing in mind that the footbridge is a Grade II listed structure, how this improvement work is carried out is vitally important to ensure that</p>	<p>Noted.</p>

You said	We responded																					
the character of the footbridge is respected and enhanced by the improvements. (Brighton Society)																						
4. Area wide strategy																						
Broad response to ‘improving the area’ (received via consultation portal) <table><tr><td></td><td>Total responses</td><td>%</td></tr><tr><td>Very positive</td><td>17</td><td>53</td></tr><tr><td>Positive</td><td>12</td><td>38</td></tr><tr><td>Neutral</td><td>0</td><td>0</td></tr><tr><td>Negative</td><td>0</td><td>0</td></tr><tr><td>Very negative</td><td>3</td><td>9</td></tr><tr><td>TOTAL responses</td><td>32</td><td>100</td></tr></table>		Total responses	%	Very positive	17	53	Positive	12	38	Neutral	0	0	Negative	0	0	Very negative	3	9	TOTAL responses	32	100	Overall positive response welcomed.
	Total responses	%																				
Very positive	17	53																				
Positive	12	38																				
Neutral	0	0																				
Negative	0	0																				
Very negative	3	9																				
TOTAL responses	32	100																				
I hope the council means *actually* providing for cycling along best practice Dutch/Danish principles, and not the narrow, unmaintained and 90-degree turn-ridden 'provision' that we see elsewhere in the city.	<p>Noted. The draft SPD sets out very positive objectives with regard to the provision of the quality and connectivity of the cycle network and associated infrastructure.</p> <p>It is worth noting that there is a range work in progress by the council towards a citywide strategy for modal shifts away from cars to walking and cycling. The council has recently commenced work on developing a citywide <i>Low Traffic Neighbourhood policy and strategy framework</i> which could be</p>																					

You said	We responded
	<p>adopted by the end of this calendar year. This document will provide a means for assessing requests, eligibility and feasibility criteria for Low Traffic Neighbourhoods (LTNs) in the city – which would then enable the council to set out a priority list and deliver LTNs based on annual funding availability via the Local Transport Plan (LTP).</p> <p>The Local Cycling and Walking Infrastructure Plan (LCWIP) and LTP 5 currently being drafted by the council will be major factors in influencing any priority LTN area - and the council has also currently submitted an Expression of Interest for a 'Mini Holland' scheme to be funded for the Wish and Westbourne area.</p> <p>Cycle infrastructure will be designed according to Gear Change strategy and the associated technical design guidance - LTN 1/20 guidance provided by the Department for Transport. An update to the existing 'Manual for Streets' is expected to be published imminently.</p>
<p>I live in the area and I think the move to make it more sustainable is great. Traffic on Clarendon Road can be quite bad. As a resident and cyclist I would like some improvement on that too.</p>	<p>Noted. The draft SPD sets out a strategy to alleviate the existing 'rat-running' situation, in order provided a people (and cycle) focussed environment for the new urban quarter</p>
<p>It will cause more noise for residents already living here and over-crowding. The Hove Station plan should be scrapped immediately.</p>	<p>Noted. The draft SPD is intended to distil existing planning policy, which established the Conway Street Industrial Area as a strategic allocation (for new development) with the wider area. The SPD's objectives include integrating a new sustainable community within the wider area, to the greater benefit of the city, while taking on board the needs of existing residents and businesses in the area.</p>

You said	We responded
The area is indeed largely a grey and unwelcoming 'traffic cut through' which would benefit greatly from such a scheme.	Noted.
I agree with the description of the challenges facing this area currently - inaccessibility and poor-quality environments. I would really like to see a focus on green landscaping and improving pedestrian and cycle access as well as improving the quality of social housing.	Noted. Green landscaping and improved cycle and pedestrian access are all key to the type of redevelopment of the area promoted in the document. Improving the quality (and supply) of social housing is also an objective that BHCC pursues through a range of means – including planning, as a provider of affordable housing and in its environmental health role.
There is a need for improved pedestrian and cycling facilities & safety	Noted. These are all key elements in the draft document.
The video is well presented and helpful. It explains complex planning regulations/ideas quite clearly. I appreciate that.	Noted. The positive feedback is welcome.
The area needs to be regenerated but it has to be realistic. New homes, new meeting places, smarter links, more provision for cycling etc sounds good. But new jobs? How will it create more jobs? What sort of commercial premises are you thinking? Same with homes. Sounds good but how affordable? Connecting the Hove Park area with say Church Road is pretty grim at the present and it would be good but it needs to be more than decorative.	The details of the types of employment floorspace sought will vary depending on the nature of future planning applications received, the local market, local business needs and a range of other factors that will need to be examined as part of the wider implementation process in delivering the redevelopment of the area.
The city has enough cycle lanes, we need to stop pushing cars out and making parking better for local residents	Noted. While cycling is a key aspect of the draft SPD and an important strategic objective of BHCC, future development proposals will need to be carefully assessed with regard to ensuring local needs in the locality are adequately addressed.

You said	We responded																					
Reducing traffic is much needed Planting of more street trees is needed as many have been felled in recent years. Any additional greening and planting in the area is very welcome.	Noted – all of these are promoted in the draft SPD.																					
Need to improve access to, and condition of, existing railway bridge crossing including full disabled access. Very supportive of second diagonal railway crossing	Noted. Welcome support.																					
I think you could go further on the pedestrian/cycle green route by enhancing to a "green corridor" (no vehicles) to Hove Park.	Noted.																					
Positive in principle	Noted and welcomed.																					
Public Realm strategy																						
Broad response to ‘buildings, spaces and layout’ (received via consultation portal)	Overall positive response welcomed.																					
<table><tr><td></td><td>Total responses</td><td>%</td></tr><tr><td>Very positive</td><td>7</td><td>23</td></tr><tr><td>Positive</td><td>16</td><td>52</td></tr><tr><td>Neutral</td><td>2</td><td>6</td></tr><tr><td>Negative</td><td>3</td><td>9.5</td></tr><tr><td>Very negative</td><td>3</td><td>9.5</td></tr><tr><td>TOTAL responses</td><td>31</td><td>100</td></tr></table>		Total responses	%	Very positive	7	23	Positive	16	52	Neutral	2	6	Negative	3	9.5	Very negative	3	9.5	TOTAL responses	31	100	
	Total responses	%																				
Very positive	7	23																				
Positive	16	52																				
Neutral	2	6																				
Negative	3	9.5																				
Very negative	3	9.5																				
TOTAL responses	31	100																				
Positive about this but not 100% sure about taller building																						
Will block out any views etc																						

You said	We responded
<p>Taller buildings should be kept to a minimum as not in keeping with this part of town. We already have a proliferation of large apartment blocks going up across the city.</p>	<p>Concerns regarding taller buildings are noted. The principle of taller buildings in the Hove Station Area has been long-established in a range of planning policy documents and this principle is consolidated in the City Plan Part 1. The draft SPD is a document that supplements adopted planning policy – and (with regard to tall buildings) provides a further level of detail in respect of the potential heights and clustering of any tall buildings that are proposed within the core masterplan area. It should, however, be noted that any proposals for tall buildings in the area (or anywhere else in the city) will be required to be accompanied by a detailed analysis, with regard to a wide range of considerations to justify such issues as design, bulk, height, massing, impact on the local and wider environment etc – as required in the City Plan Part 1 and other relevant planning documents.</p>
<p>Certainly in principle and particularly in this area where the gradient and barriers (e.g. trainline) make navigation difficult, considering building frontages an impact is key. Too many areas are restricted currently by fencing, making it a frustrating area to walk around, and I would like to see vennels and footpaths inserted. However, I have some concern that many of the areas seem designated as high rise - particularly re sustainability of this both in terms of building but also usage (although I do think flats can be suitable housing for people at all stages of life, buildings and environments around need to be considered carefully so that they are not 'rabbit hutch' type, unsuitable for families, but rather have access to green space, adequate storage etc.)</p>	
<p>Am not a big fan of tall buildings - you only have to look at the existing blocks of flats to understand the detrimental effect on the area creating wind blown areas and eye sores</p>	
<p>The buildings are too tall and have put developers wants over long term enjoyable living for residents. I am not keen on very tall building as they are less good for families.</p>	
<p>Concerns that concentration of tall buildings may lead to wind-tunnelling Greater need for green/social spaces within the area</p>	

Please see above response

You said	We responded
<p>I strongly object to any tall buildings in Hove. I cannot see how they play a positive role in the townscape. Compare with the buildings around Hove park (2-4 stories) which are much more sympathetic to the surroundings and residential areas.</p> <p>All other aspects seem fine.</p>	
<p>I understand and agree the bus depot ideas except that it would be most inconvenient to close off part of Conway Street. This is the shortest way to walk from the station to Sackville Road, and the houses and bus stops there. The bus company should have to live with the inconvenience of having its site divided by Conway Street. That is no worse than now.</p>	<p>The future siting of a consolidated bus site will need to be carefully considered in terms of impact on movement and access within the area, in order to ensure that the principles of the masterplan with regard to access and permeability are delivered. At this moment in time, it is not possible to identify the exact footprint that a consolidated bus depot would occupy. The nature of future land deals will be important in determining this. An arrangement that did not block off Conway Street would be preferable would clearly be preferable if this can be achieved.</p>
<p>- Movement: routes and connections</p>	
<p>Document is only focussed on local context and impact on local neighbourhoods. It should acknowledge wider context including movements into and out of the city, commuting to and from locations in wider region, understanding and maintaining traffic flows, need for transport assessments. ()</p>	<p>The draft SPD focusses on urban design issues within the Hove Station Area – particularly regarding the ‘core masterplan area’ on the south side of the railway. The wider strategic context is already covered in the City Plan and supplementary guidance including SPD17 Urban Design Framework, which have been prepared with regard to the wider city and beyond. Future development proposals within the area covered by the draft Hove Station Area SPD will, of course, need to be accompanied by appropriate transport studies and proposals to ensure such issues are adequately addressed.</p>

You said	We responded
<p>The principle of traffic calming is essential, but it needs to fit in with the wider context of the city, or the masterplan may be accused of merely displacing traffic to surrounding areas. Ideally, the traffic measures in the masterplan would be implemented concurrently with measures in surrounding areas. Specifically, this would mean the following:</p> <ul style="list-style-type: none"> - Protected space for cycling on Sackville Road/Hove Street - Closure of rat runs in Poets Corner and central Hove - An overall reduction of on-street parking across the area (Bricycles) 	<p>Noted. These detailed issues will need to be satisfactorily addressed and resolved at the implementation stage – and be brought forward and funded via future development proposals – along with other funding streams that may become available.</p>
<p>The speed limit across the area should be 20mph, with inspiration taken from the Dutch concept of 'autoluw', where low speeds are designed in, using strategically placed street furniture and planting to minimise the possibility of speeding and there is often no strict distinction between pavement and carriageway. (Bricycles)</p>	<p>Noted. The speed limits to be imposed across the area will need to be considered by the council in its role as the local highway authority.</p>
<p>The success of plans to reduce severance caused by the railway line will depend upon the detailed design. Bridges and tunnels need to be brightly lit, spacious and well-maintained, or they will feel unsafe to many people and thus be under-used. (Bricycles)</p>	<p>Noted. Proposals for new and improved connections across the railway are included in the draft SPD.</p>
<p>The railway bridge must have a lift on both sides, so it can be used by people in wheelchairs or with buggies or luggage. (Bricycles)</p>	<p>Noted. Any new and improved connections over the railway will need to be DDA-compliant, to meet the mobility needs of the widest range of users possible.</p>
<p>This bridge is crucial to the viability of the whole scheme. It is vital funds are sought from developers to make this bridge, which would link the two halves of the plan. The bridge must be of gentle enough gradient to permit all forms of human propelled traffic - buggies, double</p>	

You said	We responded
<p>buggies, wheelchairs, bicycles, non-traditional bicycles etc. (Brighton Active Travel)</p>	
<p>The measures in the Masterplan to mitigate vehicle domination and achieve modal shift are extremely welcome. However, Hove Station Neighbourhood must always be viewed in the context of the wider city. There will be no major modal shift towards active travel unless neighbouring areas are simultaneously dealt with using a similar approach - otherwise, the effect of closing the rat-runs in the Plan area will simply be to displace traffic elsewhere. Within Hove, this specifically means closing rat-runs in Poets' Corner and the roads to the east of the Plan area, as well as providing safe, fully-segregated cycle lanes on Sackville Road, which is currently treacherous for cycling and unpleasant, polluted and hard to cross for anyone walking or using a wheelchair. (Brighton Active Travel)</p>	<p>Noted. Future development proposals within the draft SPD area will need to be accompanied by Transport Impact Assessments that examine impacts on transport movements in the wider area – with appropriate mitigation measures planned and funded to improve the wider sustainable transport network.</p>
<p>Better arrangements for crossing Sackville Road would make for safer east-west cycling and walking movements. There need to be good cycling connections with Wilbury Avenue (the station's rear exit) and the Drive. (Cycling UK)</p>	
<p>The most direct route from the station to the south is down Goldstone Villas. This is not particularly pleasant (although this seems to be asserted in Paragraph. 3.3). There is a lot of central motor vehicle parking, traffic movements and side roads meaning that people walking and cycling are at risk and constantly checking for motor vehicle traffic. Blatchington Road is busy with traffic, George Street prevents cycling for much of the day and obstructs the cycle parking. One-way streets create further unnecessary inconvenience and conflict. The barriers created by A-roads and the 2 sub-optimal railway crossings need to be</p>	<p>Noted. The draft SPD promotes a sustainable pedestrian and cyclist focussed environment – with good connectivity with surrounding neighbourhoods. In order to meet this objective, the level of car parking in future development proposals will need to be low – while providing a strategy that will meet operational and mobility needs and not unacceptably impact on surrounding areas.</p>

You said	We responded
<p>overcome so that Hove's attractive parks (Hove Park, Hove Rec) and the wider area is not cut off. Good local architecture such as Hove Station and the Ralli Hall which would benefit from better surroundings. The dominance of car parking both on street, on pavement and in business curtilages needs control. The official car parking quota in any new development needs to prevent excessive car dependence. Maintaining the current level of car parking will not assist modal shift to more sustainable transport. Car journeys have disbenefits to people. (Cycling UK)</p>	
<p>The Hove Station plan should link with and enhance the proposals for the A270 Old Shoreham Road and the developing network in the Local Cycling and Walking Infrastructure Plan. The route of Regional Cycle Network Route 82 is very indirect, as shown on your map, taking people on a detour via the Drive, unless people are willing to carry their own cycles over a steep footbridge. (Cycling UK)</p>	<p>The proposals for Fonthill Road as set out in the document would be expected to provide greatly improved cycle connections through the area between Old Shoreham Road on the north side of the railway and areas to the south.</p>
<p>Have any audits of cycling journeys been done to demonstrate cycling desire lines in this area? If not, they should be urgently completed to inform the Hove Station SPD. (Cycling UK)</p>	<p>Noted. Improved connectivity with local neighbourhoods on all sides of the masterplan area are key objectives of the draft SPD. Removing rat running will be a key element in freeing up space for cycles and pedestrians which, along with future development in the area, will help provide an environment that will attract new cycle movements to, from and through the area.</p>
<p>We would like to ensure that new developments comply with the Government's latest guidance on cycling and walking – 'Gear Change' and Local Transports Note 1/20 on Cycle Infrastructure Design. (Cycling UK)</p>	<p>The draft SPD is but one document that would be used to assess future development proposals in the area. Any relevant guidance documents produced by central government or other bodies would be expected to inform future proposals as appropriate.</p>

You said	We responded
<p>Hove Civic Society has been closely involved with the preparation of the Hove Station Neighbourhood Plan (HSNP) and we welcome that the SPD picks up on many of the proposals in the HSNP. This applies not least to the recognition of the linkages needed to bring together the north and south of the DA6 area including improvements to Fonthill Road and the new link across the railway. We also welcome the imaginative thinking for Ellen Street, Station Approach and Hove Park Villas Square. (Hove Civic Society)</p>	<p>Noted. Support welcomed.</p>
<p>Page 25, fig 4.1: the HSNP part two suggests a wide sweep of stairs down from the station directly into the Conway street area – we particularly welcome the fact that this routeing is shown here and in later diagrams. It will of course be essential to manage pedestrian movement for those who cannot use stairs and lifts at either end of the existing footbridge would start dealing with that issue. (Hove Civic Society)</p>	<p>Noted. Support welcomed.</p>
<p>The draft SPD endorses and enhances many of the key proposals in the Neighbourhood Plan. These include essential actions to radically improve north-south connectivity that are needed to deliver integrated redevelopment that straddles the railway line’;</p> <ul style="list-style-type: none"> • the renovation/ replacement of the existing footbridge, with alternatives for providing full access to the station from the north via lifts; • the provision of a new footbridge to the west of the station to give pedestrians and cyclists from the MODA development easier access to the station; and • the elimination of the Fonthill Road-Goldstone Road ‘rat-run’ used by fast moving vehicles travelling under the tunnel and 	<p>Noted. Support welcomed.</p>

You said	We responded
<p>through the Conway Street area, by introducing one way traffic and providing a safer and more attractive route for pedestrians and cyclists</p> <p>These are the basic components a pedestrian- cyclist friendly movement framework which underpins the MP urban design scheme for the whole of DA6 south of the railway, with illustrative public realm and streetscape improvements to Conway Street, Ellen Street and Ethel Street. These proposals are welcome, not least because they are of the kind which the Forum has consistently promoted in its engagement, since 2016, with Matsim and then Watkin Jones, as they developed their consented proposals for the Hove Gardens 'regeneration kickstart' site. (Hove Station Neighbourhood Forum)</p>	
<p>We welcome the publication of the draft SPD and are grateful to Brighton and Hove City Council ("B&HCC") for the discussions which have taken place both prior to, and during, the consultation period. A fundamental aim of the draft SPD is to regenerate the area as a vibrant and sustainable mixed-use community, and this is enthusiastically supported by Moda Living. The draft SPD focuses on the needs of pedestrians and promotes the implementation of sustainable transport measures which are again enthusiastically supported by Moda Living. We agree that the railway line has created a barrier to movement and welcome the initiatives included with the draft SPD which seek to enhance pedestrian and cycle movement north-south across the railway line whilst highlighting the importance of Hove Station. In this context, the potential to create a new pedestrian/cycle crossing as illustrated at Figure 4.1 (Page 25) of the draft SPD is enthusiastically welcomed by Moda Living and we actively encourage B&HCC, alongside other key stakeholders including Network Rail and the local enterprise partnership (Coast 2</p>	<p>Noted. Support welcomed.</p>

You said	We responded
Capital), to continue to progress this new crossing initiative over the coming months. (Moda Living)	
NR are working with the local Council and local stakeholders who are advocating for a bridge to be installed to improve access from the North of the station. This scheme is unfunded at this stage and would be difficult to design without affecting the car park and maintenance access. However, NR are open to further communications about this including funding options. (Network Rail)	Noted. BHCC will continue to work with Network Rail to pursue this objective.
- Street types and spaces	
Secure cycle storage and cycle stands, for daytime use, need to be urgently provided. The lack of secure cycle storage across the city is a major barrier to cycling, not only for people in flats, but also for those in small houses. (Bricycles)	Noted. The provision of cycling infrastructure is a central element of the draft SPD.
Secure cycle parking should be provided. There is the private cycle store there next to the station, this could also be used for long term cycle parking. Similarly all roads should have access to secure, weatherproof cycle storage. (Brighton Active Travel)	
There needs to be a continuous network of cycle lanes to outside of this area i.e. going east, south and west to Sackville. The lanes have to connect not stop at the edges. (Brighton Active Travel)	
Any pedestrian and seating areas and areas around new housing should be designed in such a way as to improve safety, minimise crime and anti- social behaviour etc. i.e. no enclosed	Noted. Safe and secure streets and spaces are central elements that are promoted by the draft SPD.

You said	We responded
<p>spaces, no dark walkways or corners. This area around Ellen Street currently attracts an element of antisocial behaviour and drugs. (Brighton Active Travel)</p>	
<p>We read in the draft Hove Station SPD that the public realm strategy proposes two distinct street types i.e. “Vehicular routes” where “Cyclists are accommodated on-street.” and “Pedestrian / cycle priority routes”. We strongly support street design that ensures that people are able to cycle or walk safely, whatever the category, and we await any specific proposals. The A270 Old Shoreham Road is categorised in the draft SPD as a vehicular route, but it is currently the focus of a consultation about a permanent cycle facility funded as part of EATF Tranche 2. (Cycling UK)</p>	<p>Noted. Support welcomed.</p>
<p>Sport England welcomes the emphasis within the SPD on improving the pedestrian and cycling environment, and permeability for these users throughout the SPD area and beyond. Sport England, in conjunction with Public Health England, has produced ‘Active Design’ (October 2015), a guide to planning new developments that create the right environment to help people get more active, more often in the interests of health and wellbeing. The guidance sets out ten key principles for ensuring new developments incorporate opportunities for people to take part in sport and physical activity. The Active Design principles are aimed at contributing towards the Government’s desire for the planning system to promote healthy communities through good urban design. Sport England would commend the use of the guidance in the planning process for new developments and improved public realm within the SPD area. (Sport England)</p>	<p>Noted. Support welcomed.</p>
<p>- New and improved areas of public space</p>	

You said	We responded
<p>We appreciate that certain aspects of society and planning have moved forward, more so recently with the implications of the Covid infections. However, if anything these would tend to point towards less vehicular use in the future. The current Leadership appears to be heading towards a car free Brighton City centre and it would seem very short sighted to not include this in the Hove central area redevelopment. There is the rare opportunity to create a car free bubble here. (Matsim Properties Ltd)</p>	<p>Noted. The draft SPD promotes a pedestrian and cycle-focussed environment within the area it covers.</p>
<p>- Sustainability principles</p>	
<p>There is huge scope for planting across the neighbourhood. Care must be taken for this to be designed in from the start, not added as an afterthought. Incentives could be considered to prevent homeowners from concreting over front gardens. (Bricycles)</p>	
<p>This SPD could consider making provision for Green Infrastructure (GI) within development. This should be in line with any GI strategy covering your area. The National Planning Policy Framework states that local planning authorities should take a strategic approach to maintaining and enhancing networks of habitats and green infrastructure'. The Planning Practice Guidance on Green Infrastructure provides more detail on this. (Natural England)</p>	
<p>Biodiversity enhancement - This SPD could consider incorporating features which are beneficial to wildlife within development, in line with paragraph 118 of the National Planning Policy Framework. You may wish to consider providing guidance on, for example, the level of bat roost or bird box provision within the built structure, or other measures to enhance biodiversity in the urban environment. An example of good practice includes the Exeter Residential Design Guide SPD, which</p>	<p>Noted. The draft SPD promotes a range of sustainable measures including planting and greening and a sustainable drainage system (SuDS) within the area. Future development proposal will also need to address the wide range of sustainability policies and concerns as set out in other</p>

You said	We responded
<p>advises (amongst other matters) a ratio of one nest/roost box per residential unit. (Natural England)</p>	<p>relevant documentation – including national guidance, the City Plan, the Neighbourhood Plan and SPDs.</p>
<p>Landscape enhancement - The SPD may provide opportunities to enhance the character and local distinctiveness of the surrounding natural and built environment; use natural resources more sustainably; and bring benefits for the local community, for example through green infrastructure provision and access to and contact with nature. Landscape characterisation and townscape assessments, and associated sensitivity and capacity assessments provide tools for planners and developers to consider how new development might makes a positive contribution to the character and functions of the landscape through sensitive siting and good design and avoid unacceptable impacts. For example, it may be appropriate to seek that, where viable, trees should be of a species capable of growth to exceed building height and managed so to do, and where mature trees are retained on site, provision is made for succession planting so that new trees will be well established by the time mature trees die. (Natural England)</p>	
<p>The NPPF includes a number of design principles which could be considered, including the impacts of lighting on landscape and biodiversity (para 180). (Natural England)</p>	
<p>Strategic Environmental Assessment/Habitats Regulations Assessment - A SPD requires a Strategic Environmental Assessment only in exceptional circumstances as set out in the Planning Practice Guidance here. While SPDs are unlikely to give rise to likely significant effects on European Sites, they should be considered as a plan under the Habitats Regulations in the same way as any other plan or project.</p>	

You said	We responded
<p>If your SPD requires a Strategic Environmental Assessment or Habitats Regulation Assessment, you are required to consult us at certain stages as set out in the Planning Practice Guidance. (Natural England)</p>	<p>Please see response above.</p>
<p>Layout principles</p> <p>Para 4.8 The second sentence is illiterate: <i>“Taller buildings help and landmark /way finding point reinforce the important destination of the station (though the station is on the edge of the cluster and, with its heritage status, should not be overcrowded).”</i></p> <p>It makes no sense whatsoever. Planning policy guidance must above all else, be clear. (Brighton Society)</p>	<p>Noted.</p> <p>Recommendation</p> <p>Edit sentence to read:</p> <p><i>“Taller buildings can collectively create a landmark, helping to waymark and visually reinforce the important destination of the station within the new station quarter and the wider area. A tall buildings ‘cluster’ in this area would need to be carefully planned and considered – particularly with regard to its relative proximity to (and setting of) the nearby station building - and its heritage status.</i></p>
<p>Para 4.12 These proposals and the massing illustrations accompanying Fig 4.12 are frankly horrific. What depressing images, particularly given that developers will use this guidance to push the boundaries even higher. It is a travesty. Where are the green open spaces such dense developments need, the play areas, the landscaped areas, the sunlit spaces to just sit outside and enjoy the birdsong? Has the Council not learned anything from the pandemic and does it not appreciate how essential it is that people living in high-rise apartments can get outside and enjoy generous open spaces. Frankly these proposals look to have been inspired more by Stalinist socialist accommodation blocks than anything which relates to the high density</p>	<p>Concerns regarding taller buildings are noted. The principle of taller buildings in the Conway Street Industrial Area has been long-established in a range of planning policy documents and this principle is consolidated in the City Plan Part 1.</p> <p>The massing illustrations in the draft SPD are intended to act as an indication regarding potential location, height and massing of potential tall buildings – as appropriate to the status of the document. They should not be taken as a literal depiction of the appearance of future buildings. Detailed</p>

You said	We responded
low-rise terraced villas which have been traditionally the type of housing most appropriate to Hove and the wider city. (Brighton Society)	design work will come further down the line at the development proposal stage. This will involve a range of studies required under existing planning policies to test a range of impacts and ensure high quality designs. Such factors will be fundamental requirements as part of any specific future development proposals.
When permitting taller buildings, it is important that long shadow and “wind tunnel” effects are avoided so that people walking and cycling at ground level are not going through dark, windy streets. Lack of sun also means that hazardous icy patches last longer. (Cycling UK)	Noted. BHCC’s wider planning policies require detailed assessment to accompany any proposals for tall buildings.
Aerodrome Safeguarding is a legislative requirement for officially safeguarded aerodromes of which Gatwick Airport is one. Aerodrome safeguarding considerations cover a wide range of issues, however in the Brighton & Hove City Council area our concerns will relate only to building & structure heights and how they might impact our Instrument Flight Procedures (IFPs). We would ask that going forward any buildings/structures over 200m AOD (Above Ordnance Datum) in the area covered by the Hove Station Area SPD be referred to us for assessment. (Gatwick Airport Ltd)	Noted.
The Master Plan treatment of housing provision is limited to the massing of mixed-use buildings which will include housing units, there is no indicative target for the volume of housing units to be provided. In particular, although there is support for the continued regeneration off the Ellen Clarendon Estate, there is no reference to the NP policy of securing the provision of genuinely affordable social rented housing to offset continuing losses from the ‘right to buy’ (Hove Station Neighbourhood Forum)	The City Plan (Parts 1 and 2) and – when ‘made’, the Hove Station Neighbourhood Plan) provide policies on housing numbers, affordable housing provision and employment floorspace targets. These documents provide higher level planning policies to guide development proposals and the planning decision-making process.

You said	We responded
	<p>The draft SPD focusses on urban design issues such as block layouts spaces, public realm, routes, connections building heights etc. In this respect, the document is intended to add value and a further layer of detail to relevant policies in the City Plan and the Neighbourhood Plan. At the same time, the document avoids being over-prescriptive and too detailed on these issues in order to ensure it has a long ‘shelf-life’ in remaining relevant over time with regard to changes in the market, land ownership and a range of other factors.</p> <p>It would be beyond the remit of a supplementary planning document to seek to establish higher-tier planning policy through setting floorspace targets and detailed affordable housing policies.</p>
<p>The associated text within paragraph 4.12 of the draft SPD is supported. This acknowledges the appropriateness of tall buildings to the southwest of the railway station, and encourages changes to the height and massing of buildings to create visual interest and to avoid long ‘walls’ of the same height. The Conran + Partners work (on behalf of Royal Mail) demonstrates how the Royal Mail site can achieve both of these aims. As such, accompanying figure 4.12 of the draft SPD should be amended in order to accommodate the potential for a taller building on the Site as informed by these representations. (Barton Willmore on behalf of Royal Mail)</p>	<p>The draft SPD does not preclude the possibility of a taller building coming forward on the Royal Mail site – but any such proposal would need to be accompanied by appropriate justifications. The draft SPD does identify the potential to cluster tall buildings within the Conway Street Industrial Area, in recognition that this area has already been identified as a tall building node in other planning documents. The existing designation is partly the result of the presence of existing tall buildings in the immediate vicinity (residential towers in the Clarendon Ellen Estate).</p>
<p>We note that the proposed Movement Strategy includes a key pedestrian / cycle priority route from Hove Station, down the steps off Goldstone Villas, along Conway Street and then down Goldstone</p>	

You said	We responded
<p>Street (Figure 4.1). Linked to this, we note that the Key Frontages & Edges Strategy includes key frontages along Conway Street and Goldstone Street and secondary active edges along Ethel Street and Ellen Street (Figure 4.11). The above is inconsistent with the extant permission at 1-3 Ellen Street. Through this permission it was envisaged that the key pedestrian / cycle route would be down the steps off Goldstone Villas, down Ethel Street and then along Ellen Street. The envisaged landscape strategy for the public realm includes an increased level of soft landscaping and street furniture along Ethel Street and Ellen Street compared to Conway Street. The ‘key frontages’ of the development have also been positioned along these streets (rather than Conway Street), with the more back of house uses, vehicle access and servicing creating ‘active frontages’ along Conway Street. An extract of the approved ground floor plan is provided below for ease. The design was discussed in detail with a number of officers at the Council (as mentioned above) as well as key stakeholders during the pre-application process. The final approved development is a product of a collaborative approach. Given the above, it is respectfully requested that the Movement Strategy and Key Frontages & Edges Strategy for the Hove Station Area are amended to better reflect the emerging development at 1-3 Ellen Street. (Savills on behalf of Watkin Jones)</p>	<p>The key frontages diagram can be amended to show elements that are would come forward as part of the planning permission relating to the Watkin Jones proposal.</p> <p>Recommendation Amend the Movement Strategy and Key Frontages & Edges Strategy for the Hove Station Area are amended to better reflect the emerging development at 1-3 Ellen Street.</p>
<p>We note that the proposed Buildings Heights Strategy for the urban block that includes 1-3 Ellen Street and the bus deport car park is partly covered by an ‘Area suitable for heights up to 17 storeys’ and partly by an ‘Area suitable for heights up to 8 storeys’ Again, this is at odds with the extant permission at 1-3 Ellen Street which includes two east-west orientated blocks rising to G+6; and two north-south orientated blocks rising to G+11 & G+17, and G+6 & G+8 respectively.</p>	<p>Noted. Agree that the extant planning permission does set some type of precedent with regard to height on the 1-3 Ellen Street site (although important to note that all tall building proposals need to be justified with regards to a wide range of criteria).</p>

You said	We responded
<p>Through the granting of the extant permission at the site the Council has confirmed that up to 18 storeys in this location is acceptable in principle. It is therefore respectfully requested that the two areas covering the urban block be amended to ‘up to 18 storeys’ and up to 9 storeys’ respectfully to reflect the emerging development. (Savills on behalf of Watkin Jones)</p>	<p>Recommendation Amend the two areas covering the urban block located at 1-3 Ellen Street to ‘up to 18 storeys’ and up to 9 storeys’ respectfully to reflect the emerging development</p>
<p>Internal comments raised by BHCC’s Culture, Tourism and Sport team highlight the need for new workspace for creatives in the city. Artists and makers are part of the city’s important Creative, Digital and IT (CDIT) sector - which accounts for around 20% of the city’s economy. New mixed-use development within the draft SPD area should be providing for employment floorspace (as set out in City Plan policy DA6) – so there is a potential role for such floorspace to help meet the requirements of the city’s CDIT sector.</p>	<p>While it would not be appropriate for the draft SPD to detail the types of B1 floorspace (as sought in the City Plan policy DA6) that should come forward in the area, it can usefully highlight that B1 floorspace designed towards meeting the needs of CDIT-type end users could play an important role in contributing towards the SPD’s objectives to secure active frontages in the area.</p> <p>Recommendation Add further text (as underlined below) to para 4.10 reflecting need for additional supply of floorspace for creative industries in the city – and the role that such floorspace could play in contributing to active frontages as sought in the SPD.</p> <p>Mix of uses 4.10 The Council’s planning policy aims to regenerate the area as a vibrant and sustainable mixed-use area. Policy DA6 requires the retention or replacement of existing employment floorspace with a shift towards high quality flexible office / business (B1) uses. In order to secure an appropriate mix of uses, new development in the area should incorporate a range and mix of uses at ground floor level, with housing units above, that can contribute positively to active edges along the</p>

You said	We responded																					
	streets and spaces. <u>Floorspace for Creative, Digital and IT Industries could play a key role here, not just in meeting demand for such workspace throughout the city from this locally-important economic sector, but in providing active frontage opportunities at the lower level of new buildings, to help animate the public realm and contribute to the safety and security of the area.</u>																					
5. Site specific opportunities																						
Broad response to ‘site-specific opportunities’ (received via consultation portal) <table><tr><td></td><td>Total responses</td><td>%</td></tr><tr><td>Very positive</td><td>19</td><td>59.5</td></tr><tr><td>Positive</td><td>9</td><td>28</td></tr><tr><td>Neutral</td><td>0</td><td>0</td></tr><tr><td>Negative</td><td>2</td><td>6.25</td></tr><tr><td>Very negative</td><td>2</td><td>6.25</td></tr><tr><td>TOTAL responses</td><td>32</td><td>100</td></tr></table>		Total responses	%	Very positive	19	59.5	Positive	9	28	Neutral	0	0	Negative	2	6.25	Very negative	2	6.25	TOTAL responses	32	100	Overall positive response welcomed.
	Total responses	%																				
Very positive	19	59.5																				
Positive	9	28																				
Neutral	0	0																				
Negative	2	6.25																				
Very negative	2	6.25																				
TOTAL responses	32	100																				
The amount of parking you're planning to get rid of should be doubled though. Every time you're planning to get rid of parking, double it. The council is killing citizens every day you don't take drastic measures against car dependency and air pollution.	Noted.																					
It would be great to see a lift and stairs for pedestrians to cross over the railway at Hove station - it's a long way round in either direction if you are in a wheelchair. There is a lift inside the station to go under the railway but you have to be a ticket holder to use it.	Noted. Support welcomed.																					

You said	We responded
Too many people in an overcrowded space	Noted.
Particularly agree with the principal of improving pedestrian and cycle facilities and reducing the dominance of cars. Also creating increased green spaces and especially planting of trees which seem to be on the decline in Hove with the loss of many old and diseased trees.	Noted. Support welcomed.
Very positive, although would like to make sure there is still a convenient area to pick up and drop off at the station	Noted – support welcomed. Providing convenient pick-up and dropping off area for the station will be a requirement of Network Rail and the train operating company in respect to any changes proposed to the station.
Pedestrian (and bicycle - I think access should allow for bicycles to be pushed) link over the area is vitally needed - it is a travesty that there is no accessible access across the railway line here and really impacts on usability for many people. A pocket park (and perhaps other smaller 'microparks') would also be crucial to the outdoor environment being somewhere that people want to spend time as well as improving air quality and aesthetics, and offering the opportunity for more active lifestyles. I think the canopy of the station detracts currently. New pedestrian (and bicycle?) access to Conway Street would also be positive. I have some fondness for the Honeycroft as it is and would prefer a redesign/additions to a full rebuild - although the rear of the building is dark and difficult to navigate, the main frontage to the courtyard has a striking appearance and seems to me to be of architectural value.	<p>Noted.</p> <p>The station canopy forms part of the wider listing (Grade II*) of this building.</p> <p>The details of any future potential project involving the Honeycroft Centre and new housing would need to be carefully considered by BHCC and be subject to further stakeholder consultation with the relevant parties (in particular local residents of the Clarendon Ellen Estate and the occupier of the Honeycroft Centre)</p>

You said	We responded
<ol style="list-style-type: none"> 1. The Bus station removal is critical to everything else. Where will the bus depot be relocated? It should not be in this area, or at least, not rammed up against high density residential blocks. 2. The station forecourt needs proper handling. There must be space for plenty of "dropping" off for travellers, from cars and buses. The present arrangements are poor; and so are those in the execrable Brighton station. Many of us will use cars into the 2030s, and we need a place to wait a few minutes to collect passengers from the train. We need this because the trains are so unreliable and delayed frequently, that precise timing is often impossible. Please do make allowance for these needs. 3. Transport is for everyone, not just the cyclists and bus users. 4. You need to manage the vandalism/graffiti/filth/rubbish accumulations in this area much better. It is foul. The railway tunnel is dangerous. What street security/vigilance is planned to stop this? 	<p>The bus company has advised that Conway Street will remain a key location in their future plans to run and expand bus services across the city. Design issues will need to be carefully considered and developed in tandem with site assembly/land transactions in order to ensure a development solution that meets the operational requirements of the bus company, while delivering a sustainable urban quarter in line with planning policy objectives. BHCC will work with the bus company and other stakeholders to secure these outcomes. Similarly, it will work with Network Rail and the relevant train operating company to ensure that any development and reconfiguration within and around the train station meet operational and passenger needs.</p> <p>The draft SPD sets out a range of objectives for a safe and secure area. While good design can play a key role in helping achieve this, there is also a role to be played by other services (waste collection, street cleansing, policing etc) that are outside the remit of a supplementary planning document.</p>
Can't wait for the ugly bus depot to go	Noted.
Car use is always underestimated as with every other development a problem will be created that will never be fixed. Don't try to squeeze so many residents into a small area without appropriate infrastructure	Future development proposals within the draft SPD area will be expected to contribute towards the wider infrastructure to the area, as commensurate with the nature of the specific proposal and with regard to the objectives set out in the SPD and other relevant planning documents.
These are all good plans.	Noted. Support welcomed.

You said	We responded
Again, our main interest is anything related to station buildings and land and we remain positive to the proposals to date.	Noted. Support welcomed.
Support pocket park proposal but further green/social spaces required throughout development area. No 'closed' spaces only accessible to private residents. No 'poor doors'.	Noted. In addition to the pocket park the draft SPD sets out a strategy for a high quality public realm, greening and people-focussed public spaces.
See previous comment about a "green corridor" - how amazing it would be to strategically link B&H parks with vehicle free pedestrian/bike routes.	<p>Noted. This is an interesting concept proposal and appropriate references can be added to the document.</p> <p>Recommendation Include additional text and diagram amendments to include an objective to secure a green link to Hove Park.</p>
<p>Although I actually agree with most of the proposals I am very concerned about the Fonthill Road proposal. Reducing it to single carriageway under the tunnel and putting in a priority filter would, no doubt, slow the traffic there. But the plan itself refers several times to this route being used as a 'rat run' and if you block/significantly slow down this route the rats/traffic will find another route. In particular I think traffic coming south from Old Shoreham Road would just turn off before getting to the tunnel, using Ranelagh Villas, Hartington Villas or Newton Road as a new rat run. These are residential roads. They are outside the DA6 developmental area covered by this SPD, but potentially very significantly affected by it. Before any changes are made there should be a traffic assessment for the whole wider area, not just DA6.</p> <p>I also have some concerns about Hove station proposal. A car-free approach and forecourt is fine for able-bodied people, but it is important to have disabled parking and pick-up/drop-off close enough</p>	<p>Noted. The proposals for Fonthill Road are a desired outcome but will present a challenge in order to ensure a solution that works for both the new urban quarter and surrounding neighbourhoods. Detailed design work and traffic modelling will be required in developing future plans for Fonthill Road.</p> <p>BHCC will work with the bus company and other stakeholders to secure these outcomes. Similarly, it will work with Network Rail and the relevant train operating company to ensure that</p>

You said	We responded
<p>for people who can't easily walk (the elderly as well as the disabled). Not like Brighton Station where it is a long walk to both pick-up/drop-off point and taxis.</p>	<p>any development and reconfiguration within and around the train station meet operational and passenger needs.</p>
<p>I like some of these ideas, would be great to have a pocket park. Am pleased the bus depot will remain, they are an important employer and them using this land will mean less flats and so less people squeezed in to this small space (and wouldn't it be amazing if the new homes were priced so their staff could live locally and so did not have to drive in). They can create noise though, and serve a 24hr city, so this must be taken into account with the layout of residential and business units.</p> <p>With the public transport links it is fair to expect a reduction in car use. Would be good for Ethel Street to have a pavement on both sides.</p>	<p>Noted. Support welcomed.</p> <p>Streets within the area will be expected to place pedestrians and cyclist' needs above cars – although the design details would need to be carefully worked-out as a separate exercise.</p>
<p>Station Rise</p>	
<p>We are not clear on the benefits of moving the existing car park to behind Conway Street, at present it is contained next to the station which is not a residential area. It will not be so convenient for commuters. Consideration must be given to the needs of disabled people and access to the station There should be step free access to the station if the car park is moved; currently there is only stepped access next to the pub. The idea of car park also being for the use of residents is good. If cycle lanes are added this will reduce resident parking so a resident parking area for an annual fee would be good. (Brighton Active Travel)</p>	<p>Any multi-storey car park would need to meet a wide range of access needs. Lifts would be a definite requirement in this respect.</p>

You said	We responded
<p>Para 5.2 – we welcome the broadened thinking around this area and agree that this provides a major opportunity, including a better setting for the station with a removal of the current car parking from the immediate vicinity of the station area. The section also includes some interesting suggestions for replacement of and additional parking. (Hove Civic Society)</p>	<p>Support welcomed.</p>
<p>In one key respect the draft SPD goes much further than the NP. Its proposals for the combined mixed-use redevelopment of the Network Rail car park and the eastern bus depot, in a very high-density mixed-use project it names as Station Rise, will involve the eventual provision of a new bus station on land to the west of Fonthill Road/Goldstone Street, jointly owned by the council and Matsim. It is proposed that the occupants of the new housing will not be allowed car parking permits, in line with NP policy. But the replacement car parking for rail users is proposed on the ground floor in Conway Street which will therefore draw vehicular traffic into the area. This both contradicts NP policy which suggests a replacement car park within the industrial area at the Fonthill Road end of Newtown Road. (Hove Station Neighbourhood Forum)</p>	<p>BHCC will need to work collaboratively with a range of stakeholders. As well as the HSNF, local residents and land owners – Network Rail and Brighton & Hove are key partners with regard to securing implementation of the objectives and proposals set out in the draft SPD. The draft SPD does not preclude the replacement car park from being relocated to the north of the railway (if this is achievable) – and the SPD can be modified to incorporate this concept as a preferred alternative. BHCC will raise this possibility in its ongoing dialogue with Network Rail.</p> <p>Recommendation</p> <p>Add reference to exploring potential of site north of railway for replacement station car park.</p>
<p>NR wish to make the Council aware that Go Ahead Group have made enquiries with NR to purchase land between the existing Conway St bus depot and the station car park to expand and enhance the existing bus depot. This would somewhat conflict with the strategic allocation to turn this into a residential high rise. (Network Rail)</p>	<p>Noted. BHCC is having ongoing dialogue with Network Rail and Brighton & Hove Bus Company with regard to working co-operatively towards securing masterplan objectives within a strategy that accommodates the operational needs of these key transport providers.</p>

You said	We responded
<p>Honeycroft Centre Area</p> <p>The Draft SPD includes proposals for the locations which the Neighbourhood Plan has identified as Community Hubs, envisaged as key building blocks of the identity of the new Hove Station Quarter</p> <ul style="list-style-type: none"> • NP Community Hub 2 Sackville Road-Conway Street is renamed in the draft SPD as the Honeycroft Centre Area: a redevelopment scheme is proposed for the whole block, whereas the NP proposal is for a phased approach delivering first the refurbishment of the Honeycroft buildings and their immediate environment, followed by the redevelopment of the adjacent Decon site, which would generate developer funds that could contribute to the eventual redevelopment of the Honeycroft buildings. <p>(Hove Station Neighbourhood Forum)</p>	<p>Noted. The details around future implementation of development proposals within both the Neighbourhood Plan and the draft SPD will depend on a variety of factors around the nature of land deals, developers, BHCC engagement with local residents etc – and will evolve over time. The draft SPD's implementation proposals are not hard and fast rules regarding phasing etc, as it is recognised that planning documents require sufficient flexibility to maintain relevance in the longer term, while providing sufficient guidance to be able to act as useful tools in securing the objectives they set out to achieve.</p>
<p>Station Approach</p> <p>The car-free station forecourt is important, both aesthetically, and to promote the use of active travel and public transport. (Bricycles)</p>	<p>Noted</p>
<p>We agree with the major public realm improvements to the area immediately in front of the station buildings and their surroundings. From the master plan, this would include:</p> <ul style="list-style-type: none"> - a car-free forecourt - moving the taxi rank to a more convenient location for station users - moving the bus stop to a more convenient location for station users 	<p>Noted.</p>

You said	We responded
<p>We are very much in favour of a north south footbridge over the railway line that would allow access for pedestrians, wheel-chair users and cyclists. (Brighton Active Travel)</p>	
<p>Para 5.4 Station Approach. We fully support the aim of improving this admittedly unsatisfactory station approach area. But there are no teeth! In order to achieve the aim of improving this area the carwash and filling station must go. This has to be a key requirement of the SPD. After all, the scale of development proposed for the area to the west of the station, if realised would generate enormous profits for the developers. Where is the benefit to the local community if a proportion of those profits doesn't contribute to the essential improvements to the public realm? The expression "<i>could be brokered</i>" (line 10 of Site Parameters) is a completely inadequate response to dealing with this essential requirement. They are fine sounding words intended to reassure the public that the benefits of the Masterplan justify the massive buildings proposed to the west of the Station. But there are no guarantees that the benefits will happen – the only guarantee is that under the Hove Station Masterplan as currently drafted, these huge out of scale buildings will tower over and dominate the Hove Station area listed buildings and the Conservation Area. (Brighton Society)</p>	<p>Implementing many of the proposals in the draft SPD will necessitate maintaining working relationships, dialogue and seeking jointly agreed outcomes with a range of stakeholders in the area – in particular key landowners. The forecourt in front of the station is within the ownership of Network Rail (NR) with who BHCC is in dialogue re. working towards securing the key objectives in the document. Any issues around current lease agreements on NR property will necessitate NR's active and willing co-operation. This is recognised in the text of the draft SPD.</p>
<p>Fig.5.12 is so badly drawn as to be virtually indecipherable. It is unclear how the station car park car access from the north side of Conway Street will work, given that it is several metres below the level of the Station forecourt on Goldstone Villas. It appears to show access from Conway Street at a lower level and from an undefined footpath at the upper (station) level. It can't do both. It also seems to contradict Fig 5.6 which shows "active ground floor frontages" on to the north side of Conway Street with "employment and café/retail uses". Again - it can't</p>	<p>Illustrations in the draft SPD are intended to illustrate concepts, without overly-suggesting design details. The draft SPD uses a mixture of illustrative material, diagrams and text in order to convey information with regard to its proposals. When developers and/or development partners come on board, further illustrative material would be expected to be developed and have increasing clarity with regard to detail – but at this point in time the proposals are conceptual and the</p>

You said	We responded
<p>be that and be a car park at the same time. It looks to us as though this policy document has been hurriedly thrown together resulting in a total lack of clarity or consistency. In its present form it wouldn't stand up to any serious legal challenge. (Brighton Society)</p>	<p>illustrations are deliberately 'light' on clarity (but do benefit from accompanying text).</p>
<p>The bridge to the right of the station entrance at the top of Goldstone Villas with its steep steps is a barrier to people crossing the line whether they have a cycle or not. There needs to be a bridge with a ramped approach for people to walk and cycling across. Previous attempts to improve the cycle-friendliness by minor measures e.g. adding a gutter to the side of the steps are not enough. (Cycling UK)</p>	<p>Noted. In communicating to and working with Network Rail BHCC will be seeking an outcome whereby any new and/or improved bridge facilities meet the widest possible range of user and mobility needs, within any physical or other limitations posed by the site in question.</p>
<p>The Draft SPD includes proposals for the locations which the Neighbourhood Plan has identified as Community Hubs, envisaged as key building blocks of the identity of the new Hove Station Quarter</p> <ul style="list-style-type: none"> • NP Community Hub 1 Hove Station: illustrative design schemes are provided in the Draft SPD for the Hove Park Villas Square and Station Approach parts of the hub, north and south of the footbridge - these enhance the illustrative design schemes included in the submitted Regulation 16 Draft Neighbourhood Plan Part 2 <p>(Hove Station Neighbourhood Forum)</p>	<p>Noted</p>
<p>Our key interest is in the station itself and any areas of Network Rail land – basically any improvements to the listed station building and footbridge are our key focus. In principle, we're happy with the proposal to date and would like to be included in any future correspondence, documentation or meetings, so that we can comment further when we see more detail. (Railway Heritage Trust)</p>	<p>Noted. Support welcomed.</p>

You said	We responded
Fonthill Road and Goldstone Road	
<p>No solution offered up for heavy traffic flows on Sackville Road, which will be exacerbated through limiting access on Fonthill Road. No traffic flow information has been shown to evidence that Fonthill Road is used as a rat run. Access to Fonthill Road will continue to be required for access to station, medical centre, local shops etc. ()</p>	<p>Any detailed proposals to implement the objectives for Fonthill Road would be subject to a detailed assessment with regard to mitigating any potential impacts from traffic in the wider area.</p>
<p>The design of the tunnel on Fonthill Road is important. It must be brightly-lit and attractive in order to maximise use by pedestrians and cyclists. Inside the tunnel, cyclists need to be kept physically separate from motor vehicles and pedestrians using protected cycle lanes. (Bricycles)</p>	
<p>We need a robust, segregated cycle lane in both directions in Fonthill Road and Goldstone Street in order to improve the existing north-south link running along these streets (including the section running under the railway). We also need wide pavements. Traffic should be an enforced 20 mph.(Brighton Active Travel)</p>	<p>Details regarding the type and degree of traffic segregation within the tunnel would need to be carefully considered at the design stage.</p>
<p>We can't help feeling that the proposal to narrow the carriageway to a single lane will just make a bad situation even worse. Traffic will back up in both directions adding to the existing air pollution problems in the tunnel. The text says: <i>"The objective will be to create a key movement corridor, with reduced vehicular movement."</i> Quite. Another contradiction in terms. Fig.5.20, like the preceding diagrams is virtually indecipherable. The writer spent 45 years as an architect and can't understand the information that it purports to convey. (Brighton Society)</p>	<p>Any detailed proposals to implement the objectives for Fonthill Road would be subject to a detailed assessment with regard to mitigating any potential impacts from traffic in the wider area.</p> <p>Illustrative material has been prepared with regard to illustrating broad concepts and should be considered alongside accompanying text for a full understanding.</p>

You said	We responded
<p>Fonthill Road provides a useful way to cross under the railway line, and riders from the north or the east of the site often continue along Ellen Street (or Conway Street) and cross Sackville Road to quieter streets e.g..Montgomery Street and Stoneham Road and points further west or south. But the traffic speed on Fonthill Road is too high. It needs to be lower and enforced. We agree that this is part of a rat run.</p> <p>This,combined with the dark tunnel and uneven road surface is a deterrent for cycling and walking. We agree that fast moving vehicles make the environment hostile for pedestrians and cyclists. (Cycling UK)</p>	<p>Noted. Support welcome.</p>
<p>With the huge increase in new homes planned for the Hove Station SPD area, the new development needs to be sustainable and meet the sustainable development objectives contained in the National Planning Policy Framework. The small Pocket Park is woefully insufficient and additional green space needs to be provided for the residents of the Hove Station SPD area. It is vital that meaningful green spaces are provided for the local resident's recreation and very close by. ()</p>	<p>While the pocket park is identified as the principal public open space opportunity within the core masterplan area, it should be noted that the draft SPD promotes streets and spaces that are pedestrian focussed – and identifies other opportunities for open space including upgrading the existing area in front of the Honeycroft Area (which is a fairly significant but unattractive space with little current amenity value). Green infrastructure, a high quality public realm and a focus on pedestrian and cycle movements and connectivity are all elements of this overall approach. The location of the core masterplan area is inherently sustainable with regard to its proximity not only to the public transport network, but also to some key open spaces in the city, with Hove Park, the seafront and a range of other public open spaces within close walking distance.</p>
<p>We strongly support providing a pocket park in the heart of the area, to the south of the Fonthill Road tunnel. Consideration should be given to its siting; if it is directly opposite the car park will it be safe for children? It will also increase noise and pollution. (Brighton Active Travel)</p>	<p>Safety issues would need to be carefully considered in any detailed design work that is undertaken in respect of the pocket park and other public spaces within the core masterplan area.</p>

You said	We responded
<p>You will know that we are working pro-actively with the Council to progress our investment into Hove Bus Garage, and will continue to do so. The draft SPD indicates the land as ‘focal green space’ (or pocket park on section 5) on figure 4.1 and 4.11 would be sited on our land. We suggest that the principle of additional open space is maintained but the specific reference to our land is removed. The open space could in fact go elsewhere, for example on the opposite side of Fonthill Road. (Brighton & Hove Bus Company)</p>	<p>The location of the ‘pocket park’ has been identified as having best potential for success on the axis of the north-south and east-west corridors through the area. It is, however, appreciated that the end-location of the pocket park will be subject to a range of discussions aimed at reconciling the various land use needs in the area. This is already acknowledged in the draft SPD. On this basis, it may be helpful to indicate a wider area for the potential location of the pocket park within and on the edge of this movement access. It has been noted that the site referenced by Brighton & Hove Bus Co has recently been sold by them to Watkin Jones, the owner of 1-3 Ellen Street.</p> <p>Recommendation Amend diagram of pocket park to show a wider potential area within it might be located – but emphasise that its location should be visible from and in very close proximity to this crossing point.</p>
<p>This area is so small as to be insignificant. How many flats in the adjacent tall buildings will it be designed to serve? It has to perform a wide variety of roles In the context of “<i>very high density development</i>”. According to the masterplan proposals: It will be an “<i>important green space</i>”; It has “<i>a key role to play as part of the pedestrian-friendly east-west route across the area</i>”; It will “<i>provide one-way access to the parking serving Industrial House and the Agora building</i>”; It will “<i>have the potential to incorporate informal play opportunities or a small children’s play area</i>”; It will “<i>enhance biodiversity... promote learning (eg bug hotels)...and shared community food growing space.</i>” All this</p>	<p>Noted. The pocket park is intended to be one of a series of amenity spaces within the core masterplan area. Along these – and with the overall greening of the area and other sustainability measures such as SuDS, green streets etc – it will play an important amenity role within the area. As noted above, the area is located in close proximity to a range of significant public spaces in the city (Hove Park, the seafront etc) – and these will also play an important role in providing for recreational needs.</p>

You said	We responded
<p>and “it will provide a unique and engaging space for people to move through and linger...” If it comes anywhere near doing all of those satisfactorily, it will be a miracle. (Brighton Society)</p>	
<p>The Draft SPD acknowledges the NP proposals for pocket park provision – it suggests the site immediately adjacent to the Hove Gardens project, but acknowledges the potential of the NP alternative of a small pocket park at each end of Conway Street. (Hove Station Neighbourhood Forum)</p>	<p>Noted.</p>
<p>We feel the proposed site of the Pocket park is poor given there is an ideal opportunity to make use of the available land between Hove Gardens and the rear of Goldstone Villas. A public area on this land could link neatly through to further public realm on (a removed) Conway Street to the north of Hove Gardens. This could create a very central significant car free area adjacent to the Station. There is the possibility to create vehicular access to the Station car park from Goldstone Street over Network Rail land, to the north of the current Bus Depot. (Matsim Properties Ltd)</p>	<p>The potential site identified for the pocket park is on the principal axis of north-south and east-west pedestrian movements within the core masterplan are – and as such has been carefully considered in terms of its ideal location with regard to pedestrian and cycle movements. The draft SPD acknowledges that this is not the only potential location – and there is sufficient flexibility within the document for alternatives to come forward.</p>
<p>Notwithstanding the clear intent to redevelopment the bus depot car park site for new buildings, we question the deliverability of a pocket park in this location. Whilst some of the proposed park falls on highways land, the majority of the land is under private ownership. There is no commentary within the SPD on how the Council will secure this land, who will pay for the land or the park, or who will deliver it. Viability is a central part of this issue. The land is currently used by the bus company for operational parking and this would need to be relocated elsewhere as part of any scheme to use the land for a different purpose. That process would likely be part of a wider</p>	<p>Please see above responses relating to comments on the pocket park. The draft SPD provides flexibility for the location of this amenity proposal – and also flexibility regarding the location of other important land uses (such as the relocation of the bus depot). It is recognised that implementation of the objectives set out in the document will require land deals and associated negotiations. Notwithstanding the above, it is considered important for the document to set out its preferred location for the pocket park and - as referenced above – the</p>

You said	We responded
<p>rationalisation of the bus company's assets in this area which would need value to be generated to fund any redevelopment and / or relocation. The use of the land as open space is unlikely to generate significant value to assist the process and this issue is not addressed in the SPD. It is also worth noting that the SPD itself acknowledges that alternative locations for a pocket park within the area should be considered, such as at the corner of Conway Street and Ethel Street as suggested in the latest version of the draft Hove Station Neighbourhood Plan. Within this draft Plan there is no reference to a pocket park on the bus depot car park site. Furthermore, the site is less than a 10 minute walk from Hove Park which is a substantial city-wide asset. This provides significant formal and informal recreation opportunities within easy reach which readily serves the local population in the surrounding area. This will be complimented by further opportunities within Moda Living's development at Sackville Trading Estate (LPA Ref. BH2019/03548) and the development at the Kap site (LPA Ref. BH2018/03356) which together include a number of high quality public spaces. Given all of the above, it is respectfully requested that the proposals for a pocket park on the bus depot car park site be removed from the SPD and instead the site be identified for redevelopment including new buildings.</p> <p>(Savills on behalf of Watkin Jones)</p>	<p>axis-point of principal north-south/east-west pedestrian and cycle movements is considered its optimum location (from an urban design and useability perspective).</p>
<p>Ellen Street</p> <p>We would also like to see vastly expanded tree cover in the whole of the area. Trees play a key role in reducing CO2. They also make</p>	<p>Noted</p>

You said	We responded
streets more attractive to live in and walk through. (Brighton Active Travel)	
<p>Para 5.7 Ellen Street - It is totally unclear from this paragraph what a development proposal providing an “active frontage” might consist of. Presumably it would be housing – but how would this relate to the tall Council housing blocks between Ellen Street and Clarendon Road, how high would it be, how many dwellings could it accommodate? Would or should any parking be provided, would it be private or Council funded, would there be an affordable housing component? Surely studies would have looked at providing answers to these questions. If not, this just appears to be window dressing to disguise the bleak reality of the high-rise blocks proposed (Brighton Society)</p>	<p>It should not be assumed that housing alone would be providing the “active frontage” element in new developments. It is important to note that the Conway Street Industrial Area (which equates to the “Core Masterplan Area” in the draft SPD) is identified in the City Plan Part 1 for mixed use employment-led development (with an expectation that the minimum provision of replacement employment floorspace will not be less than the existing level of employment floorspace in the area). Appropriately designed blocks have the potential to accommodate employment uses (with active frontages) on the ground floor – e.g. workshops, offices etc, with residential uses on upper floors.</p>
Ethel Street	
We fully support the reduction of parking on Ethel Street, and across the area in general. (Bricycles)	Noted. Support welcomed.
We support reducing the dominance of parked vehicles in Ethel Street. We agree that this will help provide a high-quality public realm that will attract people and benefit existing and future businesses. (Brighton Active Travel)	Noted. Support welcomed.
If ever a street needed upgrading it is Ethel Street. Whether more parking areas under a few more trees will attract <i>“more people into using an area to spend time (and money)”</i> remains to be seen,	The proposal is to reduce (not increase) the level of existing parking in Ethel Street, in order to provide a more pleasant environment.

You said	We responded
<p>particularly as it will be overshadowed by the building proposed for 1-3 Ellen Street. (Brighton Society)</p>	
<p>The steep steps in Goldstone Villas going down to Ethel Street are also a barrier for cycling and walking. Ramps with a low gradient are needed instead, as part of the possible new development or otherwise. (Cycling UK)</p>	<p>Noted. The proposals for ‘Station Rise’ are envisaged to be key elements in terms of providing improved access for pedestrians and cyclists into the area. The steps between Goldstone Villas and Ethel Street would remain as an access point, but there is probably little physical scope to significantly improve them with regards to gradient and ramps.</p>
<p>Hove Park Villas Square</p>	
<p>We agree about the importance of improving the environment and public realm of Hove Villas, to provide a public space for people and an improved pedestrian bridge link across the railway that meets the mobility needs of all. (Brighton Active Travel)</p>	<p>Noted. Support welcomed.</p>
<p>A new square is a nice idea, as is improved access to the footbridge for disabled users – but bearing in mind the footbridge is listed, any measures would have to be very sensitively carried out. Would the Council contribute to the funding to ensure this? The new square would need to accept some vehicular traffic. Access to and egress from the narrow road to the south of the DuBarry building via Fonthill Road only is a non-starter. Is this a serious planning document – in which case it should make realistic proposals - or is this yet another case of window-dressing? (Brighton Society)</p>	<p>BHCC is in an ongoing dialogue with Network Rail regarding implementation of key aspects of the draft SPD – including improvements to the station and the footbridge. Such improvements would most likely form part of a series of development proposals to redevelop the car park and wider area, in accordance with the document’s objectives. Heritage will play an important consideration – but will also need to be balanced against accessibility needs, in order to work towards a solution that addresses both of these issues.</p>
<p>The Draft SPD includes proposals for the locations which the Neighbourhood Plan has identified as Community Hubs, envisaged as key building blocks of the identity of the new Hove Station Quarter</p>	<p>Noted.</p>

You said	We responded
<ul style="list-style-type: none"> • NP Community Hub 1 Hove Station: illustrative design schemes are provided in the Draft SPD for the Hove Park Villas Square and Station Approach parts of the hub, north and south of the footbridge - these enhance the illustrative design schemes included in the submitted Regulation 16 Draft Neighbourhood Plan Part 2 (Hove Station Neighbourhood Forum) 	
6. Phasing and delivery	
<p>The document needs to make sure B&HBC buses can get into the East Garage as they do at present. On page 51, the phasing should be reversed the East Garage as Medium Term and the West Garage as Long Term. (Brighton & Hove Bus Company)</p>	<p>Noted.</p> <p>Recommendation Reverse phasing of bus depot sites to show east garage as long term and the western depot as medium term.</p>
<p>We appreciate that this Masterplan is the first step in tackling the problem of regenerating a scruffy and unloved area of the city. But will the price - as described in this Masterplan document - be worth the effort? If - in an attempt to provide a few more trees and paved areas - the residents of Hove merely exchange one scruffy neighbourhood for another blighted by huge anonymous blocks of flats and sunless streets, they would be quite justified in asking whether it is worth it. Public realm Improvement and low-rise high-density residential streets with good local facilities and access to Hove Station – YES. Sunless streets in the shadow of high-rise blocks of flats - with no guarantees of significant public realm benefits as inadequate compensation – NO. (Brighton Society)</p>	<p>Noted. It is not the intention of the draft SPD to provide anonymous blocks and sunless streets. Future development proposals will be expected to deliver high quality designs and public realm. Considerations regarding sunlight/daylight issues will be carefully scrutinised in the preparation and submission of future development proposals – in accordance with relevant planning policies.</p>
<p>We note from Figure 6.1 of the draft SPD that the Clarks Industrial Estate and Newton Road Employment Area generally are scheduled to form part of the longer-term phasing of the redevelopment of the DA6</p>	<p>Noted. BHCC would be happy to discuss the longer-term regeneration potential of this area.</p>

You said	We responded
<p>area. The table below Figure 6.1 identifies that the Newton Road Employment Area is in multiple ownership, which brings land assembly complications. We are instructed by LaSalle Investment Management (managing the Clarks Estate on behalf of Coal Pension Properties Ltd) to confirm to you that, in principle, it supports the regeneration of the Hove Station Area. In the short term, this should be based upon the “<i>agent of change</i>” principles whereby occupiers of the Estate should retain their ability to operate without being restricted by new development on adjoining land. Notwithstanding this, and whilst LaSalle has invested in the Estate and needs to consider the obligations that it has to its tenants, the company would be happy to discuss the longer-term regeneration of the Newton Road Area with the Council and other landowners for a residential led mix use scheme. (Barton Willmore on behalf of La Salle Investment Management)</p>	
<p>We very much endorse the statements regarding the council’s responsibility and key role (para 6.4 etc) in bringing about the changes necessary. Many of the changes proposed will require more funding than developer contributions and there will be a substantial requirement for public sector funds to help create the attractive Hove Station Quarter referred to. Indeed this document is as much a framework document for the City Council as it is for developers. Without the City Council getting actively involved most of the changes proposed in the SPD will simply not happen. The Society therefore calls for the Council to establish a committed and strong leadership group in partnership with the local community. This group should urgently press ahead with preparing the infrastructure of linkages needed in the area, start transforming the bleak environment of much of the area and press for detailed plans for the immediate station area. As a first priority the council should set in train the preparation of a</p>	<p>Noted. BHCC is in dialogue with key stakeholders to examine implementation issues. Community engagement will form an important element of any implementation strategy that is agreed.</p>

You said	We responded
<p>traffic management scheme for the entire DA6 area to help manage the impact of the new development. (Hove Civic Society)</p>	
<p>Not only does the Draft SPD adopt the Forum vision for the new Hove Station Quarter and support many, if not all, of the NP policies, it also proposes a significant role for the Forum as a partner in the further development and delivery of the Master Plan proposals by</p> <ul style="list-style-type: none"> • acknowledging the prospective partnership working which the Forum has negotiated with MODA and Watkin Jones in the early delivery of the Hove Station Quarter's two major mixed use 'build to rent' projects; and • naming it as a key stakeholder in its Hove Park Villas, Station Approach/footbridge and Honeycroft Centre Projects in the NP Community Hubs <p>In this context it is very encouraging that 'early actions' proposed in the Master Plan include dealing with the Fonthill Road 'rat-run' and 'short-term investment in the 'Community Hubs'. (Hove Station Neighbourhood Forum)</p>	<p>Noted.</p>
<p>Short term action</p> <p>The Forum fully supports the proposals to give priority to '<i>short term investment in the Community Hubs</i>' and public realm works to implement traffic management action '<i>to reduce vehicular movements under the railway line and rat-running through the area</i>'. In particular, the NP stresses the importance of the Hove Station Quarter bring allocated a fair share (sometimes referred to as the 'neighbourhood portion') of developers' Community Infrastructure Levy contributions.</p> <p>The report to the Council seeking approval for the SPD should include a request for authority for officers, in co-operation with the Neighbourhood Forum, to submit a report setting out the</p>	<p>The report to committee will provide an update on the emerging situation regarding potential implementation plans. Further information on implementation will emerge from the discussions BHCC is currently having discussions with key stakeholders and appropriate reports will be sent to the relevant committee(s) as and when it is appropriate (when further information becomes available).</p>

You said	We responded
<p><i>process by which these short term actions will be delivered as soon as possible and no later than mid-2022.</i> (Hove Station Neighbourhood Forum)</p>	
<p>Our client fully supports the continued inclusion of the Royal Mail sorting office site within the identified Hove Station Area. The Area brings about an inclusive regeneration project and the SPD will allow for a more comprehensive redevelopment rather than a piecemeal approach. The Site has an important role to play within such redevelopment given its location on the approach to Hove railway station and its visibility from the railway and The Drive to the east. Our client would also like to highlight an inconsistency between information on figure 6.1 and table 6.1 of the draft SPD concerning the site. Within figure 6.1, the Royal Mail Site is clearly shown as an early site/project (green shading), but the corresponding table 6.1 considers it a medium-term project. Given the need to relocate from the facility, the development is considered a medium-term project. An assessment undertaken by Conran & Partners follows similar themes to that undertaken within the SPD on other sites, and as such it is recommended that the capacity of the Site be recognised as ‘approximately 105 dwellings’ and this be incorporated within the SPD. We will continue to promote the Site through the City Plan Part Two process to promote this quantum of development. (Barton Willmore on behalf of Royal Mail)</p>	<p>The draft SPD does not set out targets regarding capacity on any sites. Rather, it focusses on urban design issues. Capacity of individual sites will be assessed with regard to a range of policy documents – including the City Plan Parts 1 and 2.</p>
<p>Appendix 1 – ‘Station Rise’ – unlocking the station area – additional note</p>	
<p><i>Longer term action</i></p>	<p>BHCC is in dialogue with the bus company – as well as other key landowners – regarding the ‘Station Rise’ proposal. As a</p>

You said	We responded
<p>The draft SPD argues that the key to unlocking the full potential of the area is the combined redevelopment of the station car park and adjacent sites to the south, as illustrated in its outline design scheme for Station Rise. The Forum agrees, having discussed this concept some two years ago with Bus Company representatives but was then unable to take it further. The Appendix to the Master Plan suggests 4 phases of action which would be needed to deliver such a project which has clearly been discussed in some detail with the Bus Company, as it is based on the bus company's preferred redevelopment strategy.</p> <p>However, the appendix indicates that the strategy will involve a significant period of time using much larger area for the open storage of buses on its eastern site on the north side of Conway Street opposite the Hove Gardens redevelopment site - this would not enhance the area. It also indicates the long-term development of a single consolidated site to the west of Fonthill Road/Goldstone Street. Such a site would substantially increase the operational land allocated for the bus depot, including the Council's Industrial House, and the Matsim owned Agora and the Custom Pharma buildings. The depot would be a big block development which would straddle and close Conway Street, whilst fronting the Clarendon- Ellen Street estate.</p> <p>There is clearly a case for developing an alternative arrangement for relocating the eastern bus depot to the west which would emphasise expansion between Conway Street and the railway line. This would provide the opportunity for at least some of the land occupied by Industrial House, Custom House and the Agora to be redeveloped as a mixed-use project, integrated with the ongoing regeneration of the Clarendon- Ellen estate. The Master Plan reflects significant and long</p>	<p>local planning authority, BHCC will be negotiating outcomes whereby amenity considerations are satisfactorily addressed.</p>

You said	We responded
<p>overdue discussions between the Council, the Bus Company and Network Rail, but there is no indication of meaningful discussion with Matsim – the fourth major landowner o the area. Such an alternative could be comparatively evaluated with the indicative development strategy outlined in the draft SPD appendix.</p> <p>The draft SPD rightly point to the importance for the groundwork to be started now to take forward this key redevelopment project forward would include the Council</p> <p><i>‘..working with stakeholders including the Neighbourhood Forum, brokering discussion between key landowners and/or to consider engaging with a third party agency to provide a key role in land assembly and possibly as a lead developer’ para 6.4</i></p> <p>In 2015-16 the Forum lobbied unsuccessfully for the creation of some form of Hove Station Development Partnership, led by the council and including the major landowners and the Forum to deliver the integrated redevelopment of City Plan Hove Station Development Area 6, in a coordinated process which would deliver and Hove Station Quarter. This is a good idea whose time has now come.</p> <p><i>Thus the report to the Council seeking approval for the draft SPD should include a request for authority for officers to prepare a report which unpacks this statement by setting out the pros and cons of alternative processes which would enable this urgent groundwork to get underway before the end of this year.</i> (Hove Station Neighbourhood Forum)</p>	<p>The council is in dialogue with a number of key stakeholders including the Forum – and is in the early stages of working collaboratively with LCR Property and Network Infrastructure in examining the feasibility and viability of land assembly and a development solution to unlocking the core masterplan area. An arrangement for consulting with the wider community will be addressed and agreed as and if this</p>

You said	We responded
<p>With regards to the phasing of any redevelopment it was quite clear from the various discussions and negotiations that we had held with the Bus Company that a new depot was required before they would relinquish any land for redevelopment. The statement used on several occasions was that they were a transport company not property developers and their priority was to maintain their business. It is inconceivable that the 'Station rise' development could ever be brought forward before a new bus depot is provided. This assumes of course that the Bus Company has not now decided that maximising land value is more important for the running of their business. (Matsim Properties Ltd)</p>	<p>emerging collaborative approach becomes more defined and a likely and viable route towards implementation emerges.</p> <p>BHCC is in dialogue with all key stakeholders including the bus company in working towards strategy that will deliver both the operational needs of the bus company and the 'Station Rise' proposal. These are both key objectives of the draft SPD. It is appreciated that the process is likely to involve complex negotiations with the various landowning interests (including Matsim who are a major landowner in the core masterplan area) to reach an end solution. The draft SPD, once adopted, is intended to assist such negotiations by supplementing higher-level planning policy.</p>

Hove Station Area Masterplan – Headlines from consultation on draft SPD (Dec 2020 – Feb 2021)

54 responses received:

- 22 responses received from a range of organisations – including statutory bodies, amenity and interest groups and landowners
- 32 responses (anonymised) received via council's consultation portal

Key responses

- Feedback received via portal largely positive/very positive (although some negative)
- **Brighton & Hove Bus Company** – response sent by Gerald Eve acknowledging joint proactive working between bus company and BHCC re. progressing investment in bus garage; some changes to SPD requested - remove allocation of 'pocket park' from their land, ensure continued access to east garage; reverse proposed phasing re. relocation of bus depot (so redevelopment of east depot development is medium term and west depot is long term)
- **Network Rail** – Go Ahead Group have made enquiries with NR to purchase land between bus depot and station car park to expand depot – this would conflict with objective for high rise development; NR are working with BHCC and stakeholders to accommodate new footbridge.
- **Railway Heritage Trust (also part of Network Rail)** – Their key focus is on any improvements to listed station and footbridge. Happy with the proposal to date.
- **Matsim Properties** (freeholder of 3 key sites in masterplan core area) – complain that inadequate meetings were held with them in drawing-up the draft SPD; location of proposed pocket park is poor and should be shifted eastwards between Hove Gardens site and Goldstone Villas; inconceivable that development of NR car park/western bus depot could come forward in advance of relocation of bus depot; would welcome opportunity for further discussions on various points raised.
- **Highways England** – Highlighted unresolved responses it has made to evidence base for City Plan Part 2 (CPP2) including that it is currently not satisfied that CPP2 won't have detrimental impact on strategic road network; however, no comments specifically relating to proposals in the SPD.
- **Hove Station Neighbourhood Forum** – General comments highlighting where SPD reflects Neighbourhood Plan, where masterplan should go further (e.g. defining numbers of residential units to be delivered, amount of affordable housing); request for creation of a Partnership (to include a role for the Forum) in implementing the masterplan.
- **Historic England** - No major comments but highlight need for heritage issues to be fully taken into account (particularly the listed station) and need to involve council's conservation team at an early stage.
- **Royal Mail** – General support for inclusion of RM site in masterplan area – but reference should be made to reflect RM-funded Conran capacity study of site.



spd

supplementary planning document

Proposed final version showing
changes, 16 September 2021
Hove Station Area
Supplementary Planning Document



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1 Introduction: Vision and purpose

Purpose

1.1 This document is a 'Supplementary Planning Document' (SPD). All SPDs expand on higher level planning policy, providing more specific guidance to help shape future development. This SPD provides further detail to help guide future development in the Hove Station Area, which is designated in Brighton & Hove's City Plan Part One at Policy DA6' Figure 1.1 opposite shows the extent of the DA6 area. Policy DA6 aims to secure the long-term regeneration of the area as an attractive and sustainable mixed-use area.

1.2 In particular, this SPD focusses on the strategic allocation of the Conway Street Industrial Area and that part of DA6 to the south of the railway, while highlighting opportunities to knit together emerging development proposals in the wider DA6 area in order to help facilitate the emergence of a successful urban quarter that integrates and connects with local neighbourhoods and the wider city.

Structure

1.3 This SPD is structured as follows:

- **2 Planning policy context:** providing an overview of policies which also apply to the Hove Station Area.
- **3 Site and context analysis:** setting out the area's constraints and opportunities and concluding with a set of specific objectives that any regeneration of the area should deliver.
- **4 Area wide strategy:** providing principles for the area to the south of the railway with regard to public realm, design and land use, including an area.
- **5 Site specific opportunities:** providing principles for the design of key sites, buildings, streets and spaces within the overall area.

Vision - Hove Station Urban Quarter

1.4 The vision of this document is to transform the wider masterplan area into a successful mixed-use Hove Station Urban Quarter that provides for the following:

- good connections with surrounding neighbourhoods and the wider city, with attractive pedestrian and cycle friendly routes accessible by all;
- a broad range of employment uses, including facilities to support start-up and creative industries;
- integration of new employment with a diverse range of other uses to create a lively, diverse urban quarter - these uses to include housing of different types and tenures, along with retail, leisure and community facilities to support day-to-day living;
- a coherent, legible and attractive network of streets and spaces that include 'greening', space for play and prioritise the movements of pedestrians and cyclists over cars;
- a built environment that meets a wide range of access needs, including those with visual impairments;
- well-designed buildings that physically define and overlook the streets and spaces; and
- a wide range of design features and facilities that make a major contribution towards the realisation of a carbon neutral and sustainable city.



Figure 1.1: Hove Station Quarter Area



Figure 1.2: Hove Station Quarter Area

2 Planning policy context

Introduction

2.1 This section of the SPD provides an overview of the planning policy context in relation to the following:

- the Brighton & Hove City Plan Part One (March 2016); and
- Supplementary Planning Guidance Note 15: Tall Buildings (January 2004) and emerging Urban Design Framework Supplementary Planning Document (UDF SPD).

2.2 This SPD has also had regard to emerging policy in the following documents:

- the Hove Station Neighbourhood Plan; and
- the Brighton & Hove City Plan Part Two.

Adopted Planning Policy

Brighton & Hove City Plan Part One

2.3 The BHCC City Plan Part One covers the Council's area outside the South Downs National Park and provides the overall strategic and spatial vision for the city up to 2030. It is the key development plan document for the city that provides the policy framework for other lower-tier documents including neighbourhood plans and SPDs. This includes more detailed advice on a range of matters that are relevant for the Hove Station Area in the same way they are relevant for other areas of this city, and include policies around biodiversity (CP10), urban design (CP12) and affordable housing (CP20). The City Plan identifies eight specific Development Areas which offer significant capacity for new development close to transport links and where new development and/or regeneration will secure substantial benefits for the city. The Hove Station Area is one of the development areas identified in Policy DA6.

2.4 Policy DA6 applies to the area defined in Figure 1.1 on page 3. The overall aim of the policy is to secure the long-term regeneration of the area and enable its development as a distinctive and sustainable mixed-use area focussed on employment. The policy lists a wide range of priorities focused on major public realm and townscape improvements; new and improved employment floorspace; public open space and essential community services; new housing development; enhancing the sustainable transport interchange at Hove Station by improving the local walking and cycling network; improving 'permeability' (pedestrian and cycle access); along with provision of 'green infrastructure' (sustainable planting and landscape design) and other sustainability measures.

2.5 The policy includes a Strategic Allocation of the Conway Street Industrial Area, to the south of the railway line. This area is identified in Figure 2.1 opposite. The Strategic Allocation seeks the comprehensive redevelopment of the area to deliver more effective use of the under-used land and buildings. It requires and sets out minimum figures for the retention or replacement of existing employment floorspace with a shift into high quality flexible office / business floorspace, along with the provision of residential dwellings and enhancements to the streetscape.

2.6 Policy DA6 states that guidance will be prepared to promote and coordinate the mixed-use regeneration of the area. The emerging Hove Station Neighbourhood Plan has been prepared by the local community (Hove Station Neighbourhood Forum) to provide more detailed planning policies for a Designated Neighbourhood Plan area which includes the area of Policy DA6. This SPD now provides further, more detailed guidance.

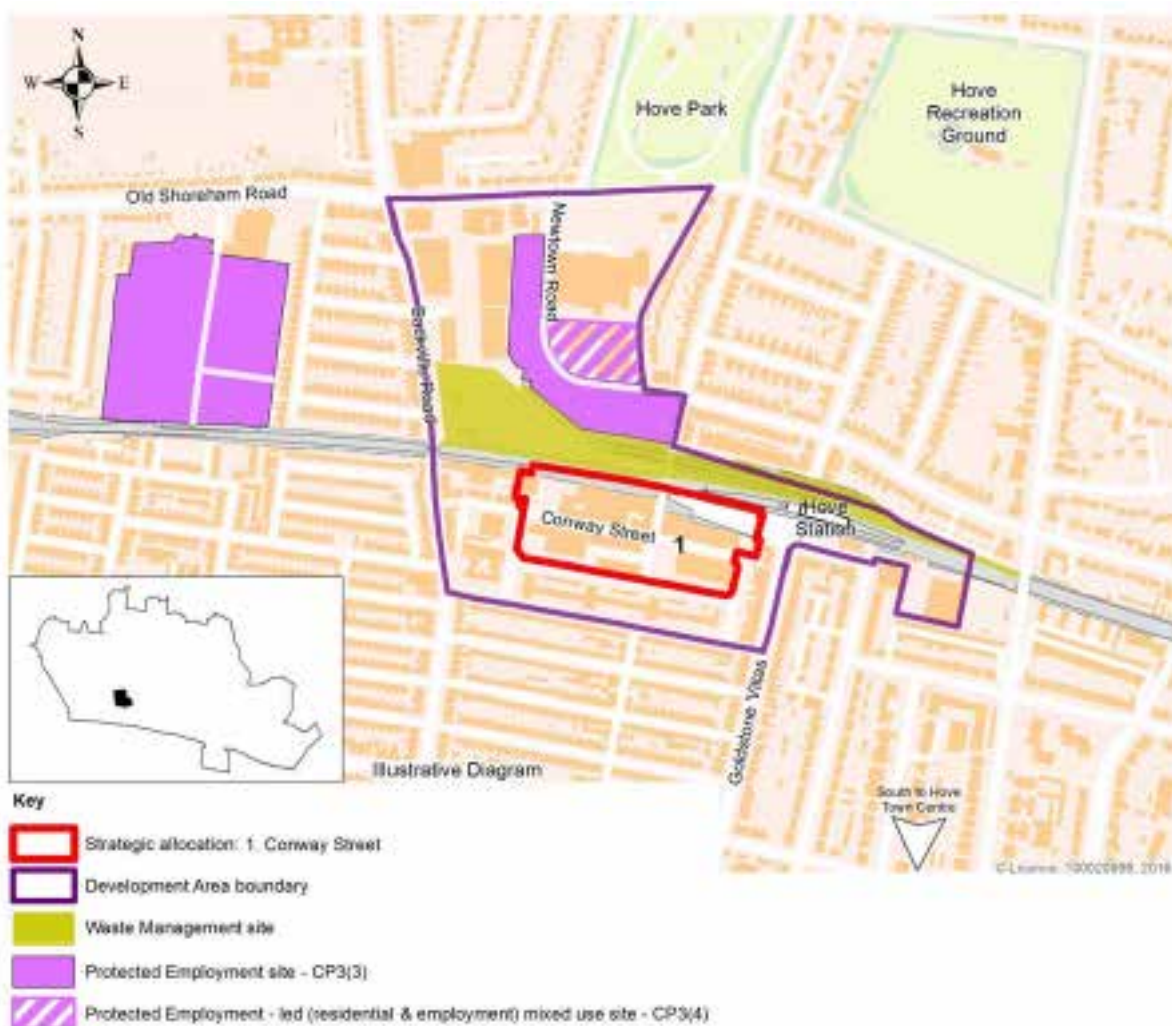


Figure 2.1: Policy DA6 allocation from Brighton & Hove City Plan Part One

2.7 As part of the process of producing this SPD, the Council undertook consultation on Issues and Options in early 2019. The Issues and Options document asked a number of questions based around:

- the boundary extent of the masterplan;
- the potential to capitalise on the location of the area in terms of sustainable transport;
- provision of community facilities and a secure public realm;
- the height of buildings;
- meeting the needs of existing business;
- development phasing and viability; and
- flooding and the provision of energy.

2.8 The following key principles were established as a result of the consultation:

- The core masterplan area is focussed on the DA6 land south of the railway.
- The needs of pedestrians and sustainable transport are a guiding principle.
- The SPD should identify locations for community hubs.
- Illustrative concepts should be provided to identify the key priorities for public realm improvements.
- The SPD should provide guidance on heights, density and massing of new buildings.
- The SPD should look at providing new good quality workspace that could meet the needs of existing and future businesses.
- Advise on phasing and funding, particularly to ensure that elements such as open spaces and good quality public realm could be delivered alongside new development, whilst still considering planning applications on their merits.

Supplementary Planning Guidance Note 15: Tall Buildings

2.9 Supplementary Planning Guidance Note 15 on Tall Buildings is due to be replaced by the emerging Urban Design Framework (UDF) SPD in 2021. Both documents identify areas of opportunities for tall buildings within the city and set out a list of planning and design issues that must be addressed by any tall building proposals. The areas identified as suitable for tall buildings generally have limited visual impact on 'sensitive' views (conservation areas and other heritage and landscape assets – and are close to public transport routes and local shops and services.

2.10 The area 'adjoining Hove Station' is identified as having potential to accommodate 'taller' development. The emerging UDF SPD sets out indicative boundaries and heights ranging from mid-rise (up to 8 storeys) to very tall (15 storeys or more) in a way that avoids or minimises potential negative impacts on Hove Station and other surrounding heritage assets and residential areas. Each individual proposal would need to be assessed on its own merits and with regard to the criteria set out in these documents. Applications will be expected to include detailed justification for taller buildings including Townscape and Visual Impact Assessments.

2.11 The Hove Station area spans both sides of the rail corridor and extends west of Hove Station to include an existing group of tall residential buildings north of Clarendon Road and the adjoining industrial areas. The combination of existing tall buildings, good transport links, and limited conservation constraints provides the Hove Station area with opportunities for tall building development. These sites are at the heart of the masterplan area.

Emerging Planning Policy

Hove Station Neighbourhood Plan

2.12 The decision by local residents to establish the Hove Station Neighbourhood Forum with the right to develop a Hove Station Neighbourhood Plan emerged from the growing awareness that the area around Hove Station was to be transformed by regeneration, and the determination of the local community to have some significant influence over the planning process and its outcomes for the area. The Forum was designated in December 2014, and the designated area is shown in Figure 2.2 below.

2.13 The overall aim of the Neighbourhood Plan is to 'facilitate the regeneration of the Hove Station Neighbourhood Area in a way which realises its potential by creating a vibrant and inclusive community, focused on a new Hove Station Quarter, as a great place to live, work and relax'.

2.14 The Regulation 14 Draft Hove Station Neighbourhood Plan was published for public consultation in March 2019. It comprises two parts:

- Part One: Policies and Consultation Statement
- Part Two: Aspirations

2.15 Part One includes draft policies which will form part of the statutory development plan once the Neighbourhood Plan is formally 'made'. As such, these policies will be used alongside the City Plan in determining planning applications within the area.



Figure 2.2: Designated Neighbourhood Plan Area

2.16 The Neighbourhood Plan Consultation Statement provides detailed evidence of the processes and outcomes of a four year period of community engagement activities which has involved the participation of over 1000 residents in 17 public meetings and intervening workshops and smaller meetings.

2.17 The Regulation 14 consultation on the Draft Neighbourhood Plan Part One and Part Two resulted in the active participation of over 100 local residents in this final round of engagement, 24 written responses from individuals and organisations and detailed comments from all relevant Council departments.

2.18 The Consultation Statement itemises the amendments made to the Regulation 14 Draft. The Regulation 16 Draft Neighbourhood Plan will be submitted to the Council before the end of 2020.

2.19 Part Two of the Neighbourhood Plan does not include formal policies so will not form part of the statutory plan. Rather it is an aspirational document that brings together ideas and project proposals that emerged from the community engagement work which underpinned the preparation of the Neighbourhood Plan. These are presented in the Urban Quarter Concept Master Plan for DA6, with indicative project proposals for specific locations and sites, together with outline design schemes illustrating how the key Neighbourhood Plan Community Hubs policy could be implemented and a detailed case for a comprehensive traffic management plan for the whole of DA6 and adjacent residential neighbourhoods.

2.20 The making of the Plan requires the following:

- The Regulation 16 Consultation to be undertaken by the Council;
- examination by an independent Examiner;
- following the Examiner's report and recommendations, a Council decision on whether the Plan should proceed to referendum; and
- if successful at referendum, the Neighbourhood Plan would then be 'made' by the Council and form part of the Development Plan.

2.21 This SPD has had regard to the policies in the Draft Neighbourhood Plan Part One and drawn on the ideas presented in Part Two to provide detailed guidance for the implementation of both City Plan policies and Neighbourhood Plan policies.

Brighton & Hove City Plan Part Two

2.22 Part Two of the City Plan is intended to support the implementation and delivery of City Plan Part One and to complement the strategic policy framework. It allocates additional development sites and includes detailed development management policies. The draft Plan was subject to public consultation in 2018 and the Proposed Submission version of the Plan was approved for statutory pre-submission consultation by the Council in April 2020.

2.23 Public consultation on the Proposed Submission Plan was undertaken during September/October 2020. The Plan will be submitted for Examination in 2021. Part Two includes changes in the DA6 area that had been identified in the emerging Neighbourhood Plan, most notably, the removal of the waste management designation from the former Sackville Coal Yard.

2.24 The emerging Neighbourhood Plan had proposed that this land, together with the adjacent Sackville Trading Estate should be allocated for comprehensive mixed-use redevelopment to facilitate the creation of a new, integrated Hove Station Urban Quarter which would straddle the railway line. City Plan Part Two proposes minimum quotas of 500 residential units and 6,000 sq.m employment (Class B1) floorspace for this area. Similarly, the emerging Neighbourhood Plan proposed the Royal Mail site (Hove Sorting Office, 88 Denmark Villas) for residential development and City Plan Part 2 subsequently specified 67 residential units along with employment uses under Policy H1 (Housing and Mixed Use Sites).

2.25 Although City Plan Part Two is not yet formally adopted, this SPD has had regard to the Proposed Submission version.

3 Site and context analysis

Introduction

3.1 This chapter provides an analysis of the opportunities and constraints that will inform the regeneration of the Hove Station Area. These comprise:

- Site context;
- Land use and ownership;
- Heritage;
- Movement and access;
- Open space;
- Building heights; and
- A summary of positive and negative influences.

3.2 The analysis in this section has led to the formulation of seven key objectives for the regeneration of the area. These expand upon and support the vision set out in Chapter 1, and provide the basis for the overall strategy and detailed sites principles in Chapters 4 and 5.

Site context

3.3 The Hove Station area is located to the north of the central commercial area of Hove (focussed on George Street, Blatchington Road and Church Road) which is located around 800m to the south (around 10 minutes' walk). The seafront is a further 600m to the south (about 20 minutes' walk from the station). Walking to these destinations is straightforward and pleasant along the gridded network of wide streets.

3.4 The large and inviting green spaces of Hove Park and Hove Recreation Ground are some 10 minutes' walk to the north of the station. However, the east-west railway line creates a significant barrier to all modes of transport, there being only two crossing points

within the masterplan area - one of these is the deteriorated pedestrian footbridge and the other a road tunnel - neither of which are attractive or welcoming for pedestrians. The Old Shoreham Road (A270) to the north is busy arterial road creating a further barrier for pedestrians to navigate between the masterplan area and the park.

3.5 The northern and western boundaries of the site are formed by 'A' Roads, with the A270 to the north and Sackville Road (A2023) to the west. There is a significant amount of 'rat-running' through the site area from drivers avoiding the junction of these two roads to the north-west and instead using Fonthill Road / Goldstone Villas and Newton Road/ Wilbury Avenue. This fast-moving through-traffic results in an environment that is hostile to pedestrians and cyclists.

3.6 While the majority of the Core Masterplan Area is occupied by employment uses, the surrounding area is largely residential, along with clusters of small shops and some leisure and community facilities. These are focused to the immediate north and south of Hove Station.

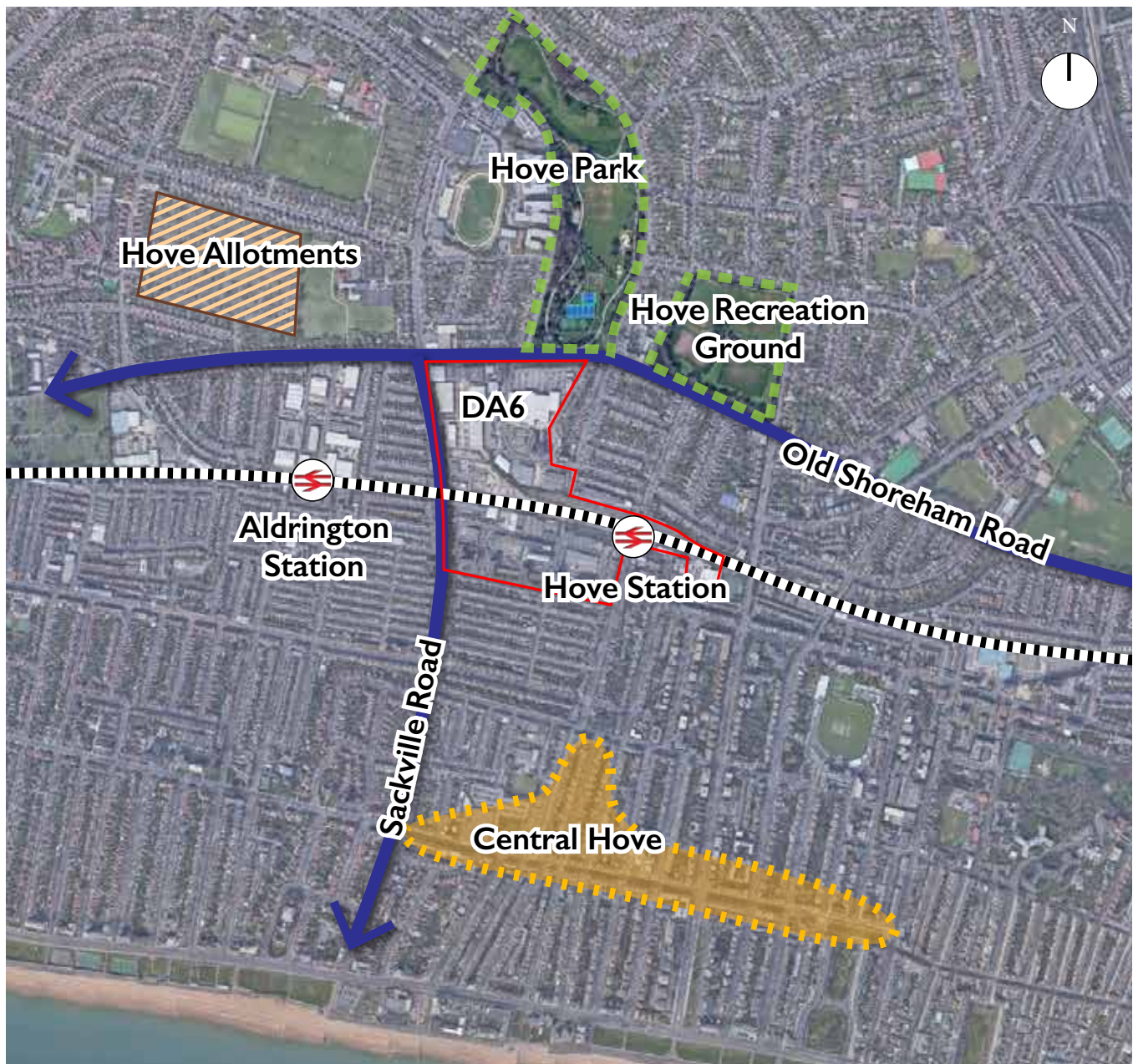


Figure 3.1: Site context Plan



Figure 3.2: The Station pub is located next to a cluster of small shops, south of the Railway Station.



Figure 3.3: Hove Park, located to the north of the DA6 area.

Ownership and Land Use

3.7 The sites comprising the key development opportunities in the masterplan area are in a range of different ownerships. In preparing the document discussions have been held with the principal landowners to gain a good understanding of current requirements and any aspirations for the future, to understand drivers for change – and provide an understanding of the extent to which these align with – and can be assisted by – the masterplan in realising the desired changes for the area as set out in the City Plan and the emerging Neighbourhood Plan. The feedback from engagement with these landowners is summarised below.

Core Masterplan Area

A: Hove Station Car Park The existing car park provides around 120 spaces and is located on a higher level to the bus depot immediately to the south. Owners Network Rail are supportive with regard to the principle of the car park site being developed as part of regenerating the wider area, subject to business considerations and re-provision of existing levels of parking provision in a location convenient for rail users.

B: Bus Depot These sites are owned and operated by Brighton & Hove Bus Company (part of the Go-Ahead Group). The company has advised that the existing location of their depot/workshop/staff within the Conway Street area is key (both now and in the future) to their operational needs in providing bus services across the city and beyond. However, their two existing buildings are in a poor state of repair and need to be redeveloped to provide up-to-date bus depot facilities. In the short term, the company is seeking to demolish its existing buildings, re-provide workshop, office and staff facilities on part of its western landholding – and provide bus refuelling and/or parking facilities on open areas across the remainder of its sites. Any long-term regeneration of the area affecting all or some of their existing

landholdings would need to re-provide the company with a consolidated site of sufficient size to meet their needs within the core masterplan area.

C: Jewson's Yard This site is owned and operated by the builder's merchant Jewson. The company has indicated that incorporating its site into a wider regeneration scheme would need to involve provision of an appropriate new site within reasonable proximity of Hove Station, to continue to serve its existing market in this part of the city.

D: Crown Drinks The owner of the site has indicated their interest in the potential of the site to play a role in the future regeneration of the area.

E: Decon Laboratories This site is owned and operated by Decon Laboratories. The company has advised that an appropriate site in the Burgess Hill/Haywards Heath area would better meet its locational needs.

F: Albert Works This site is owned and managed by Harket Properties, providing workspaces and a residential element. The company is supportive in principle of its site playing a role in the wider regeneration of the area, subject to a satisfactory land deal.

G: Custom Pharmaceuticals This site is owned by Matsim Properties. The existing tenant is currently seeking to move to new accommodation in the city – but is likely to require up to a further 5 years on its current site as part of the staged transfer of operations.

H: Industrial House This site is owned by Brighton & Hove City Council and provides workspace units for a range of companies. The council is supportive of the site being part of the wider comprehensive regeneration of the area.

I: The Agora This site, owned by Matsim Properties, is a business centre providing accommodation to a range of companies.

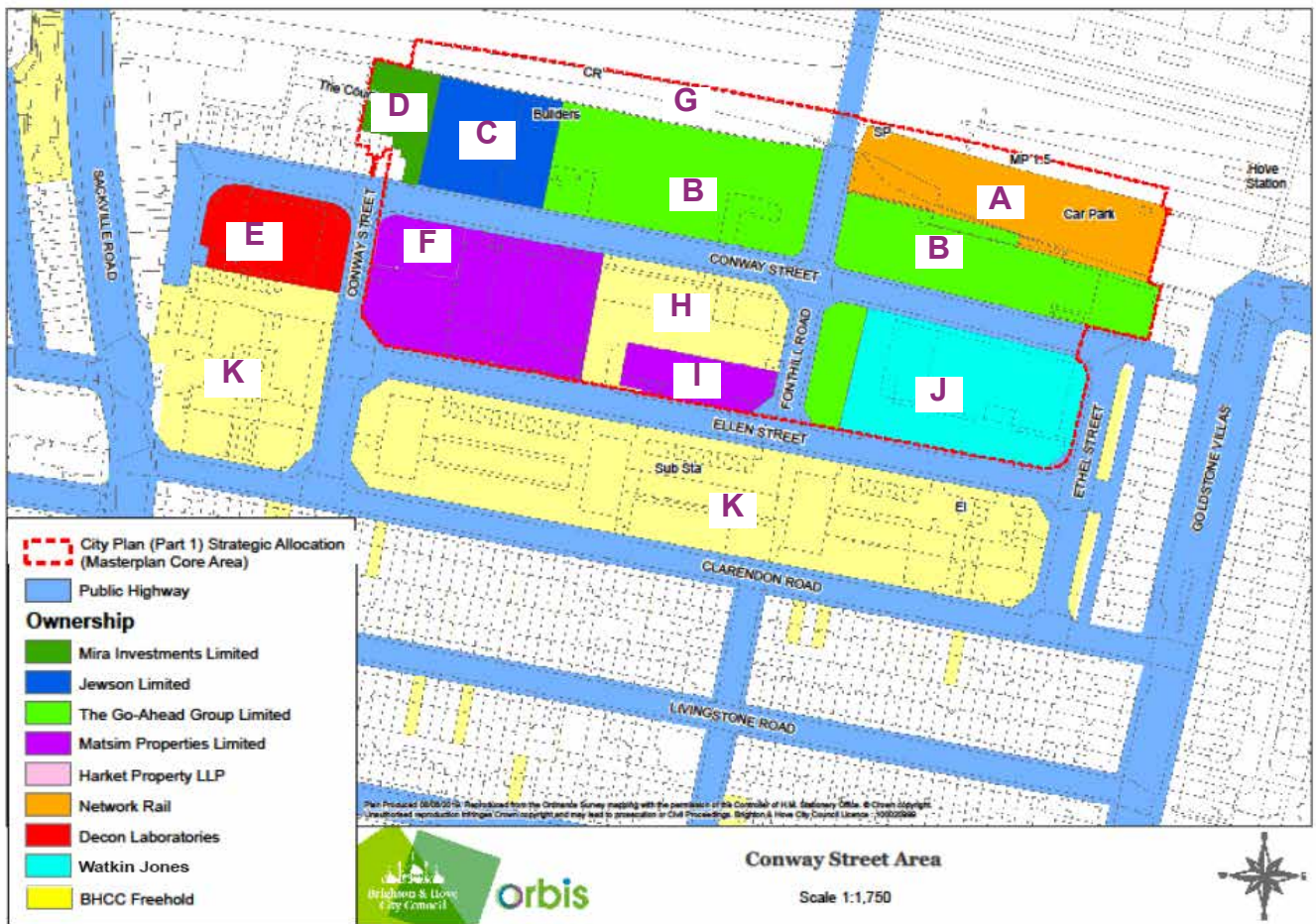


Figure 3.4: Core site land ownership plan

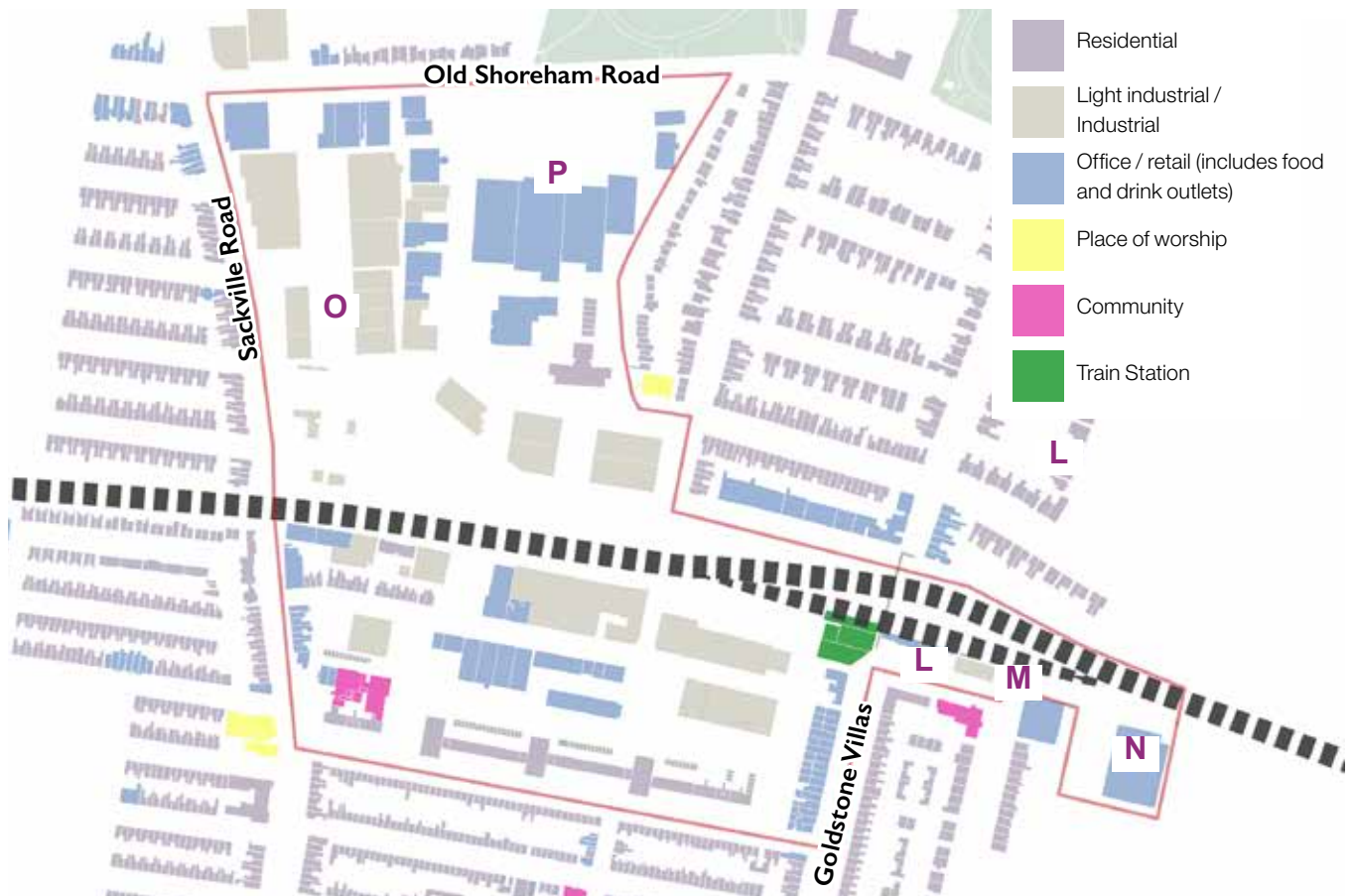


Figure 3.5: Site and context land use plan

J: 1-3 Ellen Street This site is currently occupied by a low quality, two storey employment building. Planning permission was granted on appeal on 19/12/18 for residential development of up to 17 storeys (ref BH2016/02663). Following the sale of the site by previous owner Matsim Properties to Watkin Jones, a revised development scheme of up to 18 storeys, including 218 build to rent residential units, 1662 sq m commercial floor space and 342 sq m of flexible commercial and community floor space, was granted planning permission in October 2020. These approved schemes provide a reference and material consideration for the character and height of future development proposals elsewhere within the tall buildings cluster

K: Clarendon Ellen Estate Owned by Brighton & Hove City Council, there has been significant investment in the four towers in recent years. The Council is intending to engage with residents on how the rest of the Estate could be improved.

L: Car Wash site This is located on land owned by Network Rail who would be looking to improve station facilities as part of any wider regeneration in the area. The terms of its lease with the existing occupier of the site are not known.

M: Petrol Station The owner and operator of this site has not responded to requests for meetings.

N. Royal Mail Site The site is was identified in the emerging Neighbourhood Plan and subsequently in the emerging City Plan Two for 67 residential units, potentially with some employment development.

North of the Railway

O: Sackville Trading Estate Planning approval has been secured by Moda Living for a mixed-use scheme including 564 build-to-rent residential flats, a 260 unit care facility, offices, commercial and community facilities (ref BH2019/03548).

P: Goldstone Retail Park. The owners of this site have advised that they do not have any plans for redevelopment in the near future.

3.8 Outside the masterplan area, the locality is dominated by residential development in a network of geometric gridded streets, dating from the late 19th and early 20th centuries. The scale of these becomes less 'grand' from east to west. These areas are densely developed, but often pleasant and tree-lined. To the east, the streets are often impressive and wide. Within the housing areas to the west, there are few breaks for open space or parking, and occasional terraces of local services and shops.

3.9 Within the masterplan area, the scale is different, with an emphasis on light industrial units accommodating small and medium companies. Many of these units have parking and servicing adjacent to the street, making the environment feel disjointed and fragmented.

3.10 Some of earlier residential terraces remain on Conway Street, and the gridded street layout within the industrial area reflects the pattern of former residential streets. North of the railway line, the street pattern changes to reflect the adjacent sweeping curved lines of the former coal yard and railway sidings.

3.11 The bus depot has been within the area for a century and may well have been established close to the railway station for practical and operational reasons. These reasons remain – access to the station for employees, access to the main service routes and availability of space.

Heritage

3.12 The eastern part of the masterplan area overlaps with the northern part of the Hove Station Conservation Area. Designated in 1996, the area focuses on the listed station buildings and the long approach to them along Goldstone Villas. It is this relationship between the station and the connection to the town centre that gives the area its special character.

3.13 There are two listed buildings within both the study area and the Conservation Area, and these are:

- There is one listed building within both the study area and the Conservation Area, and this comprises the Grade II Listed Station Buildings. The current station building dates from around 1879, though the original station building from 1865 is adjacent to it on Station Approach. The listing includes the glazed canopy to the south of the current station building and the pedestrian footbridge over the railway line.

3.14 The footbridge is in a poor state of repair and - with limited views out - feels enclosed and rather unwelcoming. It does not provide any alternative means of crossing the railway line for those who cannot use steps.



Above - Figure 3.7:
Hove Railway Station
and footbridge

Right - Figure 3.8:



3.15 A further Listed Building, the Grade II Ralli Memorial Hall, is within the Conservation Area and just outside the Masterplan area. Its setting is somewhat compromised by the adjacent six storey residential building and the car wash and garage opposite. The Hall provides a range of community activities, and could form a positive contribution to an upgraded area around the station.

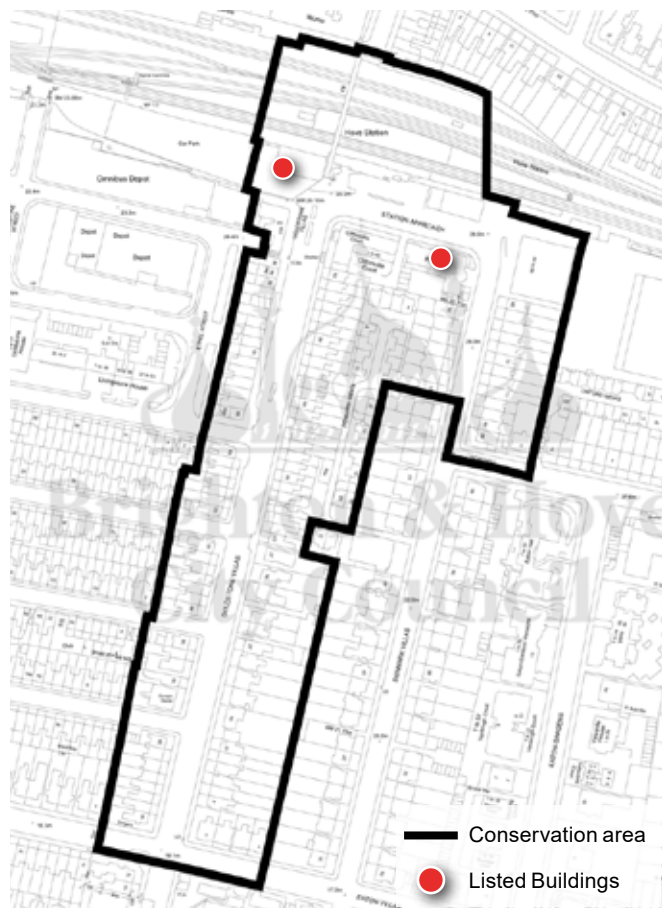


Figure 3.6: Hove Station Conservation Area and Listed Buildings



Figure 3.9: Ralli
Memorial Hall

3.16 Other important heritage assets include 'The Station' public house (100 Goldstone Villas) 101 Conway Street and Fonthill Road railway bridge (all within the masterplan area and 'locally listed') and nearby Hove Park (also locally listed) to the north of Shoreham Road, where longer range views of the masterplan area (including the Clarendon Ellen high rise residential blocks) are visible.

Movement and access

3.17 Providing for movement and access via sustainable travel modes, both within the Hove Station Area and to the wider City, will be key to the success of any redevelopment plans. Key issues that need to be addressed are:

- the severance caused by the railway line;
- the lack of clarity (or 'legibility') of pedestrian access at the edges of the area;

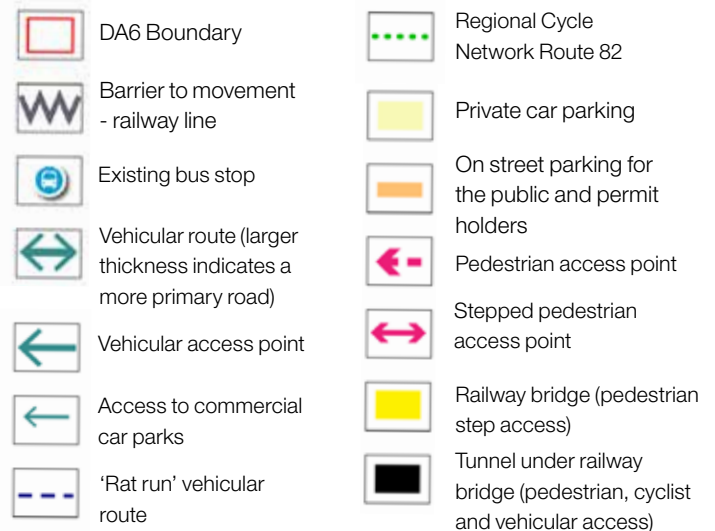


Figure 3.10: Movement Analysis Plan

- rat-running by private vehicles through the area (i.e. use of quieter roads to avoid busier, more congested routes);
- enhancing pedestrian access to the bus services at the Station and along Sackville Road, which is currently limited by the flights of steps at both ends of Conway Street; and
- streets and spaces being dominated by car parking and service areas.

3.18 **Severance:** The railway is a significant barrier to movement between the northern and southern sides of the area both to pedestrians and other transport modes. Existing crossing points are (from west to east):

- Sackville Road, which offers the easiest connection, but is heavily trafficked.
- Fonthill Road / Goldstone Street, which passes beneath the railway. The road is used as a rat-run to avoid Sackville Road and is unappealing to pedestrians and cyclists on account of its dark environment, narrow footways and length.
- The pedestrian footbridge at the station, which does not incorporate a lift, so is not accessible to all. It is in a poor state of repair and does not feel pleasant or safe to use.

3.19 **Lack of clarity:** There are four main 'gateways' to the area for pedestrians, but all suffer from a lack of clarity (legibility) and accessibility due to level changes:

- The Salvation Army steps up from Sackville Road to Conway Street. These steps do not have the appearance of a 'public' thoroughfare (although they can be used by anyone) and have gates that are locked every night.
- Steps up to Conway Street from the public open space outside the Honeycroft Centre. These are tucked away behind buildings on Sackville Road. They do not look inviting and make no provision for disabled access.

- Goldstone Street / Fonthill Road provides a strong north-south link through the site connecting to the wider area. However, at the site's southern 'gateway', it passes under the low-rise dwellings in the Clarendon Ellen Estate and does not appear visually as a welcoming or important connection.
- The steps down from Goldstone Villas next to The Station Pub are not visually apparent and are easy to miss.

3.20 **Rat-running:** Private vehicles 'rat run' through the site from the south-east at Clarendon Road, along Ellen Street to Fonthill Road and up to Old Shoreham Road. These fast moving vehicles make the environment hostile for pedestrians and cyclists.

3.21 **Lack of bus stops:** There are bus stops outside the Rail Station and on Sackville Road. However, access to these from the Conway Street Industrial Area is via steps (both on its eastern and western sides) and there is currently no bus service serving this core area. With future intensification from development of the core area, improved access to bus facilities would be beneficial. Any changes to routes would need consideration of the impact

on other services and be subject to early discussion with commercial operators.

3.22 Dominance of car parking and servicing: Much of the Conway Street area is dominated by parking, be it off-street within business curtilages, or on-street. This adds to the lack of legibility within the area; service yards at the back of premises often face public streets.

Open space

3.23 Though there are extensive green spaces to the north (principally Hove Park, north of Old Shoreham Road) there is very little green space within the masterplan area; instead it is dominated by hard tarmac surfaces. There are some small green areas within the Clarendon Ellen Estate. However, these spaces appear to be neither public nor private in nature, and do not seem to offer any functional amenity value, beyond providing very

limited amenity space for estate residents and a buffer zone between the flats and the public highway.

3.24 The dominance of hard surfacing and the southward sloping topography means that the area contributes to surface water runoff that can become an issue in areas further south towards the coast, during times of exceptionally intense rainfall. There is an opportunity to slow down flows during rainfall by incorporating SuDS storage features into the design of an improved public realm. The area is within a Groundwater Source Protection Zone (GSPZ) and therefore any SuDS would need to be appropriately designed to avoid contamination of the local water supply (see the Sustainable Drainage SPD).

3.25 There is potential for creating two distinctive and welcoming 'entry points' that could help draw people into the area - through improvements to two existing spaces: the space outside the Honeycroft Centre and the setting of the listed Hove station buildings.

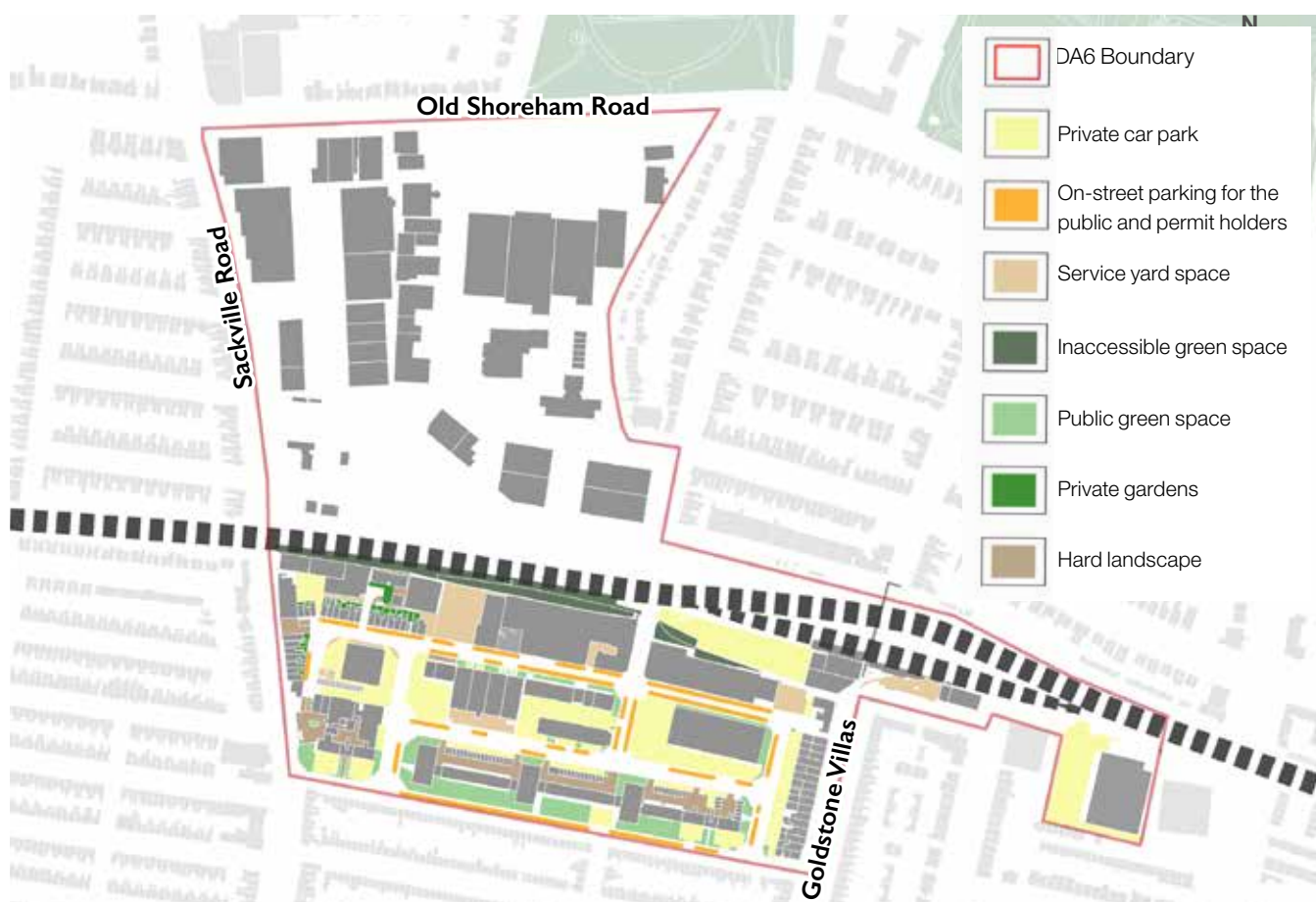


Figure 3.11: Open Space Analysis Plan

Neither of these spaces perform this role well at present.

- the station setting is dominated by a very wide road and unsightly car-related uses in the form of a car wash and petrol station; and
- the space outside the Honeycroft Centre is a bleak space that, with the absence of good overlooking from adjacent buildings, fails to fulfil its potential as an attractive people-friendly public space or in facilitating a range of informal recreational amenities.

Building heights

3.26 Buildings in the wider neighbourhoods surrounding the masterplan area are typically of a residential scale, 2 to 3 storeys in height. The residential terraces of Hove are grand to the east of Goldstone Villas, and denser and smaller to the west. The industrial buildings

within the employment areas are of a larger scale, but rarely above two storeys.

3.27 There are exceptions to this general scale, notably the five 10-storey towers within the Clarendon Ellen Estate. Other taller buildings include the 6-storey residential block across from the station entrance and the new apartment block recently developed by Hyde (New Wave) on Newtown Road. The Dubarry building on the north side of the railway has an imposing presence, being of four storeys with a large floor to ceiling height.

3.28 As discussed, the area is undergoing change. As an identified tall buildings area, significant changes to the townscape can be expected in the future. Three schemes are already in the pipeline for development of substantially greater scale than the existing:

- the Moda Living proposal that has been granted planning permission for the redevelopment of the Sackville Trading Estate and the former Goods Yard, which includes buildings up to 15 storeys in height;



Figure 3.12: Building Heights Plan

- the KAP proposal on Newtown Road includes buildings up to 11 storeys, and
- the Watkin Jones proposal on the 1-3 Ellen Street site on Conway Street has been granted permission for up to 18 storeys.

3.29 There is potential for the spatial relationship between tall buildings to realise a distinctive townscape, particularly in clustering close to the station to create an overall landmark within the wider townscape – while of course - being mindful of key heritage considerations.

Positive and negative influences

3.30 The presence of the railway station and its role in generating the movement of people to and from this part of the city provides a key potential catalyst for the area's regeneration. There has been significantly increased investment in the existing small independent businesses and shops clustered around the station which has provided enhanced vibrancy to the station's southern approach.

3.31 There are some further existing elements that contribute positively to the built environment – the listed station buildings, nearby buildings such as the Dubarry building (Hove Business Centre) and the Ralli Memorial Hall. However, the majority of the masterplan area is occupied by low quality employment buildings with largely 'blank' frontages, creating a relatively hostile pedestrian environment.

3.32 The area contains a range of different employment uses, from start-up space for creative businesses through to larger scale independent operations. Ensuring that the area retains a significant employment function, shifting to a more office based economy, is key. The creation of a mixed-use employment and residential neighbourhood will make best use of

the area's proximity to the Station and its ability to support a diverse range of ancillary uses (such as cafés and shops). The delivery of new employment floorspace is a fundamental requirement of City Plan Policy DA6. The area also offers potential to deliver substantial new housing up to and above the minimum housing figures set in Policy DA6.

3.33 New developments need to provide solutions that overcome the existing poor connectivity to the wider area – and the poor quality of the streets and spaces within it. There is a major opportunity for regeneration of the area to improve connections, particularly:

- at the north-eastern corner, where the potential redevelopment of the Network Rail Car Park and eastern Bus Depot could open-up direct access to the area from the Station, and supplement the existing stepped access from Goldstone Villas; and
- at the south-western corner, where redevelopment of the Honeycroft Centre could provide for a really high-quality public space with direct, welcoming connections into the area for pedestrians and cyclists.

3.34 Since 2015 the submission of successive planning applications for major new developments such as at Hyde Newtown Road, 1-3 Ellen Street, KAP and the Sackville Road Trading Estate/Coal Yard have demonstrated sustained market pressure for the transformation of the area by very high density development. To achieve planning policy aims, it is important that the management of planning applications takes a comprehensive, coordinated approach to the area – reflecting the objectives of the City Plan and the Neighbourhood Plan. In January 2019, the council declared a climate emergency and put in place a commitment



Figures 3.13: Existing Positive Influences

Text to be added prior to publication of final version of SPD to further clarify nature of positive and negative influences that images are intended to depict



Figures 3.14: Existing Negative Influences

to make Brighton & Hove carbon neutral by 2030. The redevelopment of this area offers a unique opportunity to meet this ambition and provide an exemplar of what can be achieved when carbon neutrality is at the core of the masterplan.

3.34 The principles set out in Chapters 4 and 5 of this SPD draw on and enhance those which were developed for the above planning

documents and will help meet the city's climate challenge. They provide a detailed coordinating framework.

3.35 Table 3.1 below sets out seven specific objectives derived from the analysis of the area. These objectives have underpinned the coordinating framework.

Objectives

1	Improve bus depot The bus depot needs to be improved within the DA6 area, and needs scope to expand.	Discussions with the bus company have established that the current location of the bus depot is fundamental in meeting its operational requirements. A range of potential future changes relating to an expanding fleet, the fuelling requirements and other operational issues mean that the ageing bus depot needs redeveloping. The current buildings need upgrading. The bus company's preference is to remain in its current location. However, there may be potential to partially relocate and reconfigure the company's existing sites as part of a land assembly exercise shifting the bus facilities westwards onto adjacent land within the core masterplan area.
2	Unlock station sites: Provide the necessary drivers for key sites around the station itself to become available for development.	Connections into the area from the east are limited. The integrated development of the Network Rail Car Park and Bus Depot site east of Fonthill Road would provide the means to unlock the area as a whole, providing a significant level of development and new links into and through the area to and from the station. Such redevelopment could act as a catalyst for further development on other sites within the core masterplan area.
3	Repurpose Fonthill Road: Fonthill Road needs to become a pedestrian and cyclist friendly link, and vehicle movements through the area must be limited.	The potential regeneration of the Conway Street area is currently compromised by the existing use of Fonthill Road as a rat-run. There is an opportunity to both reduce the number of vehicles using this link and to create a greatly improved environment for pedestrians and cyclists.
4	Maintain station parking: The level of dedicated parking provision serving the station should be maintained.	Discussions with Network Rail have indicated that the current level of parking provision serving the station should be accommodated in any redevelopment involving the existing car park site. The location of replacement parking should maintain convenient access for rail travellers. The Neighbourhood Plan promotes the long-term possibility of centralised car parking facilities combining the station parking with parking for local residents, commuters and visitors if a suitable site can be found.

Table 3.1: Seven specific objectives derived from the analysis of the area

Objectives (continued)

5	<p>Enhance station setting:</p> <p>The setting of the station / Station Approach should be enhanced.</p>	<p>The area south of the railway line has the potential to provide (i) a much improved setting for the listed station buildings; and (ii) a public realm that provides more space for pedestrians, cyclists and users of public transport and reduced space for vehicles. Enhancement of the station setting is a key component of the Neighbourhood Plan proposal for a Hove Station Community Hub, which is focused on the improvement of the immediate environs of the station.</p>
6	<p>Improve station accessibility:</p> <p>Improve station accessibility:</p> <p>In the context of improving non-vehicular accessibility to the station, east-west routes through the Conway Street industrial area should be improved and the northern access to the station also enhanced.</p>	<p>While the south side of the station forms the main access point for passengers and is relatively accessible, the vehicular-pedestrian cycle conflicts should be minimised. The north side of the railway has completely inadequate access via the footbridge, creating access problems for a range of users (and potential users) including people with disabilities and elderly people with heavy shopping bags or luggage.</p> <p>In the short term, the physical condition of the bridge (which is a listed structure) should be improved. It should also offer more attractive alternatives for accessing the southern entrance by improving connectivity from the north and west through the Conway Street area, from Fonthill Road and across to the Sackville Trading area as it is redeveloped. In the longer term an evaluation of the options should be undertaken of lift access to the bridge at both ends or extending to Hove Park villas the north-south tunnel connecting the platforms. Improving accessibility to the station is a key component of the Neighbourhood Plan proposal for a Hove Station Community Hub.</p>
7	<p>Improve Honeycroft:</p> <p>The Honeycroft community hub at the Clarendon Ellen Estate should be improved.</p>	<p>Clarendon Ellen Estate currently provides a social hub on the ground floor of the western tower (the Honeycroft Centre) which includes a nursery, space for community events and training, and space for hire. There is also a range of other community uses in the two-storey building. The public open space in front of the centre and pedestrian access into the core masterplan area at this point are both poor in terms of quality and legibility. There is potential to redevelop while greatly improving this area, re-providing community facilities along with additional homes with a reconfigured public open space and legible routes to better connect into the surrounding area. The improvement of the existing community facilities and local open space with the associated redevelopment of the Decon building are core elements of the Neighbourhood Plan proposal for the Sackville Road-Conway Street Community Hub.</p>

4 Area wide strategy

Introduction

4.1 This chapter provides a coordinating framework for all new development within the masterplan area. All planning applications and projects are expected to accord with the principles in relation to the following:

- Public Realm Strategy
 - Movement: routes and connectivity
 - Street types and spaces
 - New and improved areas of public space
 - Sustainability Principles
- Layout Principles
 - Key frontages and edges
 - Key views, landmarks, and opportunities for height
- Land use principles

Public realm strategy

4.2 Figure 4.1 opposite sets out the overall strategy for movement, showing how routes and connectivity will be improved in the area. The key principles are:

- movement: routes and connectivity;
- street types; and
- integrating sustainability principles.

Movement: routes and connectivity

4.3 Figure 4.1 opposite sets out the overall strategy for movement, showing how routes and connectivity will be improved in the area. The key principles are:

- Reduce the volume and speed of vehicular traffic by introducing controls at the Fonthill Road tunnel under the railway line. Design the route through the tunnel to provide greater space for pedestrians and cyclists. Incorporate lighting, materials and public art to make the space feel more welcoming and engaging to non-car users.
- Extend this north-south route through to Clarendon Road, creating a green link for all pedestrians (including children and young people) between Conway Street and Ellen Street, along with an improved pedestrian / cycle link through the Clarendon Ellen Estate to Clarendon Road.
- Redevelop the station car park and eastern Bus Depot sites to provide mixed-use development incorporating a strong, positive pedestrian connection from the station level to Conway Street.
- Improve the existing pedestrian footbridge over the railway line, providing lifts as well as stairs, being mindful of its Grade II Listed status.
- Consider opportunity to provide for limited additional parking in a multi-storey car park to serve the wider development in the core masterplan area.
- Redevelop the Honeycroft Centre and associated community facilities, providing a new 'gateway' space and a direct and welcoming pedestrian / cycle connection through to Ellen Street.
- Create a clear pedestrian-friendly east-west route connecting Sackville Road to the station.

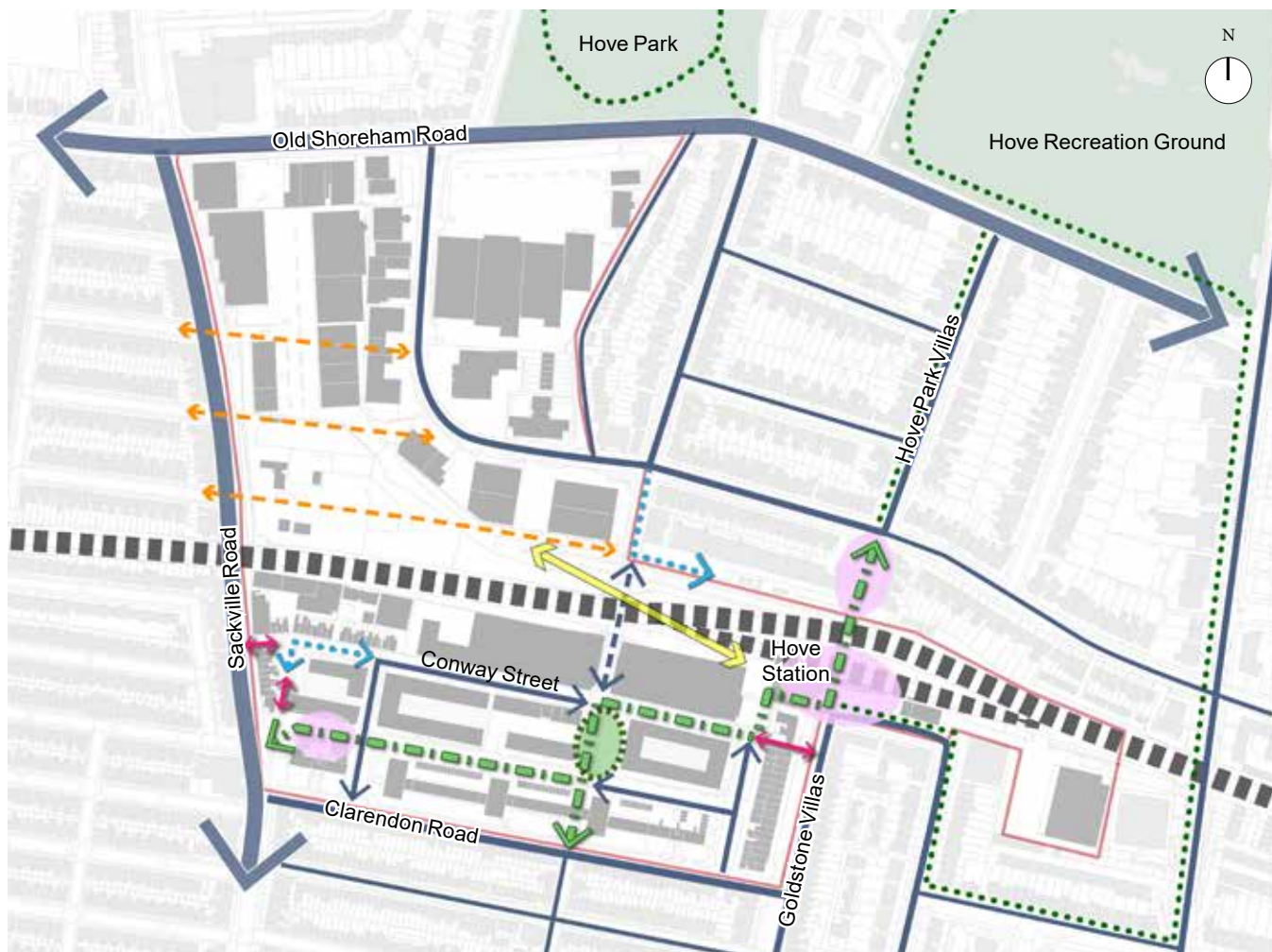


Figure 4.1: Movement Strategy



- Simplify vehicular routes, ensuring that appropriate access to existing and future businesses to ensure they can continue to operate successfully. This includes providing for bus access to existing and future Bus Depot facilities.
- Ensure that any future redevelopment of the Newtown Road employment area provides direct pedestrian and cycle connections to east-west routes provided as part of the redevelopment of the Sackville Road Trading Estate.

Street types

4.4 A key aim of the public realm strategy is to make the Hove Station Area more welcoming to pedestrians and cyclists. The area is currently dominated by motor vehicles and isn't conducive to walking or cycling. The aim of the public realm strategy is to prioritise pedestrian and cycle movements. To achieve this, the public realm strategy proposes two distinct street types:

- Vehicular routes, with the traditional demarcation of carriageway and footways on either side. Cyclists are accommodated on-street. Greening of these streets is not normally an essential requirement, though opportunities to enhance green infrastructure should be sought where possible. Streets that buses are expected to use should be designed appropriately to allow unobstructed free-flow operation of buses in both directions.
- Pedestrian / cycle priority routes, which either wholly or partly exclude vehicles and provide slow speed design. Green/blue infrastructure in the form of pocket parks, water management/SuDS and / or street trees should be an integral element of the design of these streets.

4.5 Chapter 5 provides guidance for specific locations within the overall movement strategy.

- Trees must be an integral part of the design of these streets.

Integrating sustainability

4.6 Sustainability measures should be integrated into the design of the public realm. These should include:

- incorporating planting, vegetation and water features ('green'/'blue' infrastructure) including sustainable urban elements (SuDS) to slow-down the rate of surface water run-off and reduce contaminants entering the groundwater resource (see SPD16 Sustainable Drainage);
- ensuring that any future heat network in the area can be accommodated within streets and spaces; and ensuring that space is safeguarded within the public realm and coordinated with other services to allow the installation of an area-wide low-carbon heat network, including links to other adjacent areas to support the development of a wider interconnected area wide network;
- providing green infrastructure to help enhance biodiversity, (e.g. wildlife-friendly planting, green walls or roofs, hanging gardens, bird boxes, bee bricks etc.), improving air quality, providing shading and improving the well-being of people who live and work in the area, including through the provision of local food growing opportunities;
- food growing (e.g. edible landscaping/fruit trees etc.);
- car-free developments where possible and an environment conducive to pedestrians and cyclists;
- explore opportunity for a freight logistics/ 'last mile' hub to north of railway;
- provide for/retain Blue Badge parking;

- retrofit and/or integrate electric vehicle charging points into new public realm and individual plots for private and communal use;
- work with statutory undertakers to upgrade utilities to facilitate renewable energy projects and retrofit; and
- improve cycle parking within public highway and within redeveloped and retrofitted individual plots and arrays of plots (blocks).

4.7 In combination, these measures can help improve the area's resilience to climate change and help to enhance local biodiversity. All schemes for the public realm will be expected to demonstrate how they combine these measures in creating attractive pedestrian and cycle friendly streets and spaces. The illustrations and diagrams overleaf set out the key principles, including examples of some very urban streets being transformed into engaging, pedestrian and cycle friendly spaces. This same level of transformation should be achieved on the pedestrian / cycle priority routes in the Hove Station Area.



Fig 4.2: BEFORE: White Hart Lane, London.

The original street being an important link between the railway station, high street and football stadium was dominated by vehicles and had an uninviting and dilapidated public realm that did not encourage people to use the space.



Fig 4.3: AFTER: White Hart Lane, London.

The space was transformed with carriageway realignment to reduce vehicular dominance. The introduction of SuDs improved the environment with green infrastructure giving social spaces for people to colonise the reclaimed road space.



Fig 4.4: BEFORE: Aldgate Square, London

The gyratory system encouraged high traffic speeds. Pedestrian movement was restricted by railings, emphasising the dominance of vehicles.

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Fig 4.5: AFTER: Aldgate Square, London

The gyratory was re-routed, enabling the creation of a new public square and expansion of the churchyard gardens. The large amount of new planting improves air quality, as well as the look and feel of the area.

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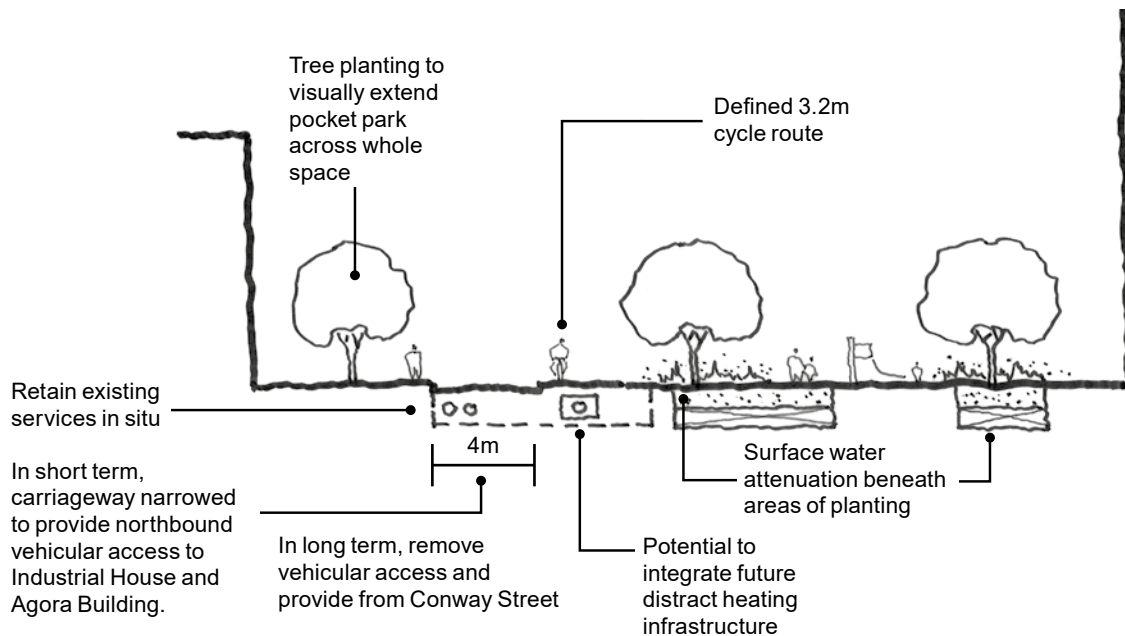


Figure 4.6: Illustrative section showing integration of sustainability principles in new pocket park

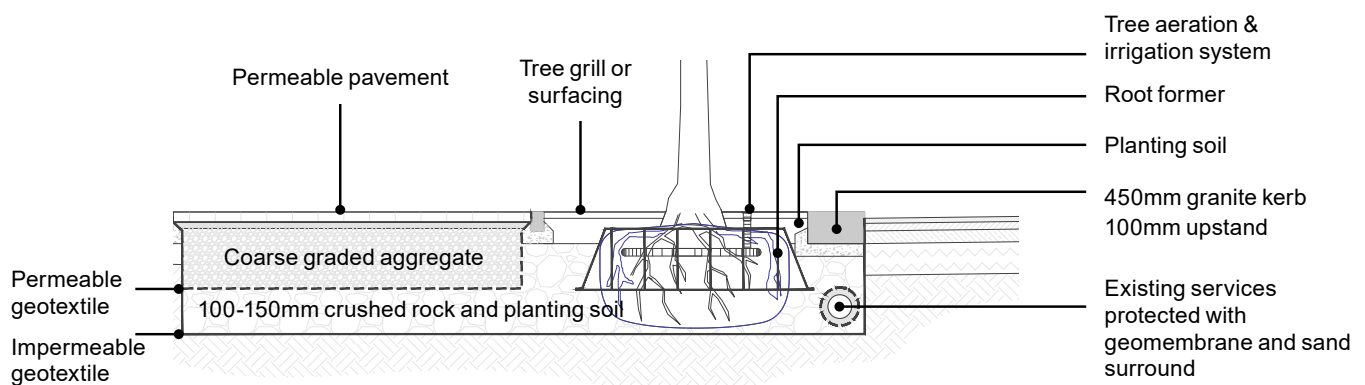


Figure 4.7: Principles for integrating new trees and permeable surfaces into the streetscape.

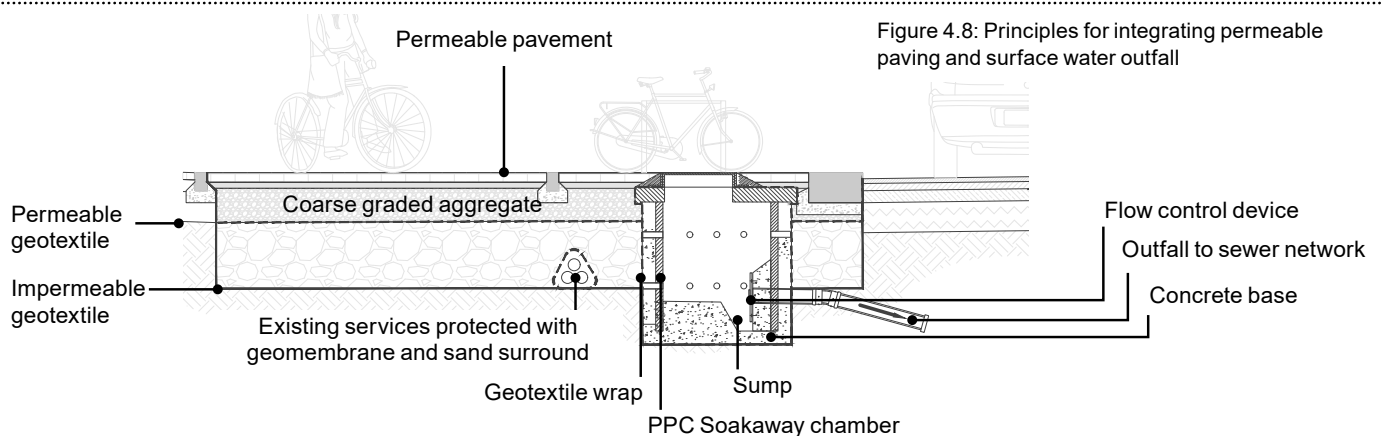


Figure 4.8: Principles for integrating permeable paving and surface water outfall

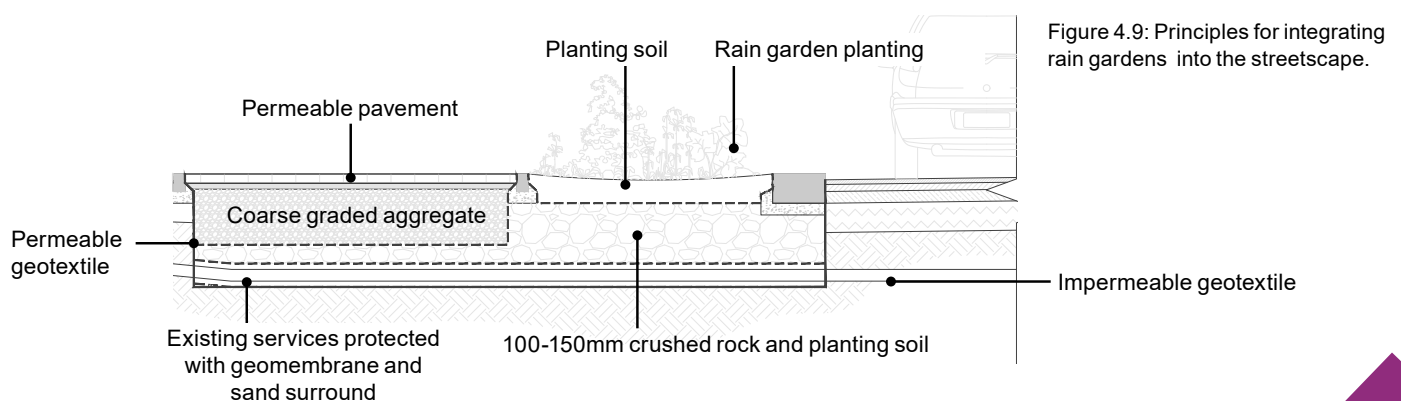


Figure 4.9: Principles for integrating rain gardens into the streetscape.

Layout Principles

4.8 The Public Realm Strategy must be supported by positive building edges defining and overlooking the key routes and spaces within the site. Taller buildings can collectively create a landmark, helping to waymark and visually reinforce the important destination of the station within the new station quarter and the wider area. A tall buildings 'cluster' in this area would need to be carefully planned and considered – particularly with regard to its relative proximity to (and setting of) the nearby station building - and its heritage status. This section sets out principles for:

- key frontages and edges;
- mix of uses to support active edges; and
- key views, landmarks and opportunities for height.

Key frontages and edges

4.9 Figure 4.11 sets out a range of different building frontages that, to a greater or lesser degree, have a role to play in creating a sense of place within the core masterplan area. The requirements for the design of these frontages are as follows:

- **Key frontages.** These frontages should define the edge of the route linking the station to Sackville Road with strong, almost continuous building edges with few gaps between them. The ground floor of buildings along these frontages should have windows and doors onto the route.
- **Other important frontages.** These frontages also have a role to play in defining and overlooking key routes and spaces. However, there are challenges with some (e.g. the existing buildings on Ethel Street are essentially the 'backs' of buildings) and so it is acknowledged that achieving active frontages for their whole length may not be possible.



Figure 4.10: Inactive frontages can make a positive contribution to the street scene

- **Active edges.** 'Active' edges (providing views into and out of buildings) should be provided at ground floor level in all new developments within the area. These must include windows and doors on the ground floor and should extend for at least 50% of the frontage.
- **Potentially inactive frontages.** There is one use where achieving active frontages may not be possible for large parts of the building frontage: the bus depot. The design of a replacement bus depot must aim to have some active frontage (e.g. to showcase sustainable transport or allow some activity to be visible) and make inactive frontages as engaging as possible through:
 - a strong architectural design that introduces human scale and vertical rhythm to the lower floors through the use of materials and detailing;
 - creatively incorporating graphics and signage into the design of the building (rather than being an add on); and
 - incorporating small amounts of active ground floor uses where possible - e.g. making the most of staff entrances and office functions.

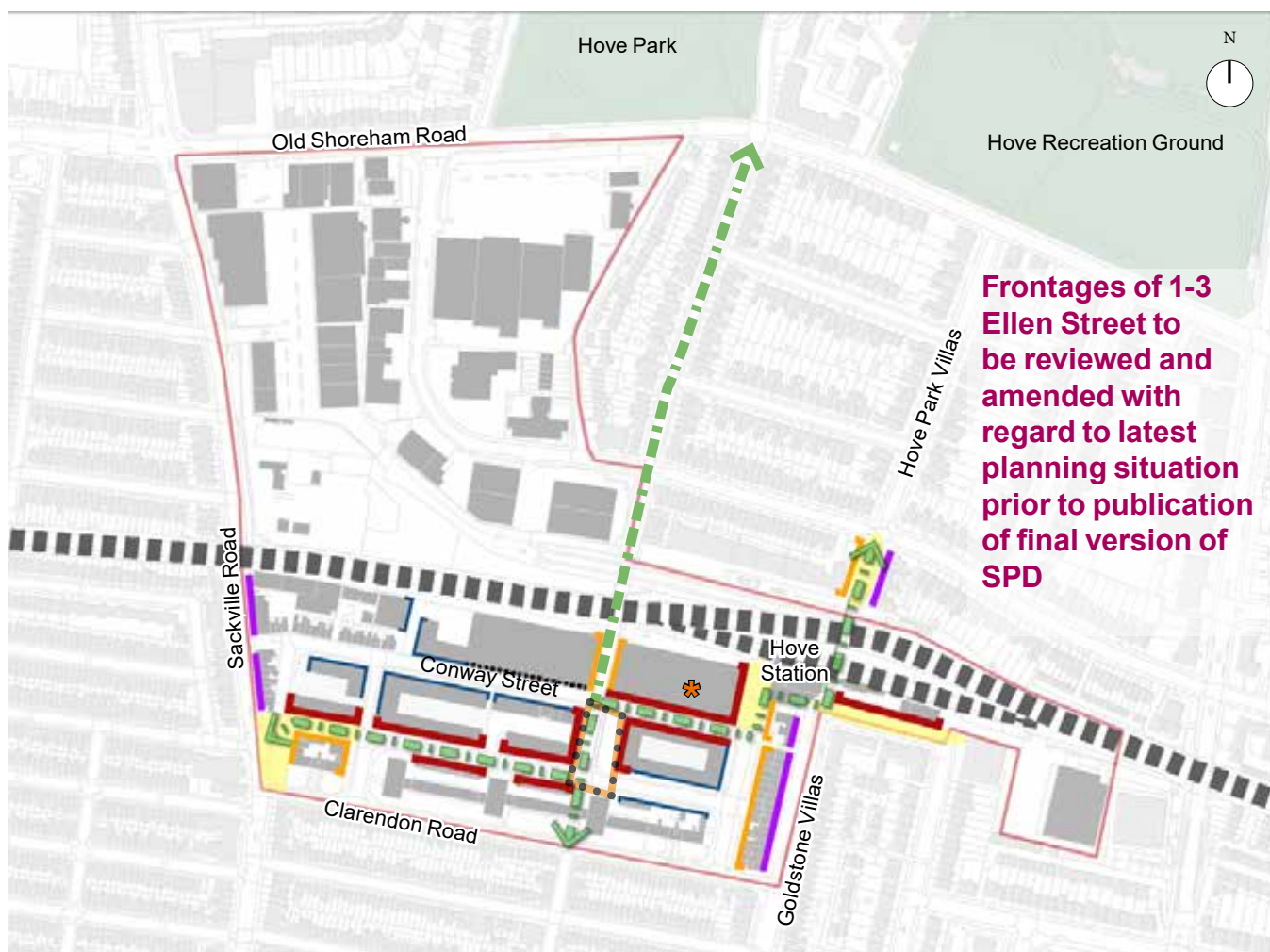


Figure 4.11: Key frontages and edges

	DA6 Boundary		Potentially inactive frontage
	Key frontages		Key spaces
	Other important frontages		Focal green area within which a pocket park will be located
	Active edges		Key pedestrian / cycle priority movement corridor
	Existing retail frontages		Indicates location of 1-3 Ellen Street frontage

Mix of uses

4.10 The Council's planning policy aims to regenerate the area as a vibrant and sustainable mixed-use area. Policy DA6 requires the retention or replacement of existing employment floorspace with a shift towards high quality flexible office / business (B1) uses. In order to secure an appropriate mix of uses, new development in the area should incorporate a range and mix of uses at ground floor level, with housing units above, that can contribute positively to active edges along the streets and spaces. Floorspace for Creative, Digital and IT Industries could play a key role here, not just in meeting demand for such workspace throughout the city from this locally-important economic sector, but in providing

active frontage opportunities at the lower level of new buildings, to help animate the public realm and contribute to the safety and security of the area. New development should:

- provide employment uses on the lower floors, defining and overlooking adjacent streets and spaces, with residential above where possible noise and pollution impacts could be reduced;
- focus 'active' employment frontages onto vehicular rather than pedestrian / cycle priority streets as employment tends to be less sensitive than residential uses to noise from passing vehicles;
- locate employment where other non-residential uses are expected to be in place for the long term - i.e. opposite the western Bus Depot; and
- employment tends to be most active during weekdays. In order to ensure active edges onto streets and spaces all week long, mix employment on the ground floor with other ancillary uses - e.g. entrances to residential at the upper level, cafe and retail units, and community facilities.

4.11 The council is commissioning a Heat Network Feasibility Study of the Hove Station Area, with work expected to commence in spring 2021. Sufficient space should be safeguarded within the masterplan area to accommodate an appropriately sized energy centre to provide low carbon heat to the buildings contained in the new urban quarter. The energy centre shall allow sufficient space for the range of technologies (which may be considered under the heat networks feasibility study) and the volume to encompass thermal storage to maximise the potential to deliver carbon reductions

Key views, landmarks, and opportunities for height

4.12 New buildings should support the overall approach to movement and connections through the area, locating buildings to animate key views along streets and spaces. Figure 4.12 sets out principles for building height across the core area as follows:

- Taller buildings should be clustered to the south west of the station building, incorporating the 1-3 Ellen Street site, the eastern Bus Depot and Network Rail's car park.
- The majority of the remainder of the Core Area may be up to 8 storeys in height. Changes in height and massing should be used to create visual interest and avoid long 'walls' of the same height. Those corners where there are opportunities for landmark / focal points are located on key view-lines - and should be designed to respond positively to these views. Height above 8 storeys may be appropriate in these locations.

4.13 The approach to setting building heights for the area is informed by:

- the urban design strategy for movement, aims to improve connections and accessibility to the station. A cluster of taller buildings close to (but not immediately adjacent to) the station will help provide physical and visual landmark to this destination;
- supporting the overall approach to movement and connections through the site by locating buildings to respond to and terminate key views;
- the material consideration with regard to heights set by consented schemes, with up to 18 storeys at 1-3 Ellen Street and up to 15 storeys on the Coal Yard/Sackville Trading Estate. The Network Rail Car Park is around two storeys higher than land to the south, and so this topological factor should be taken into account in the design and consideration of the visual impact of tall building proposals in this location;
- responding to the Clarendon Ellen Estate's 10 storey towers, which are assumed to remain in situ. However, there is an opportunity to improve and/or replace other buildings within the estate, including the potential replacement of some of the garage blocks with new development. In doing so, the 10 storey towers should remain prominent elements in the townscape by being higher than surrounding development. Therefore, a maximum height of up to eight

storeys is recommended, with the tallest elements on key corners to act as landmarks; and

stepping down building heights of any development that is proposed in close proximity to the existing two-storey residential dwellings on Conway Street.

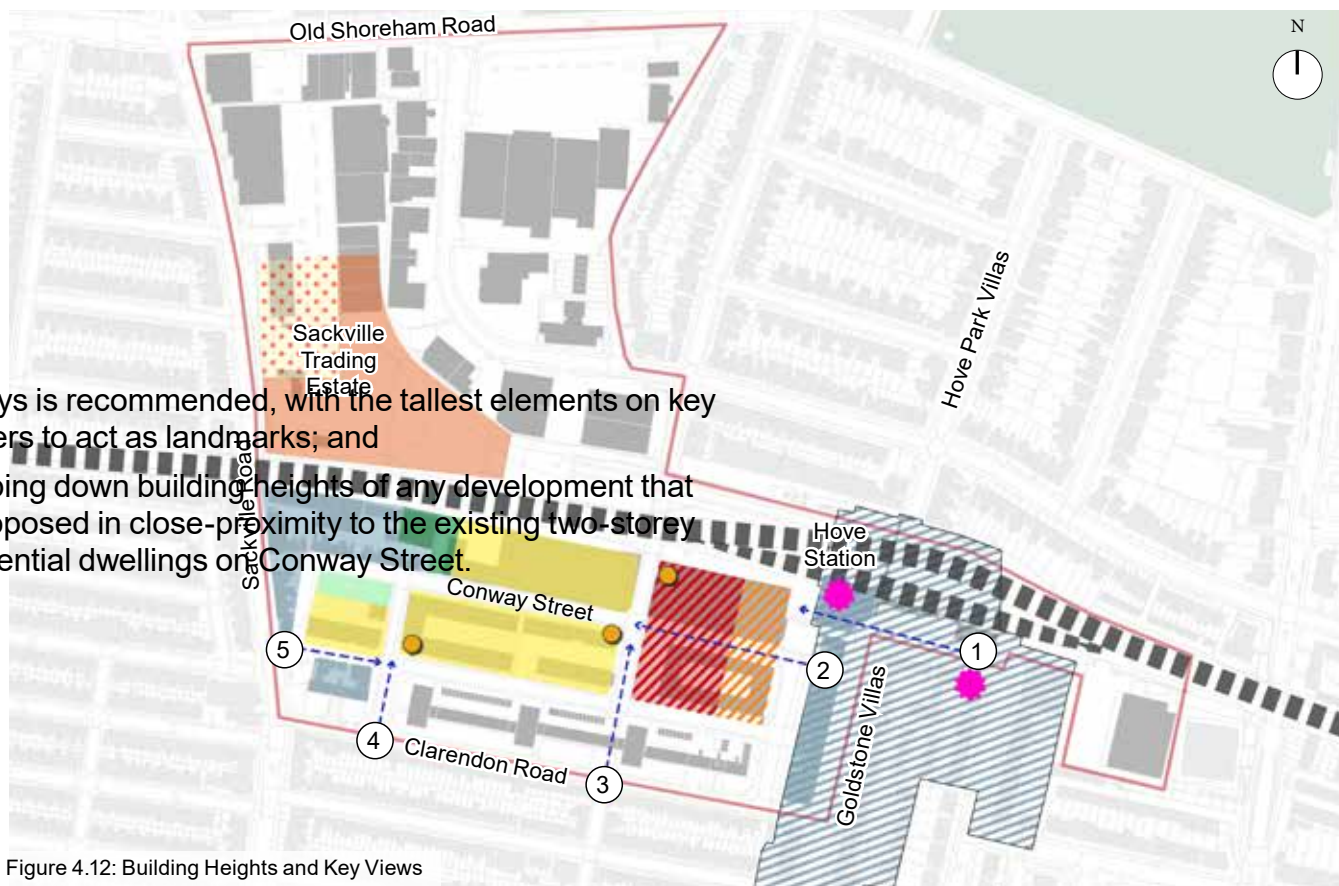
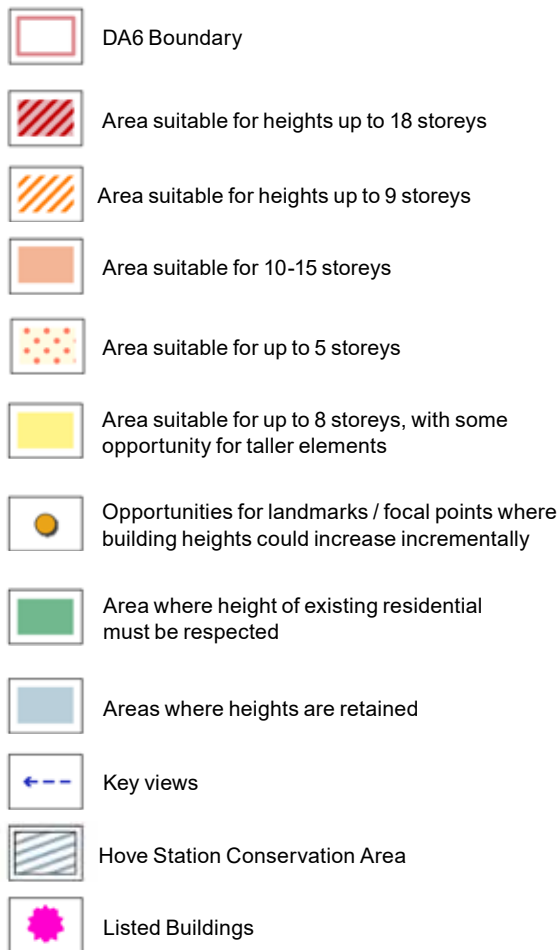


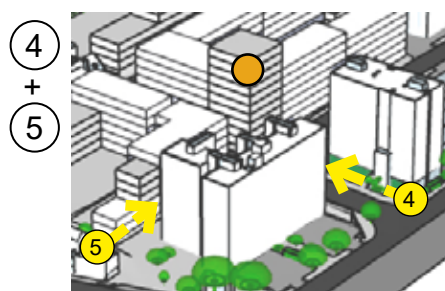
Figure 4.12: Building Heights and Key Views



Key view 1 shown on the illustrative massing model



Key views 2 and 3 shown on the illustrative massing model



Key views 4 and 5 shown on the illustrative massing model

5 Site specific opportunities

Introduction

5.1 The principal site specific opportunities identified in Chapter 4 are set out in Figure 5.1 opposite and are:

1: Station Rise: This area, lying to the west of Hove Station, comprises the eastern bus depot and Network Rail Car Park. These two key sites in combination have the potential to 'unlock' the station area as a whole, by providing direct connections between the station and the wider area.

2: Honeycroft Centre Area: A cornerstone to the development, this area has the potential to provide a welcoming gateway to the area from the west and continue to host important community facilities. This potential underpins the Neighbourhood Plan Sackville Road / Conway Street Community Hub proposal.

3: Station Approach: area of public realm which should be enhanced to provide a high quality setting to the Listed Station Buildings and create a positive initial impression of Hove on exit from the station. This area is included in the Neighbourhood Plan Hove Station Community Hub proposal.

4: Fonthill Road & Goldstone Street: This street, currently dominated by cars, provides the opportunity to create a pleasing and practical north-south pedestrian and cycle route through the site, subject to the constraints of maintaining a minimum level of accessible on-street parking for residents.

5: Pocket Park: Located within the heart of the area, south of the Fonthill Road tunnel, this new soft landscaped area will provide an accessible amenity space for the residents of the immediate and wider area, bringing much needed green to the area. The provision of a pocket park is a high priority for local residents

but alternative locations in the core masterplan area identified in NP Part 1 Figure 6 should be evaluated during the consultation on the SPD.

6: Ellen Street: There is potential to transform this street, both through the regeneration of the Clarendon Ellen Estate to create positive building fronts onto the street and by making it a greener street, with priority for pedestrians and cyclist.

7: Ethel Street: There is an opportunity to reduce the dominance of private vehicles along Ethel Street to create a calmer, more welcoming approach to the station from the south.

8: Hove Park Villas Square: The approach to the station from the north side is along a characterful residential street with local shops. This is a key pedestrian route to the station from the surrounding northern neighbourhoods. There is potential to create a calmer, people-focused space in this area that - coupled with improvements to the pedestrian footbridge - could significantly improve the experience of the station and the link across the railway. This location is included in the Neighbourhood Plan Hove Station proposed Community Hub.



Figure 5.1: Location map of site specific opportunities

Station Rise

5.2 The function of this area is to provide a high-quality, gateway approach into the Hove Station Quarter from the station.

Site Parameters:

- **Scale and massing:** Taller development should be located on the western edge of the site, rather than towards the east where it meets the listed station building and the Conservation Area. This should create a landmark within the vicinity of the station and aid legibility towards the key transport node, while respecting the urban grain of the existing built form here.
- **Public realm and open space:** Provide an accessible, welcoming pedestrian link within a high-quality public realm; a destination that addresses the level change between what is currently the station car park and Conway Street, and allows for urban greening.
- **Active frontages:** Create positive frontages within this new public realm that incorporate active ground floor uses with residential above. Incorporate a range of ground floor units, so that there is an opportunity to draw on the existing lively character of small, independent businesses in this part of Hove.
- **Access and parking:** Replacement station car parking must be re-provided as part of the redevelopment. There is a major opportunity to step down in levels from the station to Conway Street, and - as shown in Figure 5.3 - parking could be accessed or provided at ground level on Conway Street, with vehicles accessing the site from Clarendon Road. This should be incorporated in a way that does not compromise active frontages at ground level. No residential car parking, with the exception of access for disabled parking, servicing and deliveries should be provided for the



Figure 5.2: Site location

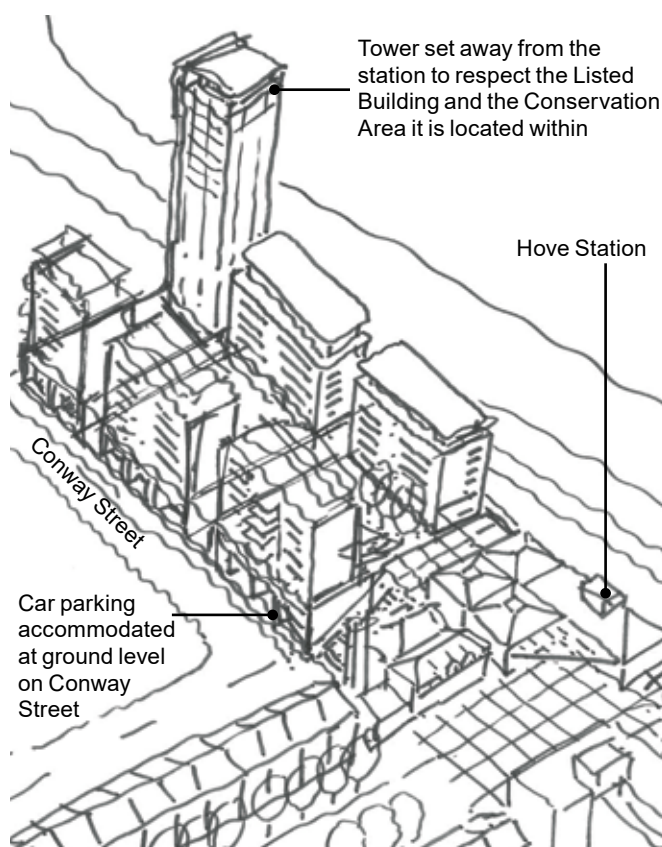
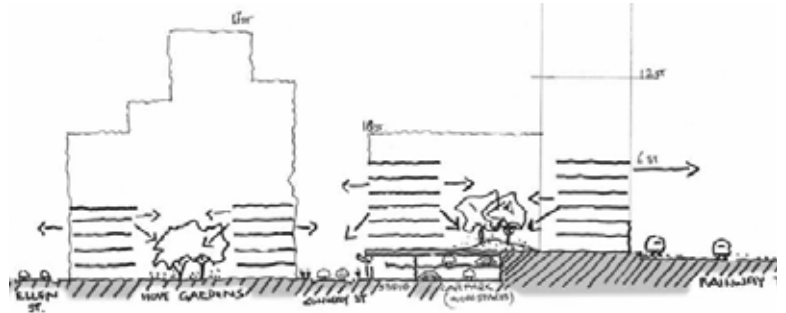


Figure 5.3: Illustrative sketch showing massing and key principles

residential development located above the commercial units. A longer term alternative could be the provision of a new car park for the station, which could be integrated with parking for residents, commuters and visitors if a suitable site can be found.



Above - Figure 5.4: Illustrative section showing level change from railway line to Conway Street

Left - Figure 5.5: A high quality, mixed-use development with active frontages rejuvenates a town centre. Dickens Yard, Ealing, London

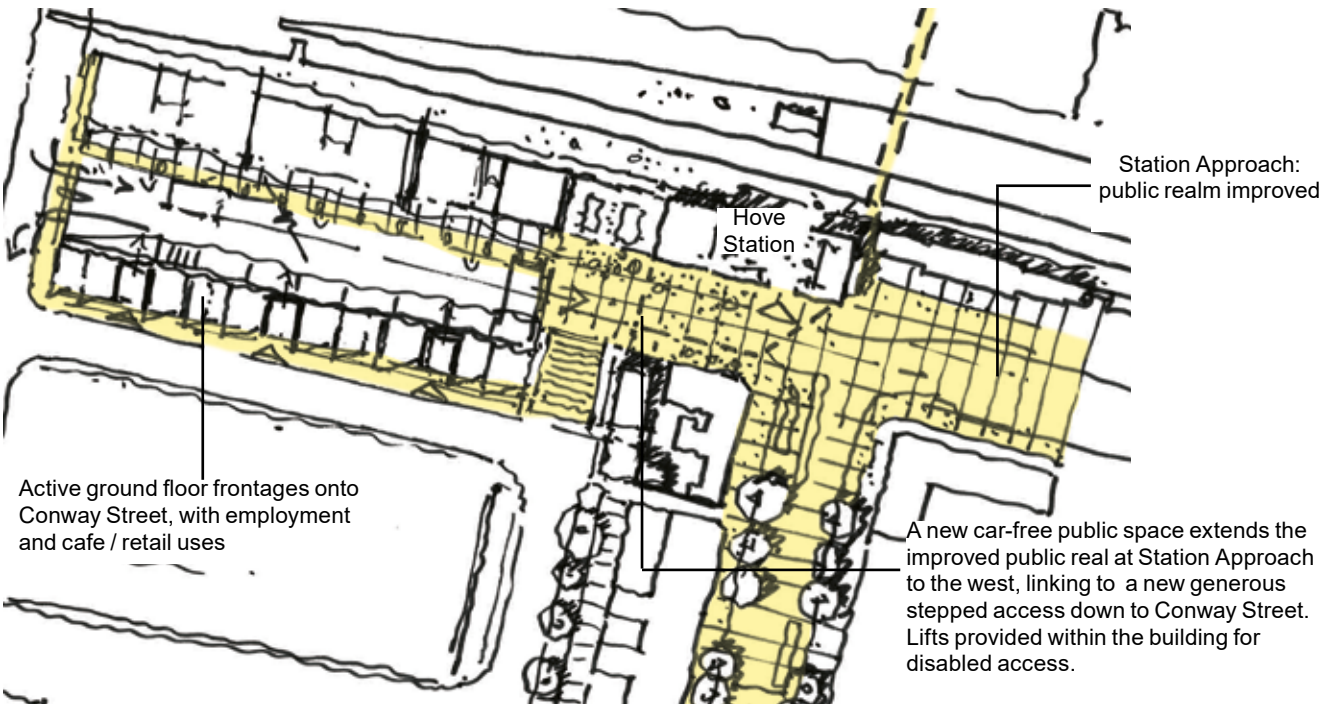


Figure 5.6: Illustrative station level plan

Key Deliverables:

- Creating a welcoming and positive pedestrian link from the station into the Conway Street area.
- Re-providing existing station car parking in a location convenient for rail users.
- Delivering mixed-use development, including employment and ancillary retail uses (to

fulfil local needs) on the lower floors, with residential above. Retail uses could also be considered at ground floor level; however, any retail provision should integrate with and positively benefit the existing shopping area along Goldstone Villas which is an important local shopping parade.

Honeycroft Centre Area

5.3 The Council is intending to engage with residents of the Clarendon Ellen Estate to develop an estate-wide regeneration scheme. The Honeycroft Centre has a key role to play in the regeneration of both the Estate and the wider Hove Station Area which the Neighbourhood Plan has recognised by designating it as one of its Community Hubs.

Site Parameters:

- **Community facilities:** Enhance/upgrade the existing community facilities as part of any redevelopment or major refurbishment.
- **Public realm:** Design new development to define a new east-west route through the site, lining directly with Ellen Street. Create an improved open space addressing Sackville Road and connecting to this new route. Be mindful of the needs of children and young people in the space, considering opportunities for informal play in the public realm.
- **Scale and massing:** Step buildings down towards Sackville Road to respect the scale of the existing streetscape. Buildings to be a maximum of 8 storeys. Design layout so as not to prejudice future development of Decon Laboratories site immediately to the north.
- **Active frontages:** Ensure that active ground floor uses face onto the open space and new east-west route. Provide residential on the upper floors, with clearly defined entrances at ground level.

Key deliverables:

- Improvement of the public space and creation of east-west link to Ellen Street to create a welcoming gateway to the area.
- Re-provision of the existing community facilities on site.



Figure 5.7: Site location



Figure 5.8: Example showing how new development could define the new east-west link to Ellen Street

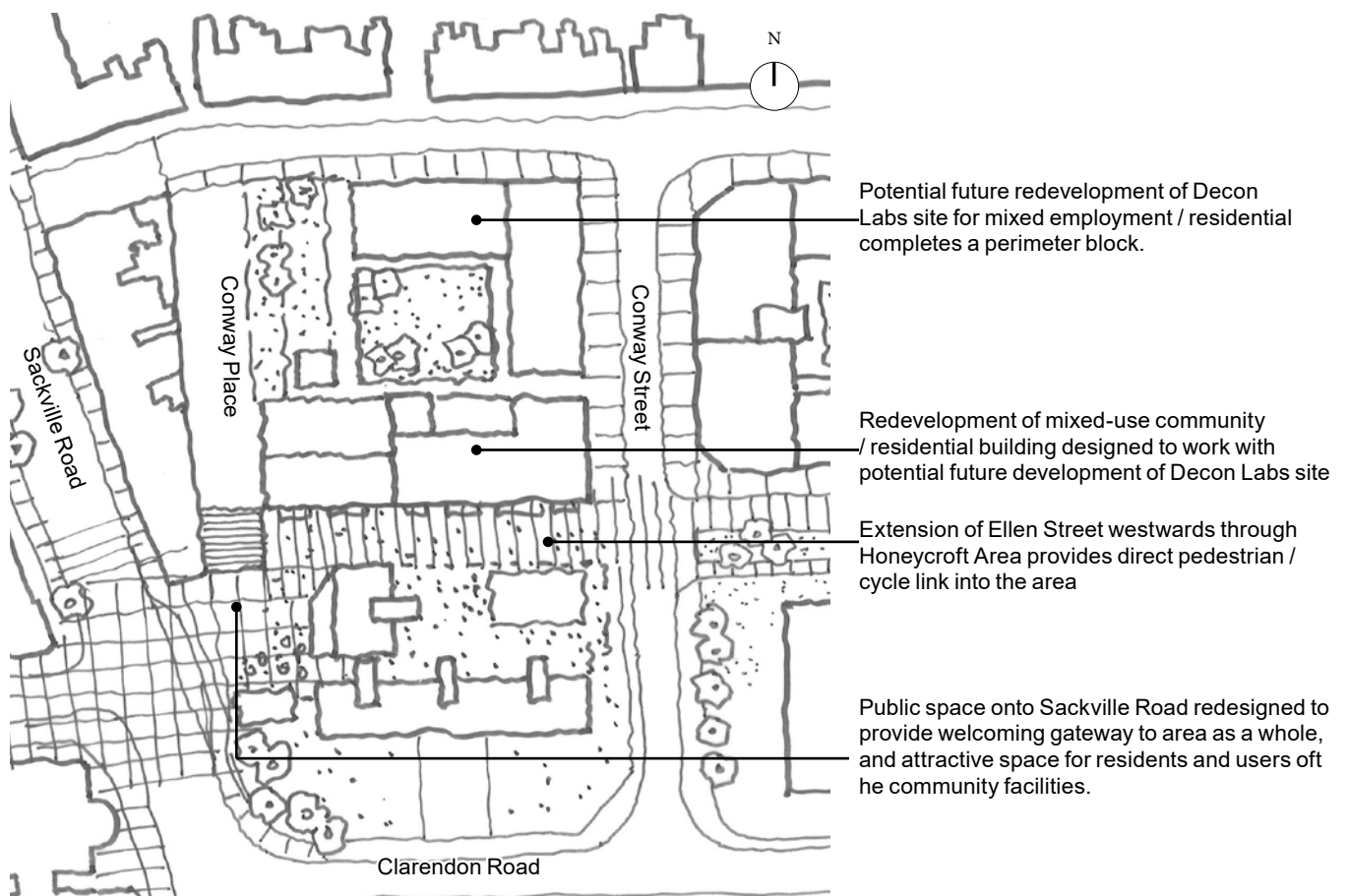


Figure 5.9: Illustrative plan view of the Honeycroft Centre Area.

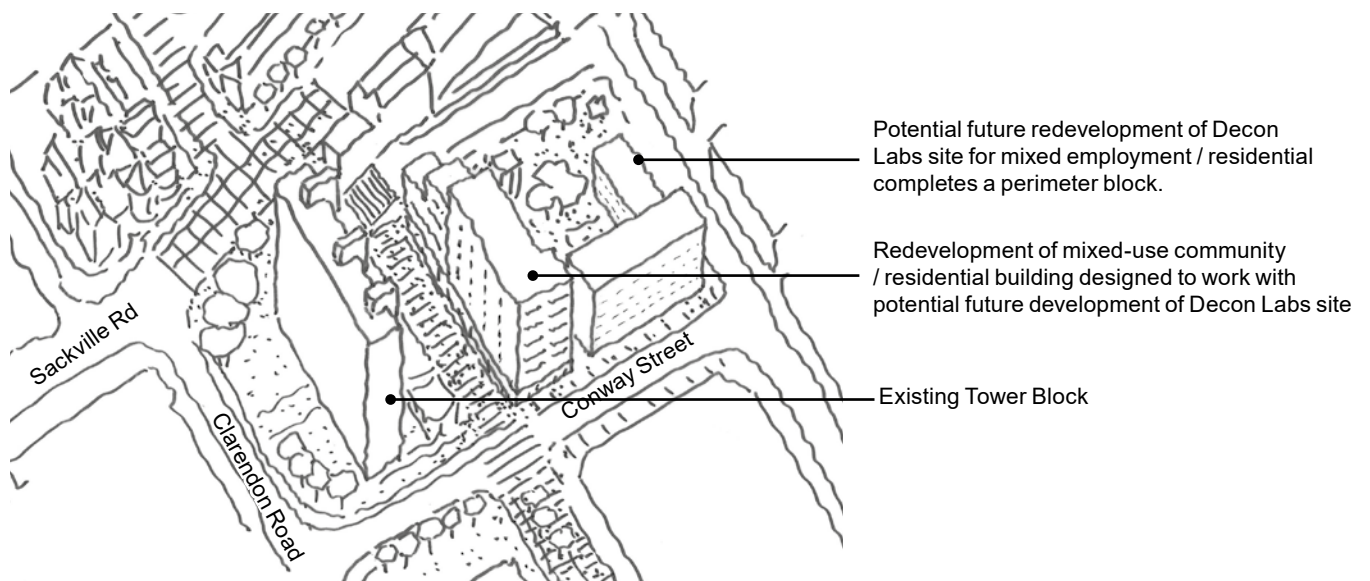


Figure 5.10: Illustrative aerial view of the Honeycroft Aerial showing potential massing

Station Approach:

5.4 The Hove railway station buildings and the footbridge are all listed Grade II and lie within the Hove Station Conservation Area. At present vehicular movement across the station forecourt to access the Network Rail car park on the eastern side creates conflict with pedestrians and cyclists. In addition, buses and taxis - although located close to the station- are not organised in the most accessible way for pedestrians moving between different modes of transport. The existing site movement arrangements create a poor first impression of Hove upon arrival at the station. This is a key opportunity to create a gateway at the Station Approach area and re-establish a sense of arrival to Hove which is one of the reasons for its incorporation in the proposed Hove Station Community Hub.

Site Parameters:

- **Public realm:** Improvements to the Station forecourt and its immediate surrounds to unify the public realm and provide visual continuity, with priority given to pedestrians and help ensure that the space provides a safe and pleasant environment for its users. Removal of the existing carwash and petrol-filling station would provide considerable opportunities to enhance this area if these factors could be brokered as part of a wider comprehensive project. Widen pavements to provide new seating, public art street greening and the avoidance of 'pinch-points' (e.g. adjacent to bus stops). Narrow the carriageway to reduce the space dedicated to vehicles. Introduce activity through 'pop-up' uses (such as a coffee van) in the improved public realm.
- **Transport:** Relocate taxi-rank (currently situated in the centre of the carriageway on Goldstone Villas) to a new location adjacent to the widened footway on the west side of



Figure 5.11: Site location

Goldstone Villas as illustrated in Figure 5.12. This would avoid passengers having to cross the road to get to a taxi.

- Relocate the east-bound bus stop to immediately outside the station on Station Approach, again removing the need for passengers to cross the road. Southbound / westbound buses continue to stop on Goldstone Villas.
- **Access and parking:** The relocation of the station car park to Conway Street would result in a car-free station forecourt, enabling the extension of the high-quality Station Approach public realm westwards to provide a positive connection to the wider Hove Station Area.

Key deliverables:

- Improvement of the station forecourt and immediate area to create a pleasant and coherent streetscape and a positive gateway entrance to the city on arrival to/from Hove Station.
- Reducing the presence of private vehicles on the street, enabling the promotion of more sustainable modes of transport.

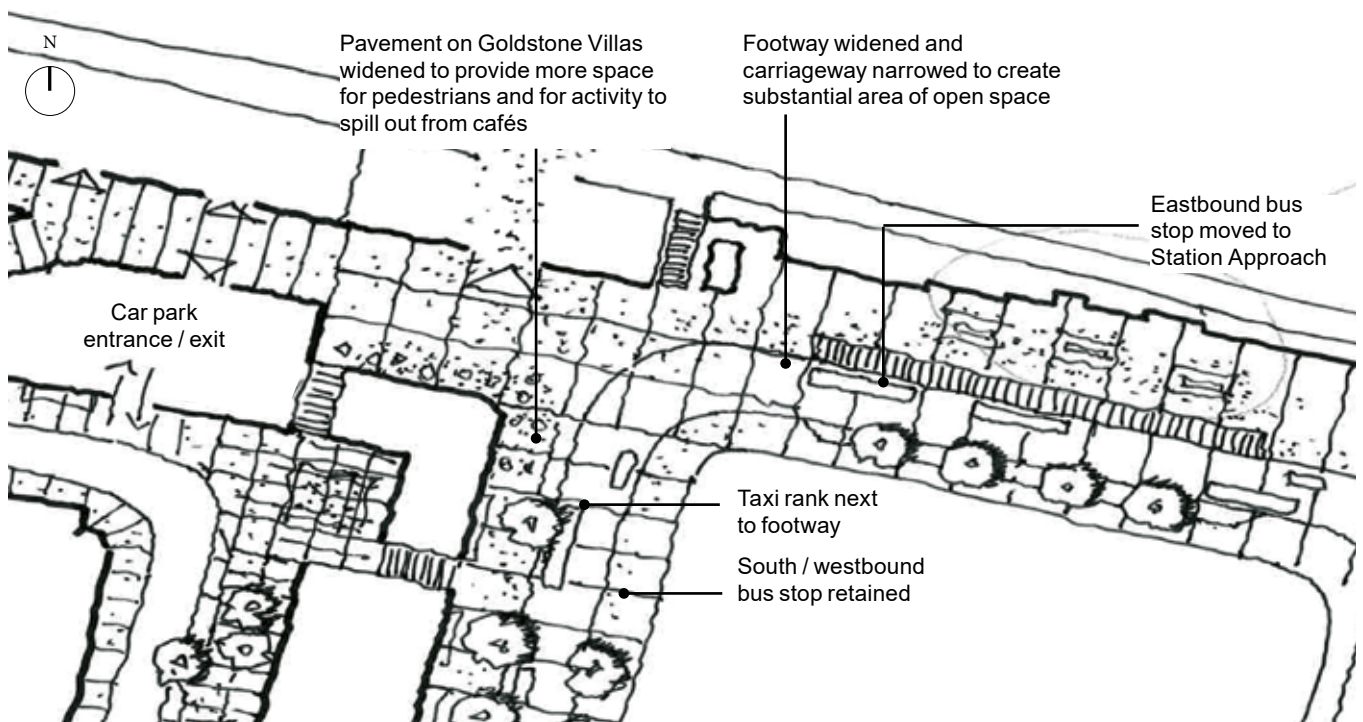


Fig 5.12: Sketch plan showing how Station Approach could be improved



Fig 5.13: High quality public realm and opportunities for seating to encourage activity



Fig 5.15: Opportunities for planting for visual amenity as well as incorporating SuDS



Fig 5.14: Good lighting, sympathetic to the character of the Station buildings, will help make the space attractive and safe at all hours



Fig 5.16: Reducing the presence of the private vehicle will allow the public realm to be reclaimed by pedestrians

Fonthill Road & Goldstone Street

5.5 Together, Fonthill Road and Goldstone Street form a key north-south route through the site. The objective will be to create a key movement corridor, with reduced vehicular movement.

Site Parameters:

- **Public realm and movement:** Reduce to single carriageway for vehicles through the road tunnel under the railway and extend footway width to provide more space for pedestrians. Use priority filter to control traffic. Install high quality paving within and at either ends of the tunnel to reinforce the requirement for slow vehicular speeds. Use creative lighting and public art to improve the tunnel's environment.
- **Frontages:** Ensure that the building edges immediately to the south of the railway tunnel provide active frontages, to avoid extending the 'tunnel' effect.

Key deliverables:

- **Public realm and traffic management scheme** to reduce vehicular movement and create an appealing and safe environment for pedestrians and cyclists.



Figure 5.18: Widened footway gives generous space to pedestrians



Figure 5.19: Lighting strategies to improve the pedestrian experience



Figure 5.17: Site location

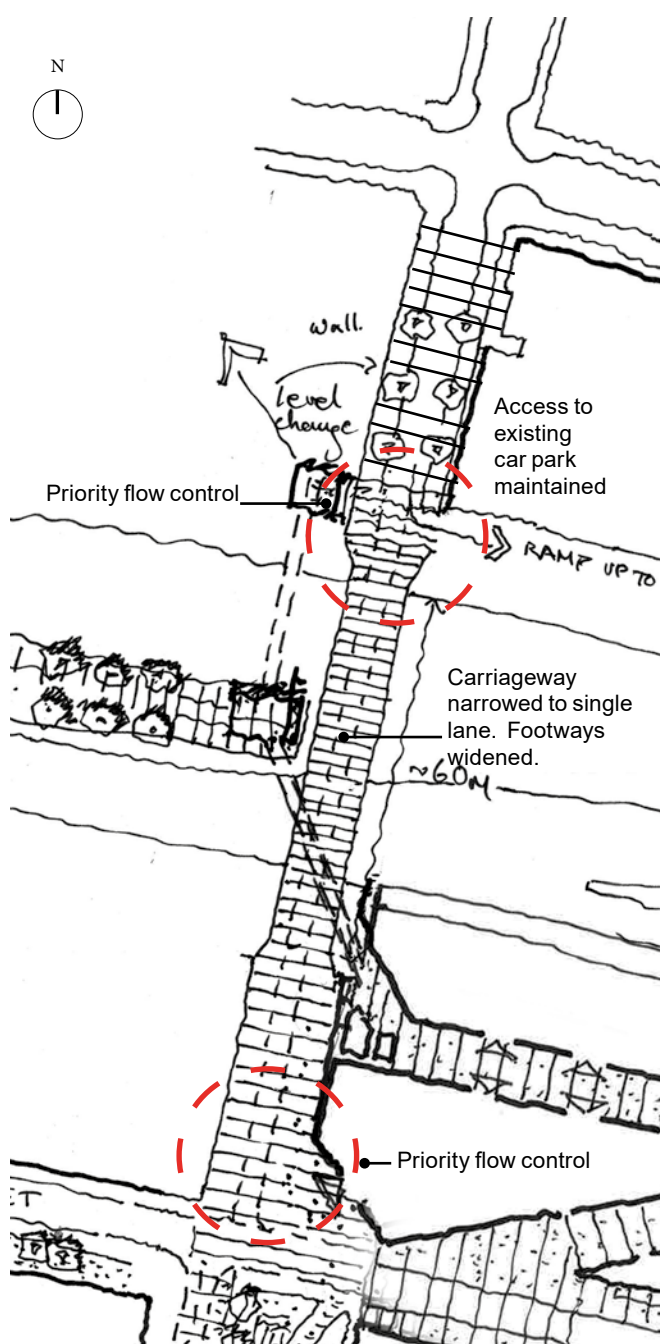


Figure 5.20: Widened footway gives generous space to pedestrians



Figure 5.21: Site location

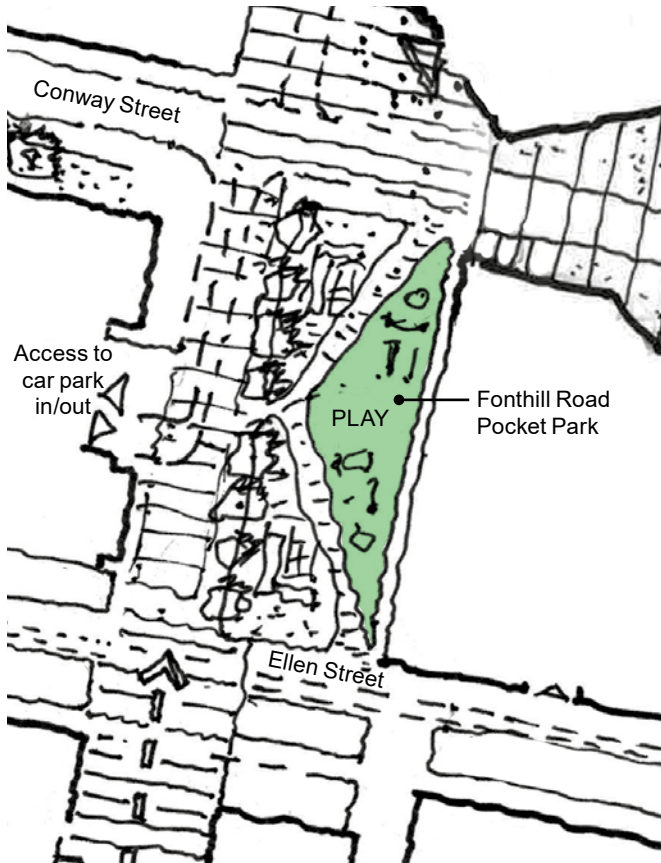


Figure 5.22: Illustrative sketch plan of the Pocket Park.



Figure 5.23: Seating designed as an integral part of the pocket park provides a reason to linger

Pocket Park

5.6 The pocket park at the junction of Goldstone Street and Ellen Street will form an important green space for the area. It also has a key role to play as part of the pedestrian-friendly east-west route across the area. However, alternative and/or additional locations in the area should be considered, possibly to provide a pair of pocket parks in the context of very high density development as indicated in the Neighbourhood Plan.

Site Parameters:

- **Public realm:** This space will combine SuDS infrastructure and green infrastructure to provide a unique and engaging space for people to move through and linger in the area. There is potential to incorporate informal play opportunities or a small children's play area.
- **Movement:** In the long-term, there will be no vehicular access through this space. However, in the short to medium term, a shared-space access on the western side will provide one-way access to the parking that serves Industrial House and the Agora Building. Redevelopment of all or part of these sites in the future should relocate vehicular access to Conway Street to the north.
- **Biodiversity:** The pocket park offers a prime opportunity to enhance biodiversity (e.g. through tree/plant choices (see the Council's Tree Strategy) promotion of learning (e.g. "bug hotels" and other similar features) and shared community food growing space.

Key deliverables:

- Deliver a focal open space in the form of a pocket park.



Figure 5.24: In the short term, vehicles to pass through the edge of the park. Design to minimise the impact of cars.

Ellen Street

5.7 Ellen Street is currently lined with inactive frontages: garage blocks to the south and industrial units predominantly set behind car parking to the north. The route, shown in Figure 5.29, provides a key opportunity to create a direct link between the community facilities located at Honeycroft, the pocket park and the eastern end close to the station.

Site Parameters:

- **Building – street relationship:** As part of regeneration of the Clarendon Ellen Estate, redevelop the northern edge of the estate to provide a strong, positive building line onto Ellen Street. Ensure that windows and doors open onto the street, and that upper levels overlook Ellen Street. Redevelopment of the Custom Pharma, Agora and the 1-3 Ellen Street site should form a similar positive relationship to Ellen Street.
- **Public realm and movement:** Transform Ellen Street into a pedestrian and cycle-friendly route, with soft planting, biodiversity gains and SuDS features integrated into the design. Achieve this by:
 - reducing or eliminating vehicles from the western part of Ellen Street and from Conway Street to Goldstone Street;
 - minimising vehicular access to Ellen Street between Goldstone Street and Ethel Street; and
 - designing a high-quality public realm, with street trees, soft planting and incidental areas for sitting.

Key deliverables:

- Creation of a 'green' shared street that prioritises pedestrian and cycle movement.
- Provision of active edges lining this key movement corridor.



Figure 5.25: Site location



Figure 5.26: Example of how new development on the Clarendon Ellen Estate could create a positive frontage to Ellen Street



Figure 5.27: The style of new development on the Clarendon Ellen Estate is not prescribed by this SPD: what is crucial are active frontages overlooking the greened street

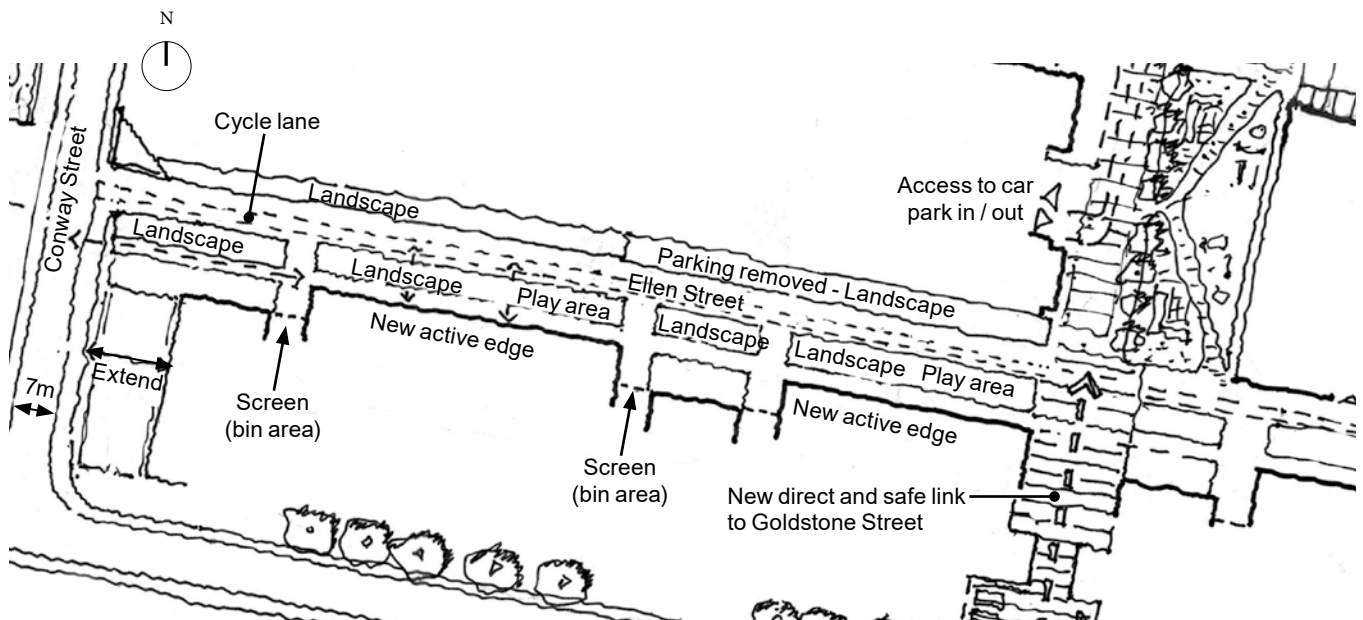


Figure 5.28: Illustrative sketch of Ellen Street.



Figure 5.29: Ellen Street will be both a place to move through and a place to linger, with attractive landscaping and seating opportunities.



Figure 5.30: Greening introduces softness into an otherwise urban area.

Ethel Street

5.8 Ethel Street is effectively two parallel streets:

- Ethel Street itself, which is a very wide street with parallel parking on the western side and end-on parking under trees on the eastern side; and
- separated by the parking under the trees, a narrow service access serving the businesses fronting onto it.

This potentially pleasant part of the area is currently dominated by parked cars. It feels cluttered and unwelcoming to pedestrians. There is an opportunity to enhance the setting for businesses and improve circulation for pedestrians and cyclists via public realm improvements. There are many examples where such public realm changes have played a key role in attracting more people into using an area to spend time (and money).

Site Parameters:

- **Building – street relationship:** The proposed 1-3 Ellen Street development will provide an active edge along the entire western side of the street. As part of the regeneration of the Clarendon Ellen Estate, a strong, positive building line should be provided onto Ethel Street. On the eastern side of the road the existing uses of buildings will be retained.
- **Public realm and movement:** Ethel Street will continue to provide vehicular access to the area as whole. However, the carriageway can be narrowed significantly to provide for two-way traffic. Reduce the amount of car parking on Ethel Street, preferably providing it as parallel parking. Create a shared pedestrian / cycle route incorporating the existing trees, and planting more to create a greened street.

Key deliverables:

- Creation of a street with a better balance of provision for vehicles and pedestrians / cyclists.
- Provision of active edges overlooking and defining the street.



Figure 5.31: Site location

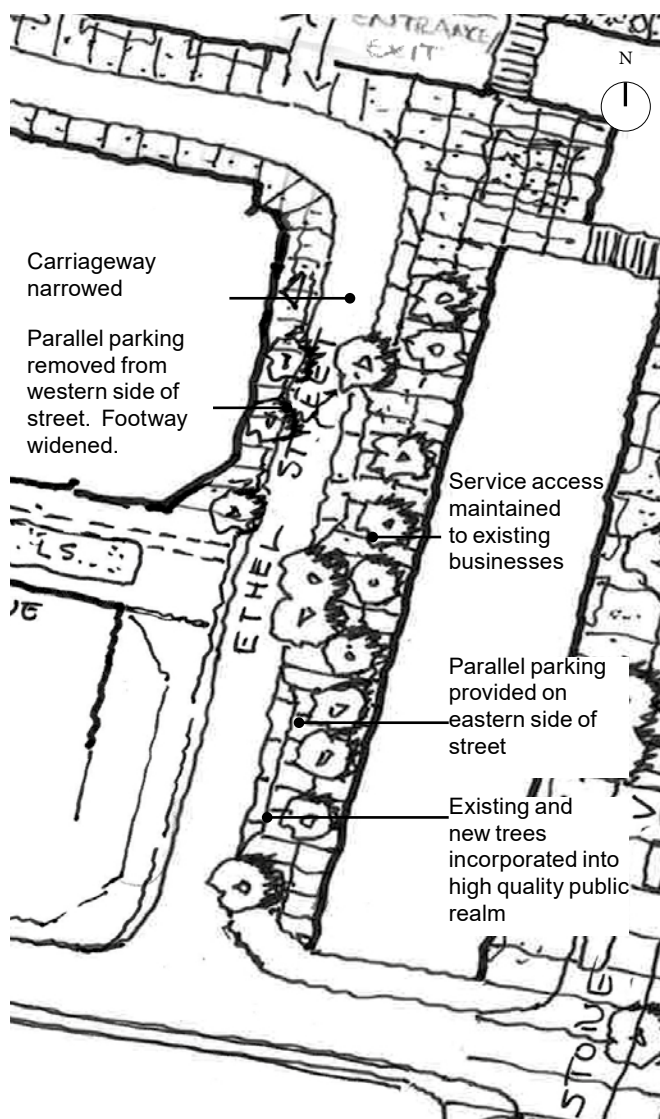


Figure 5.32: Sketch plan of Ethel Street



Figure 5.33: Site location

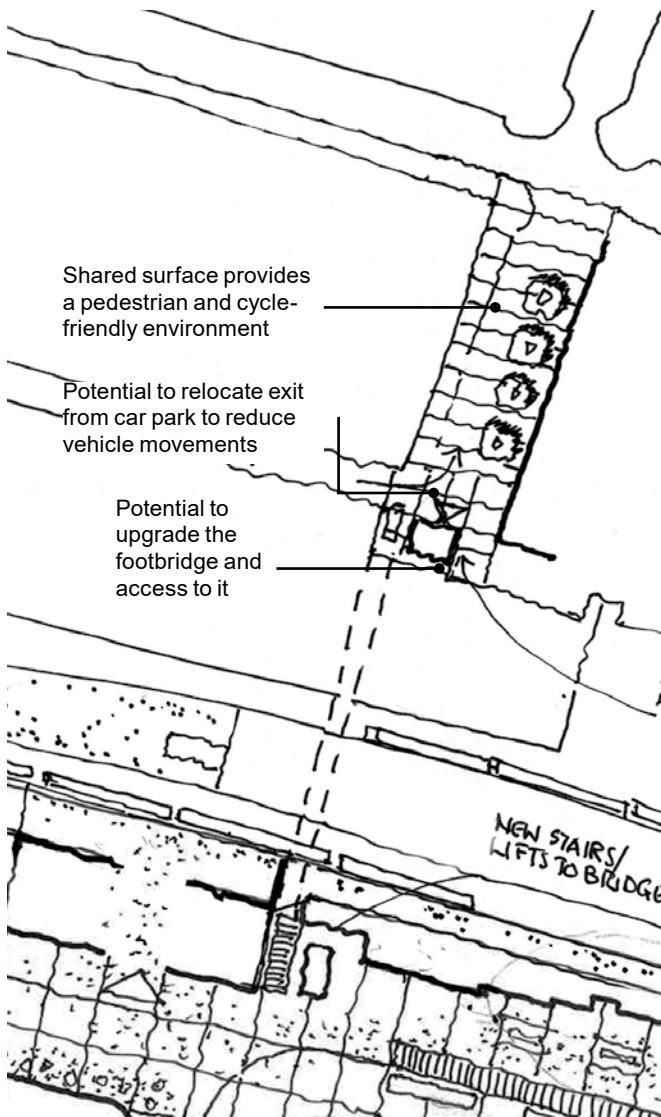


Figure 5.34: Sketch plan of Hove Park Villas Square

Hove Park Villas Square

5.9 The approach to the station from the north side is along an attractive residential street with local shops, which is identified in the Neighbourhood Plan as the Hove Station Community Hub. This is a key pedestrian route to the station from the surrounding northern neighbourhoods. The stepped access over the Grade II Listed footbridge is not accessible to all. There is an opportunity to sensitively upgrade the footbridge with lifts at the north and south and/or provide disabled access to the station ticketing area by an extension of the existing pedestrian underpass beneath the platforms. Improving the public realm to the north to create a square would provide an appropriate setting for better access.

Site Parameters:

- Public realm and movement: Create a public space that enables pedestrians, cyclists and vehicles serving the shops and business to co-exist comfortably. Investigate the potential for relocating the vehicular exit from the Hove Business Centre to Fonthill Road.

Key deliverables:

- Creation of a public square providing an appropriate setting to the Station footbridge.
- Refurbishment of Station footbridge, to provide access for all either by lifts or an extension to the existing pedestrian underpass.



Figure 5.35: An improved public realm together with the existing business could create an attractive and distinctive square

6 Phasing and delivery

6.1 The Hove Station Area is complex, with many different landowners with a range of different aspirations for the future. This SPD is the first step in distilling higher level policy as set out in City Plan Part One as well as emerging policy in City Plan Part Two and the Hove Station Neighbourhood Plan. Driving regeneration forward will take considerable effort from all involved, including the Council, the Hove Station Neighbourhood Forum and individual landowners.

6.2 The longer-term key to unlocking the potential of the area is the redevelopment of the eastern Bus Depot and Network Rail Car Park. Supported by interventions into the public realm and traffic management, there is potential to achieve significant change that in turn stimulates the regeneration of the area as a whole over time. Ideally, this would be achieved at an early stage, but in order to accommodate the shorter-term operational needs of the bus company, it is probable that it will take some time to secure the necessary land deals that will provide for the bus company's longer term needs and release the eastern depot site.

6.3 This section sets out the sites and projects in an order of priority, which has taken account of the community's priorities as identified in the Neighbourhood Plan, identifying the landowners and the key stakeholders who need to be involved. Early developments and actions include sites for which planning permission has already been secured, as well as those being promoted by their landowners for development. They also include some public realm works that could quickly start to change the character of the area with minimal investment, particularly traffic management to reduce vehicular movements under the railway line and rat running through

the area, together with short-term investment in the Community Hubs

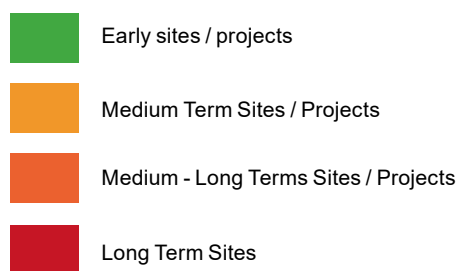
6.4 It is the medium term projects that have the potential to really transform the area, and the groundwork for these needs to be started now in order for them to come forward. This includes the Council:

- discussing with developers the Council's stated position on delivering a carbon neutral Brighton and Hove by 2030 and the importance of this area in helping to deliver this commitment and how this can be achieved;
- working with local stakeholders including the Neighbourhood Forum, brokering discussion between key landowners and/or to consider engaging with a third-party agency to provide a key role in land assembly and possibly as a lead developer;
- undertaking engagement with the residents of the Clarendon Ellen Estate to inform a comprehensive regeneration scheme;
- leading the process of designing and implementing public realm improvements at Ellen Street and Ethel Street;
- leading the process of designing and implementing public realm improvements in the Hove Station Community Hub area; and
- securing the early refurbishment of the footbridge and the necessary investment commitments for the medium-term provision of lifts or a tunnel to provide access to all from the residential areas north of the Station.

6.5 Network Rail has an important part to play in this crucial 'medium term' stage of regeneration, not only as a partner in the key site but also leading improvements to the station footbridge, and being a partner with the Council and the Neighbourhood Forum in public realm improvements at Station Approach



Figure 6.1: Phasing and delivery



	Site / project	Landowner ■ key stakeholders	Comments
Early sites / projects			
1	1-3 Ellen Street	Watkin Jones ■ Neighbourhood Forum	Planning permission for residential-led mixed development of up to 18 storeys comprising residential units (build to rent), with commercial and community space. WJ is committed to working with the Forum through the construction period to occupancy to establish the Hove Station Neighbourhood Quarter.
2	Sackville Trading Estate	Multiple ownership ■ Application made by Moda Living ■ Neighbourhood Forum	Planning permission for a mixed-use development comprising residential units (build to rent), a care community, offices and commercial space. Moda Living is committed to working with the Forum through the construction period to occupancy to establish the Hove Station Neighbourhood Quarter.
3	Fonthill Road & Goldstone Street	Highway land ■ Highway Authority ■ Network Rail if works to tunnel proposed	Opportunity for early public realm project. Could be done in two stages (i) directional traffic control implemented early; and (ii) upgrading of surfacing and lighting / art project at a later date.
4	Hove Park Villas Square	Highway Land ■ Businesses and residents in and around the square ■ Hove Business Centre ■ Neighbourhood Forum	Opportunity for early public realm project to improve setting of northern entrance. First phase of comprehensive scheme to improve access to the station, including upgrading the footbridge To be incorporated in a comprehensive urban design scheme building on the Neighbourhood Plan proposals for the Hove Station Community Hub
5	KAP site	■ Tudor Holdings	Planning permission for residential / office development.

Table 6.1: Phasing and delivery

	Site / project	Landowner ■ key stakeholders	Comments
Medium Term Sites / Projects			
6	Royal Mail Site	<ul style="list-style-type: none"> ■ Royal Mail Group PLC 	Proposed for allocation for residential in the Neighbourhood Plan Part Two and City Plan Part Two.
7	Eastern Bus Depot and Network Rail Car Park Western Bus Depot	Go-Ahead Group / Network Rail <ul style="list-style-type: none"> ■ Brighton & Hove Bus 	Potential to redevelop western bus depot to upgrade facilities. Not as critical as the eastern depot in unlocking the regeneration of the area as a whole, and so can be delivered at a later stage as part of the phased upgrading of bus depot facilities (subject to successful site assembly).
8	Station Approach and Footbridge	Network Rail <ul style="list-style-type: none"> ■ Historic England ■ Businesses and other occupiers around the Station Approach Area ■ Neighbourhood Forum 	<p>Public realm scheme to improve setting of Hove Station, reduce dominance of road network and provide more convenient access to buses and taxis. To be incorporated in a comprehensive urban design scheme building on the Neighbourhood Plan proposals for the Hove Station Community Hub</p> <p>Improving the footbridge (including providing lifts) is a key element of this project</p>
9	Honeycroft Centre	B&HCC <ul style="list-style-type: none"> ■ Residents of Clarendon Ellen Estate ■ Occupiers and users of the community facilities ■ Decon Labs ■ Businesses / residents on Sackville Road ■ Neighbourhood Forum 	As part of the wider regeneration of the Clarendon Ellen Estate, an opportunity to refurbish/redevelop this area, along with new residential redevelopment of the Decon Labs site (site 15) and an improved public realm to deliver the Neighbourhood Plan Community Hub proposal. Connecting into and extending Ellen Street westwards is a key part of the project. If site 15 could come forward at an earlier opportunity (it is currently identified as a longer term project) it could be incorporated as part of a wider comprehensive redevelopment with this site.

Table 6.1: Phasing and delivery (continued)

	Site / project	Landowner ■ key stakeholders	Comments
10	Ellen Street	Highway Land / B&HCC ■ Residents of Clarendon Ellen Estate ■ Businesses in the Conway Street Area ■ Highway Authority	As part of the wider regeneration of the Clarendon Ellen Estate, an opportunity to redevelop the northern edge of the estate to provide new homes fronting onto Ellen Street, and improvements to Ellen Street to create a pedestrian and cycle friendly green street.
11	Ethel Street	Highway Land ■ Businesses and residents served by Ethel Street	Public realm scheme to combine vehicular access and parking with an attractive environment for pedestrians and cyclists.
Medium – Long Term Sites / Projects			
12	Industrial House, Custom Pharma and Albert Works	B&HCC, Matsim Properties, Harket Group ■ Occupiers / tenants of the 3 sites	Potential for the redevelopment of all or part of these ownership. Could form part of future bus depot relocation, or could provide mixed-use development.
13	Western Bus Depot Eastern Bus Depot and Network Rail Car Park	Go-Ahead ■ Brighton & Hove Bus	Key opportunity to unlock the area as a whole with comprehensive redevelopment, re-providing station car parking along with employment and residential uses. A significant and complex scheme that requires re-provision of the eastern bus depot facilities elsewhere in the masterplan area south of the railway line.
14	Pocket Park	Go-Ahead / Highway Land ■ Brighton & Hove Buses ■ Industrial House and Agora owners / occupiers	Land is partly within highway and partly within Go-Ahead ownership. The bus company considers the land important in the near future for operational purposes It will need to form a key element in the phasing solution to any future redevelopment. Pocket park cannot therefore be delivered until land is no longer required for bus depot operation and suitable alternative site has been found.

Table 6.1: Phasing and delivery (continued)

	Site / project	Landowner ■ key stakeholders	Comments
Long Term Sites			
15	Decon Laboratories	Decon Laboratories	Potential for mixed-use development to complement redevelopment of Honeycroft Centre Area (see site 9 comments) thereby completing a logical urban 'block' as proposed in the Neighbourhood Plan outline design scheme for the Sackville Road Conway Street Community Hub. Outlook is primarily eastwards, so would be more attractive for development once other sites in the area have come forward.
16	Jewson and Hove Car Supermarket	Jewson Ltd and Hove Car Supermarket	Comprehensive redevelopment of these two sites would be likely to make best use of land, as the Car Supermarket is visually 'tucked-away' and therefore difficult to develop on its own. Potential to combine with redevelopment of the Western Bus Depot site.
17	Agora	Matsim Properties	Better quality building than most in the area and currently fully occupied, so potential for a longer life than many existing buildings. Matsim own adjacent Custom Pharma site (see site 12) so potential for a comprehensive approach to redevelopment.
18	Newton Road Employment Area	Multiple ■ Owners and occupiers of businesses	Potential for future redevelopment to connect the Sackville Trading Estate Development into the wider area. The area is currently subject to a protected employment land designation under Policy CP3 in the City Plan Part One. This, together with land assembly complications arising from multiple land ownerships mean that the area would need to form part of a wider comprehensive project in conjunction with site 7 if it was to be realised.
19	Goldstone Retail Park	Oxford University Endowment Managers ■ Owners and occupiers of businesses	No plans from the site owner to redevelop this area. Very low potential for change in the lifetime of this SPD.

Table 6.1: Phasing and delivery (continued)

Appendix 1:

'Station Rise'- unlocking the Station Area: Additional Note

In Spring 2020, the Brighton and Hove Bus Company shared its preferred strategy for the redevelopment of its three sites across the city (Lewes Road, Whitehawk and Conway Street)

The bus company (part of the Go-Ahead Group) currently owns and occupies three sites around Conway Street including a bus garage on the eastern side of Fonthill Road (3,139m²), further storage and offices on the western side of Fonthill Road (4,170m²), and parking on the smaller southern site east of Goldstone Road (725m²). The company's proposals include the demolition of all existing office and workshop buildings, and the construction of new workshop facilities and a new HQ on the upper floors on the western side, allowing open storage of buses on the western side.

This SPD provides a strategy for a new mixed-use neighbourhood focussed on the Conway Street Industrial Area. The potential redevelopment and (ultimate) relocation of the bus depot buildings are not only an important element within this wider context. but could have an impact upon the attractiveness of the wider area.

The prospect of open storage of buses on at least part of the site - and potentially all of the eastern side - may undermine the wider regeneration objectives for the area, so this note aims to use what the bus company's plans to consider how later phases might still release key parts of the Conway Street area for development uses that could meet the Council's aims for the Hove Station Quarter.

Phase 1

Key Outputs:

- Existing depot buildings demolished.
- Temporary open bus depot installed.

Phase 1 would enable the bus company to progress its current plans, creating new office space on its western site, and open bus parking on the eastern site. This has the benefit of allowing the bus company to improve its working conditions and clearing the eastern site of its current buildings, creating a parking and storage area for buses.

However, the long-term storage of buses on the eastern site would not be conducive to creating a successful neighbourhood or provide the link to the station from the east. Neither would it realise the development potential of the station car park. The Council would wish to see this site better used by development, given its close proximity to the station and potential to create a link between the station and Conway Street / Sackville Road.



Figure A1.1: The bus company's current land. Phase 1 would remove buildings on the large eastern site.

Phase 2

Key Outputs:

- New bus depot developed.
- Eastern bus depot relocates, freeing up this site.

Because of the importance of the eastern site to the Hove Station Area, its availability for development is deemed essential, potentially in combination with the Network Rail car park abutting it to the north. The key to achieving this is the relocation of the operational bus uses from the eastern site to a single consolidated site within the core masterplan area, that would better meet its long-term operational requirements.

The most suitable site(s) for this would be to the immediate south of the bus company's western site, on land currently occupied by the Council's Industrial House, Custom Pharma and Albert Works. All of the uses here could be relocated over the medium term, allowing the bus company to relocate and still remain adjacent to its other site. The site currently occupied and owned by Jewson to the immediate west of the western depot site may also have a role potential to provide for temporary or more permanent bus relocation. There would, of course, need to be an agreed strategy in place to secure the necessary related land deals.

The potential for redevelopment on the eastern site allows the possibility of funding the purchase of some or all of these sites site for the relocation of bus facilities.

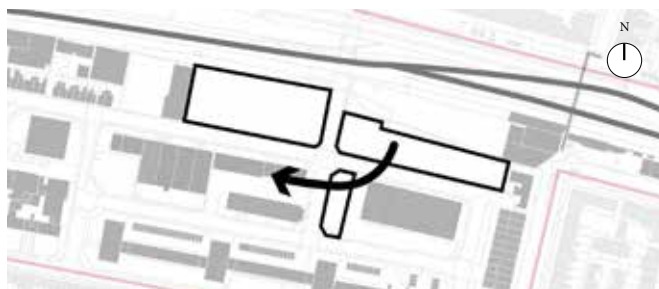


Figure A1.2: Eastern depot facilities move to alternative site

Phase 3

Key Outputs:

- Eastern bus depot redeveloped for mixed use.
- Work to bring Network Rail site in as a comprehensive approach.

Securing the bus company's move from the eastern site would allow the site's redevelopment for a mixed use scheme in conjunction with the Network Rail Car Park, thereby achieving the SPD's strategy for a new pedestrian access to the station from the east, a replacement multi-storey car park close to the station and the realisation of considerable development of the car park in conjunction with the eastern depot site. As discussed within the SPD, the combination of the eastern bus depot site with the Network Rail site to the north could create a comprehensive approach to the area which could begin to generate critical mass for the Hove Station neighbourhood and provide a catalyst to deliver wider benefits for the Conway Street area generally.

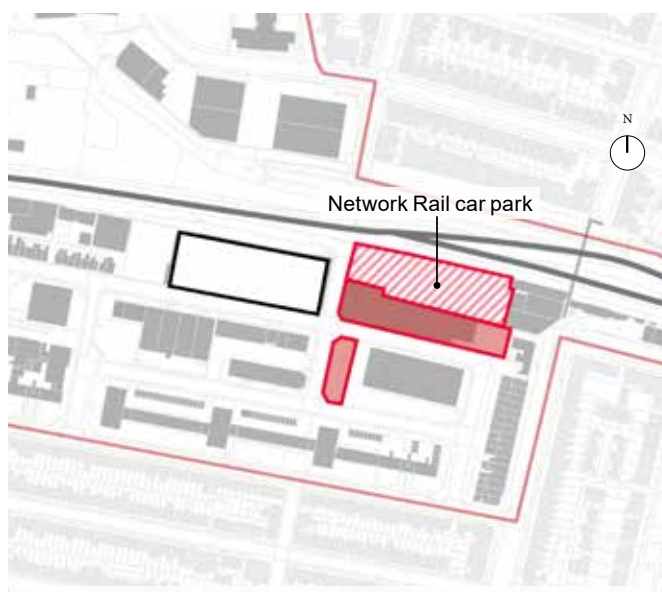


Figure A1.3: The eastern depot smaller eastern side can be redeveloped.

Phase 4

Key Outputs:

- New bus depot developed on single consolidated site.

Once the bus company has cleared the eastern site, changes required to the western bus depot and office site can be completed to bring the two sites together operationally. This may involve the new depot spanning across - and closing off a part of - Conway Street in order to provide a consolidated site for bus operations. Ideally, perimeter blocks would form an edge around any open area required for operations, to aesthetically accommodate the depot within the urban grain and make best use of the development capacity of the core masterplan area.

The disbenefits of the bus depot spanning Conway Street would be a reduction in access/permeability through this part of the area, although it should be noted that access to the masterplan envisages Ellen Street to the south as providing for the key east-west pedestrian connections through the area.

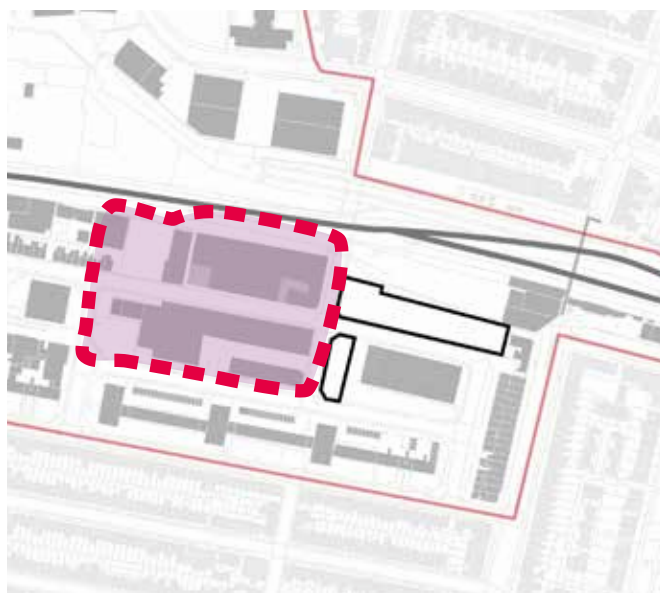


Figure A1.4: The western bus depot can be fully redeveloped with the new site.

Appendix 2:

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City Planning
Brighton & Hove City Council
Love Town Hall
Morton Road
Brighton
BN1 3BQ



Subject:	Hove Station Neighbourhood Plan – Submission for Examination		
Date of Meeting:	16 September 2021		
Report of:	Executive Director - Economy Environment & Culture		
Contact Officer:	Name:	Robert Davidson	Tel: 01273 291580
	Email:	robert.davidson@brighton-hove.gov.uk	
Ward(s) affected:	Central Hove; Goldsmid; Hove Park; Westbourne; Wish		

FOR GENERAL RELEASE

1. PURPOSE OF REPORT AND POLICY CONTEXT

- 1.1 Hove Station Neighbourhood Forum has submitted its draft Neighbourhood Plan to the Council. The Council must now take responsibility for progressing the Plan through the subsequent stages of the neighbourhood plan process as set down in legislation.
- 1.2 Having published the Draft Plan for formal 'Regulation 16' consultation over an 8-week period from 20 May to 15 July 2021, the Council is now required to appoint a suitably qualified and experienced examiner to undertake an examination of the Plan and to submit the Draft Plan for examination together with all representations received in response to the Regulation 16 consultation.
- 1.3 This report therefore seeks agreement for officers to proceed with the appointment of an examiner and the submission of the Draft Neighbourhood Plan for examination. The Committee is also requested to agree the officer comments attached at Appendix 1 in response to the Regulation 16 consultation and for these to be submitted for consideration by the Neighbourhood Plan Examiner.

2. RECOMMENDATIONS:

- 2.1 That the Committee agrees that officers:
 - i) proceed with the appointment of a suitably qualified and experienced independent person to undertake examination of the Hove Station Neighbourhood Plan;
 - ii) submit the Draft Neighbourhood Plan and its supporting documents for examination, together with all representations received in response to the Regulation 16 publication of the Draft Plan; and
 - iii) submit the officer comments on the Draft Neighbourhood Plan set out in Appendix 1 as the Council's Regulation 16 response for consideration at the examination.

3. CONTEXT/ BACKGROUND INFORMATION

The Neighbourhood Planning process

- 3.1 Neighbourhood planning is a way for local groups (i.e parish councils or designated neighbourhood forums) to take a lead on planning the future of their area. Preparation of a neighbourhood plan involves a number of prescribed stages which are set out in planning legislation. Once formally 'made', a neighbourhood plan becomes part of the city's statutory Development Plan and will therefore be used to determine planning applications in the Plan area. The process requires neighbourhood plans to satisfy a number of tests called 'basic conditions'. One of these is that the neighbourhood plan must be in general conformity with the strategic policies set out in the City Plan.
- 3.2 Hove Station Neighbourhood Forum has been working for several years to prepare a neighbourhood plan for its area. This has involved extensive engagement with the local community and the publication of a draft version of its Neighbourhood Plan for an 8-week period of pre-submission consultation during March-May 2019 (referred to as 'Regulation 14' consultation). Council officers have provided extensive support and comment during the Plan's preparation. In addition, the Council submitted formal comments in response to the 2019 consultation which were agreed by the Tourism, Development & Culture Committee at its meeting on 20 June 2019.
- 3.3 The Forum has now formally submitted its Draft Neighbourhood Plan and supporting documents to the Council¹. It is the first neighbourhood group in the city to have reached this stage of the process. From this point forward, the planning regulations require that the Council takes responsibility for all subsequent stages of the neighbourhood plan process. After initially checking that the documents submitted complied with the statutory requirements, the Council was then required to publicise the Draft Neighbourhood Plan and supporting documents for a period of at least 6 weeks and invite representations (this stage is often referred to as 'Regulation 16' consultation). To meet this requirement, the Council has undertaken an 8-week period of consultation on the Draft Plan over the period from 20 May to 15 July 2021.
- 3.4 At the next stage of the neighbourhood plan process, the Council is required to appoint a suitably qualified independent person to undertake an examination and to submit the Draft Plan for examination along with all representations received in response to the Regulation 16 consultation. The role of the Examiner is to consider if the Neighbourhood Plan meets statutory requirements and meets specified 'basic conditions' which are summarised for information in Appendix 2. The Committee is requested to agree that officers should proceed with appointing an Examiner and to submit the Draft Plan and other required documents for examination in order to progress the neighbourhood plan process.
- 3.5 Following receipt of the Examiners' report, the Council must then decide what action to take in response to any recommendations made by the examiner and then decide whether the Plan should proceed to a local referendum. If the Plan is then supported by more than 50% of the local residents voting in the referendum,

¹ Under Regulation 15 of the 2012 Neighbourhood Planning (General) Regulations, the neighbourhood body must submit the proposed Neighbourhood Plan, a map showing the neighbourhood area, a consultation statement, and a 'basic conditions statement'.

it will become part of the statutory Development Plan for the Hove Station area (alongside the City Plan).

- 3.6 The Hove Station Area Supplementary Planning Document (SPD), which is also being reported to this Committee for adoption, aligns with the submission Neighbourhood Plan. Its guidance will help to deliver the Neighbourhood Plan policies as well as those in the City Plan.

Officer comments on the Draft Neighbourhood Plan

- 3.7 The Hove Station Neighbourhood Plan as submitted to the Council comprises two documents. Part 1 will be the statutory part of the Plan and includes proposed planning policies which, once they have passed examination and referendum, will become part of the development plan for the Neighbourhood Area alongside the City Plan. Part 2 sets out the Forum's vision and aspirations for the Policy DA6 area (Hove Station Quarter) in the form of a Concept Plan. The Part 2 document is purely indicative and will not carry substantive planning weight or be subject to examination. On this basis, Council officers have confined their detailed consideration to the Neighbourhood Plan Part 1.
- 3.8 In response to the Regulation 16 consultation, Council officers have reviewed the latest submitted version of the Draft Neighbourhood Plan and have compiled a schedule of comments which is attached at Appendix 1 to this report. A key part of the assessment was to ensure that the Neighbourhood Plan policies align with the Council's own plans and aspirations for the Hove Station area set out in Policy DA6 of City Plan Part 1 and the emerging 'masterplan' now being taken forward as the Hove Station Area Supplementary Planning Document. It was also important to consider whether the Neighbourhood Plan policies are deliverable in terms of wider Council policy, for example with regard to traffic/parking restrictions and infrastructure spending.
- 3.9 Officers have not identified any substantial concerns or objections to the Plan at this stage. The comments in Appendix 1 relate mainly to references in the Neighbourhood Plan that need to be updated or to issues which require further clarification. As noted above, Council officers have already had substantial involvement in the preparation of the Neighbourhood Plan at its pre-submission stage, and this previous input has enabled previous officer concerns about the Neighbourhood Plan to be largely addressed.
- 3.10 The Council is not required to reach a formal view on the content of the Neighbourhood Plan until after receipt of the examiner's report and recommendations. However, the Committee is requested to agree that the officer comments in Appendix 1 be submitted in response to the Regulation 16 consultation for consideration at the Neighbourhood Plan examination.

4. ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS

- 4.1 As set out above, the appointment of an examiner and submission of the Draft Neighbourhood Plan for examination forms the next stage of the neighbourhood plan process. This process is set down in Regulation 17 of the Regulations and is required to progress the Neighbourhood Plan towards referendum and being formally 'made'.

5. COMMUNITY ENGAGEMENT & CONSULTATION

- 5.1 Extensive local community engagement has been undertaken by the Neighbourhood Forum prior to submitting the Plan to the Council. This included organising nine separate exhibitions ('Have Your Say Days') during the preparation of the Plan with these being extensively advertised including by leaflets and newsletters delivered to all 3,000 dwellings in the Neighbourhood Plan Area. The Regulation 14 consultation itself (which took place over a 8 week period March – May 2019) included four Consultation Workshops, three Residents Group Meetings, two drop-in sessions, Community Hub meetings in the Hove Station and Stoneham area, and several stakeholder and ward councillor briefings. Flyers were delivered to all residents in the Neighbourhood Plan area and extensive advertising and social media promotion was also undertaken.
- 5.2 Full details of the consultation and community engagement undertaken by the Forum are set out in a Consultation Statement which was submitted to the Council and forms one of the supporting documents to the Draft Neighbourhood Plan. The Consultation Statement was published by the Council as part of the Regulation 16 consultation and will be submitted as one of the supporting documents to be considered by the neighbourhood plan examiner.
- 5.3 In publishing the Draft Neighbourhood Plan for Regulation 16 consultation, the Council has met and gone beyond the publicity requirements under Regulation 16 of the Regulations. The draft Plan and supporting documents were published on the Council website for a period of 8 weeks (which exceeds the minimum 6 weeks required by the Regulations). At the start of the consultation an email was sent to all consultees on the Planning Policy database (which includes the national statutory bodies and a wide range of local stakeholders) and all City councillors were informed. In addition, the Neighbourhood Forum were requested to email all consultees who had commented on the Plan at the Regulation 14 stage in 2019 (as is specifically required by the Regulations). Notices publicising the consultation were posted at key locations throughout the Hove Station Neighbourhood Area and the Council's Press Office also published a news item about the consultation.

6. CONCLUSION

- 6.1 Hove Station Neighbourhood Forum has undertaken a substantial amount of work over several years to prepare the Draft Neighbourhood Plan which has now been submitted to the Council. Following completion of the Regulation 16 consultation, the Council is now required to appoint an independent Examiner and to submit the Plan for examination together with its supporting documents and the representations received. Council officers have also compiled a schedule of comments on the Draft Plan to be submitted for consideration at the examination. The Committee is requested to agree these next stages of the neighbourhood plan process.

7. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 7.1 Following the submission of the Draft Neighbourhood Plan by the Neighbourhood Forum, the Council is now responsible for all subsequent stages of the neighbourhood plan process. As such, it is responsible for funding the costs of the neighbourhood plan examination and for organising a local referendum. The Council is entitled to funding from central Government to help support this and has a specific budget set aside for neighbourhood planning.

Finance Officer Consulted: John Lack

Date: 11/08/2021

Legal Implications:

- 7.2 As noted in the body of the report, the stages of the neighbourhood plan process are governed by the Town and Country Planning Act 1990 (as amended) and the Neighbourhood Planning (General) Regulations 2012. The submission of the Draft Neighbourhood Plan for independent examination is the next stage of the statutory process and is required for the Plan to progress towards the eventual goal of being approved at referendum and formally 'made'.

Lawyer Consulted: Hilary Woodward

Date: 03/08/2021

Equalities Implications:

- 7.3 The Equality Act 2010 places a duty on all public authorities in the exercise of their functions to have regard to the need to eliminate discrimination, to advance equality of opportunity and to foster good relations between persons who have a "protected characteristic" and those who do not. This duty applies to the Council when taking formal decisions with regard to the neighbourhood plan process. The Neighbourhood Forum itself is not a 'public authority', however the Equality Act states that any person who is not a public authority but who exercises public functions must have due regard to the matters covered under the duty.
- 7.4 The Draft Neighbourhood Plan has been prepared through an extensive process of local community engagement which is set out in detail in the Forum's Consultation Statement. This has included engagement with groups representing people with protected characteristics including those promoting improved access for older people and people with disabilities. For example, the Forum has been working with the Blatchington Court Trust, which is based in Hove Park Villas and provides services for blind and partially sighted people from all over the city, to promote refurbishment and improved accessibility to the Hove Station footbridge, improved pedestrian access/traffic management along Goldstone Villas and the Hove Station approach, and an accessible alternative to the steps leading down to Conway Street adjacent to The Station pub. The Forum's proposals for enhanced Community Hubs have also highlighted the need to improve accessibility at the Honeycroft Centre and Vallance Community Centre in the Conway Street area.
- 7.5 The Regulation 16 consultation was also advertised to a wide range of community and voluntary groups on the Planning Policy database, including several groups representing people with protected characteristics or promoting equality issues such as disabled access (e.g Brighton & Hove Speak Out and Amaze). Consultation was subsequently extended to include two additional local

groups (Possability People and BADGE) which were not on the Planning Policy contacts database.

- 7.6 The Plan is required to be in general conformity with the City Plan (which has been subject to Equalities Impact Assessment) and this is one of the 'basic conditions' that will be assessed at the neighbourhood plan examination.

Sustainability Implications:

- 7.7 The purpose of the planning system is to contribute to the achievement of sustainable development and one of the 'basic conditions' on which neighbourhood plans are examined is that they should contribute to this. The Plan's contribution to the achievement of sustainable development is addressed in section ii. of the Forum's Basic Conditions Statement ('Statement of Compliance') which was submitted and published alongside the draft Neighbourhood Plan.
- 7.8 To meet UK environmental regulations, the Draft Plan has been informed by a Strategic Environmental Assessment (SEA) which was undertaken by independent consultants, AECOM. The SEA forms part of the supporting evidence for the Plan which will be submitted for examination. A non-technical summary of the SEA and how its recommendations have informed the Plan is included in Annex 3 to the Draft Neighbourhood Plan.

Brexit Implications:

- 7.9 None identified.

Corporate / Citywide Implications:

- 7.10 Neighbourhood planning provides an important opportunity for local communities to become actively involved in planning in their local area and as such it helps increase participation in civic and community life which is identified as an action area in the Corporate Plan. The Hove Station Neighbourhood Plan will assist with the implementation and delivery of priorities set out in the City Plan Part 1 and the emerging City Plan Part 2 and Hove Station Area SPD. It will also contribute to delivering the Corporate Plan, Plans and Strategies across the Council's directorates.

SUPPORTING DOCUMENTATION

Appendices

1. Hove Station Neighbourhood Plan (Regulation 16 consultation draft) Brighton & Hove Council officer comments on the Draft Neighbourhood Plan Part 1
2. Summary of the 'Basic Conditions' for Neighbourhood Plans

Background Documents

1. The Hove Station Neighbourhood Plan Part 1: Policies (December 2020) and all other Regulation 16 Consultation documents can be viewed on the Council website at [Hove Station Neighbourhood Plan \(brighton-hove.gov.uk\)](https://www.brighton-hove.gov.uk/hove-station-neighbourhood-plan)

APPENDIX 1

Hove Station Neighbourhood Plan (Regulation 16 consultation draft)

Brighton & Hove Council officer comments on the Draft Neighbourhood Plan Part 1

General comments

Several sections of the Plan need updating to reflect further progress since the wording was drafted.

- The Proposed Submission version of CPP2 was published for Regulation 19 consultation between 5 Sept and 30 Oct 2020 and was submitted for examination on 13 May 2021 (along with a Schedule of Proposed Modifications). An examination inspector has been appointed and examination hearings are scheduled to take in Oct/Nov 2021. Formal adoption of the Plan by the Council is now likely to take place in spring/summer 2022.
- The Council's Hove Station Masterplan work has led to the preparation of the draft Hove Station Area SPD which was published for consultation from 14 Dec 2020 to 7 Feb 2021. It is intended to take the SPD (including minor amendments) to the council's TECC Committee for formal adoption in Sept 2021. References in the NP to the 'Hove Station Masterplan/SPD' should therefore be updated to 'Hove Station Area SPD'.
- Several of the NP references to development schemes and planning permissions on individual sites should also be updated – in particular the Matsim development at Hove Gardens (1-3 Ellen St) which is widely referred to in the NP has now been superseded by the Watkin Jones development which was granted planning permission in Oct 2020. Also the Mountpark development at Sackville Trading Estate has been superseded by the MODA permission which covers the whole Sackville Estate/Coal Yard site.

There is also some inconsistency in the NP references to City Plan Part 2, which is referenced in some places as 'City Plan Part II'. These should be corrected for consistency.

The Council has not provided detailed comments on the NP Part Two: Aspirations which is presented as a concept plan setting out some of the Neighbourhood Forum's ideas for how the DA6/Neighbourhood Area could develop. The Part Two document does not include detailed planning policies and is not intended to be subject to detailed examination. The aspirations and concepts are considered

broadly consistent with the Council's own vision and strategy set out in the draft Hove Station Area SPD. Some references in the Part Two document should ideally be updated to reflect the more recent progress made by the Council on the masterplan work with the formal adoption of the Hove Station Area SPD now scheduled for Sept 2021 (see above).

Detailed comments

Paragraph/ Policy	Comment
Section 1: Introduction	
Para 1 (in Section 1.1)	Paragraph numbers start again from 1 rather than running on from the previous section – this needs correcting. The 2 nd sentence refers to the Hove Station Masterplan without explaining what this is. This needs clarification. Also the council is now taking forward the Masterplan as the 'Hove Station Area SPD' which is intended to be taken to the TECC Committee in Sept for formal adoption. Suggest rewriting the sentence to say: <i><u>"The Neighbourhood Plan is also seen by the Forum as providing the policy context for the Hove Station Area Master Plan for the area policy context for the Hove Station Area Supplementary Planning Document (SPD) which is currently being prepared by BHCC."</u></i>
Table 2	The dates given for Stage 3 of the NP process will need updating (if this table is retained in the final version of the Plan).
Para 6	In 1 st sentence, reference to the "Community Consultation Statement" should be amended to just "Consultation Statement".
Para 17	Under the first bullet point, when referring to the Hove Station Masterplan/SPD <i>"future planning work by BHCC"</i> should be amended to <i><u>"current planning work"</u></i> .
Section 2: Area Profile	
Para 34	In 2 nd sentence, it is not clear what date this development data relates to and what time period is covered by "the next 3 years". It is assumed this relates to a base date of 2017 in line with the previous paragraph.
Para 51	In 1 st sentence, the minimum housing target is DA6 should be corrected to 525 residential units (not 550 units).
Para 62	The paragraph needs updating as the proposed Matsim development at Hove Gardens (Ellen St) has now been superseded by the Watkin Jones development which was granted planning permission in Oct 2020.
Para 91	Presumably this is referring to the railway tunnel on Fonthill Road? This should be clarified.
Para 92	Similarly this paragraph should be clarified by referring to <i><u>"the footbridge at Hove Station"</u></i> .
Para 94	Bullet point ii. Identifies "the effective management of parking provision" as a key issue - however parking is not referred to at all in the previous discussion.

Paragraph/ Policy	Comment
Para 100	Is the detailed description of the previous 'Sackville Place' scheme still necessary, given that it has been superseded by the more recent MODA permission which is now being implemented?
Para 102	Again this paragraph appears to be no longer relevant now that the MODA scheme is being implemented.
Para 106	Ditto – same comment as above.
Para 109	The aspirations for redevelopment need to be set in the context that the owners of the Goldstone retail park have stated that they have no plans for any redevelopment in the near future. Also the recent opening of the new Lidl supermarket is likely to increase the footfall and viability of the exiting retail use (at least in the short term).
Para 118	The paragraph wording should be updated to reflect the Council's more recent progress in preparing the Hove Station Area SPD (which should now be referred to as an SPD rather than a masterplan).
Section 3: Vision and Strategic Objectives	
Para 130	2 nd sentence – Need consistency in how Part Two of the NP is referenced.
Para 131	This paragraph needs updating as the Matsim proposals for Hove Gardens and Mountpark for Sackville Trading Estate have both now been superseded by more recent planning permissions for Watkin Jones and MODA. The council is also now considering a recent application by Brighton & Hove Buses (Go-Ahead Group) for redevelopment by the bus garage site.
Para 133	Suggest amending 1 st sentence to say: <i>"The key challenge for a Master Plan for <u>masterplanning</u> the Urban Quarter...."</i>
Para 135	Again this paragraph needs updating to reflect the Council's more recent progress in preparing the Hove Station Area SPD (see comment on Para 118).
Section 4: Policies	
Policy 1	In 1 st and 3 rd paragraphs, the references to the <i>"Hove Station Masterplan/SPD"</i> should be amended to <i>"Hove Station Area SPD"</i> .
Para 143	Re 3 rd sentence, the approved Matsim development for Hove Gardens has since been superseded by the Watkin Jones proposal which was granted permission in October 2020. Also query whether the sentence should describe these proposals as 'recently' approved. The sentence is already out of date and will become progressively more so. It may be better to provide a more general commentary which is less time specific. Similar comments apply to Table 4 which is referenced in the following sentence.
Table 4	It is accepted that this table is meant to be illustrative to demonstrate the higher scale of development already subject to planning permission in the Hove Station area compared to the Policy DA6 minimum figures. However, the problem with including such a table is that it in the Plan is that it will quickly become out of date. Some parts of the table already need to be updated (e.g the Watkin Jones development has since gained planning permission which

Paragraph/ Policy	Comment
	<p>supersedes the previous Matsim proposals at Hove Gardens).</p> <p>It should also be noted that the 67 residential units at the Hove Sorting Office site does not derive directly from a developer proposal. The site was promoted to the Council by Royal Mail for inclusion as a residential allocation, however the figure of 67 units is the indicative figure for the site allocation in Policy H1 of the City Plan Part 2 and is based on the Council's own assessment of the site potential.</p>
Para 149	In the second sentence, it is not clear if "bettered" refers to the number of jobs generated or the amount of employment floorspace?
Figure 7	This map should also indicate the area covered by Policy 5 for clarification. It is assumed that Policy 5 applies to the whole of the remaining DA6 area south of the railway but this is not clear from the policy wording (see comments on Policy 5 below).
Policy 2	Query the need to retain this policy and the site allocation given that the Sackville Coalyard now has planning permission as part of the MODA redevelopment proposals which also include the Sackville Trading Estate to the north. Both the Coalyard and Trading Estate are allocated as a single larger site under Policy SSA4 of the draft City Plan Part 2 (which was submitted for examination in May 2021).
Para 161	For clarification, suggest amending the 2 nd sentence to read: <i>"It is thought that this site will come forward after <u>the end of the plan period.</u>"</i>
Para 162	For clarification suggest amending the 1 st sentence to read: <i>"If the site should come forward earlier <u>within the plan period.</u>"</i>
Para 163	As mentioned elsewhere, the Matsim planning permission for the Hove Gardens site has been superseded by permission for a separate development by Watkin Jones, therefore the reference to BH2016/02663 is no longer appropriate. It is suggested that the second sentence of the paragraph is deleted as guidance on development layout principles, including building heights is provided in the draft Hove Station Area SPD which will shortly be adopted by the Council. The proposed SPD is already referenced in Paragraphs 164 and 165.
Para 164	The 1 st sentence should be amended to say <i>"The proposed Hove Station Area Masterplan/SPD will provide <u>Hove Station Area SPD provides</u> a range of guidance...."</i>
Para 165	The references to the <i>"Masterplan will provide"</i> should be changed to <i>"<u>SPD provides</u>"</i> .
Policy 4	Suggest re-titling the policy as <i>'<u>Conway Street Bus Depot</u>'</i> for clarification. In 3 rd sentence, <i>"Hove Station Masterplan/SPD"</i> should be amended to <i>"<u>Hove Station Area SPD</u>"</i> .
Para 166	<p>In 1st sentence, the existing use is a 'bus depot' rather than a 'bus station' as described (it does not operate as a passenger facility).</p> <p>Discussions with the bus company have indicated that multi-storey mixed residential and employment uses above a new bus depot would not be</p>

Paragraph/ Policy	Comment
	operationally practicable. Therefore suggest deleting the 2 nd sentence. In 2 nd sentence, “ <i>Hove Station Masterplan area</i> ” should be changed to “ <i>Hove Station area</i> ”.
Policy 5	The policy and title (‘Remaining Land South of the Railway’) does not make clear what area is covered and there is no specific allocation or policy extent shown in Figure 7 (see comment above). This should be clarified in the policy title and wording with the policy extent added to Figure 7. In 1 st sentence, “ <i>Hove Station Masterplan/SPD</i> ” should be amended to “ <i><u>Hove Station Area SPD</u></i> ”. In 2 nd sentence, “ <i>Masterplan area</i> ” should be amended to “ <i><u>Hove Station area</u></i> ”.
Para 167	In final sentence, “ <i>Hove Station Master Plan /SPD which will provide...</i> ” should be amended to “ <i><u>Hove Station Area SPD which provides...</u></i> ”
Para 171	Again this paragraph appears to be referencing the now superseded Matsim scheme for Hove Gardens.
Figure 8	The land ownership map shown is now out of date as Matsim no longer own the Hove Gardens site.
Para 181	“ <i>The Hove Station Area Masterplan/ SPD will provide...</i> ” should be amended to “ <i><u>The Hove Station Area SPD provides...</u></i> ”
Policy 8	Query the reason for the policy making specific reference to meeting Building Regulation M4(2). Policy DM1 in the draft City Plan Part 2 already seeks to set the M4(2) standard as a minimum a requirement for all new residential units in Brighton & Hove (i.e not only for specialised housing for the elderly) as well as seeking a proportion of M4(3) wheelchair housing units in all schemes of 10+ dwellings. Including a specific reference to M4(2) in this policy is therefore unnecessary and is likely to be confusing, suggesting that M4(2) would not necessarily apply to other types of residential development.
Policy 9	It would be helpful for this policy to provide greater clarity on what is meant by ‘All development proposals for employment purposes...’ (the policy refers to retail and cultural facilities indicating that it is intended to apply more widely than just industrial and office floorspace). It is also unclear if the policy is intended to apply within the DA6 area or across the whole of the neighbourhood area - the first sentence states that proposals should accord with the local priorities and requirements set out in Policy DA6 whereas the second sentence refers to ‘new retail floorspace within the neighbourhood area’. Suggest a possible rewording of the first sentence as follows: “ <i>All Development proposals <u>within the Hove Station Quarter that are for employment purposes or involve employment provision</u> should accord with the local priorities and requirements set out in Policy DA6 of the City Plan Part 1.</i> ” The reworded first sentence should also stand alone as a separate paragraph.
Policy 10	Under point 6, the 2 nd sentence (in brackets) is no longer up to date following the Council’s introduction of CIL. Open space, sport and recreation are now funded through CIL and therefore all residential developments eligible for CIL

Paragraph/ Policy	Comment
	<p>will contribute to these facilities through CIL payments. The sentence should be updated or deleted entirely.</p> <p>Re point 5, there is currently some uncertainty as to the potential locations for pocket parks/play areas and this is likely to be influenced by land ownership and development proposals and designs that come forward. It is accepted that the policy refers only to “potential locations”. However, suggest amending the final part of point 5 to say: <i>“Potential locations are indicated on p.48, Figure 6 in this document <u>and in the Hove Station Area SPD</u>. These locations will be subject to the recommendations of the Hove Station Master Plan work.”</i></p>
Para 203	Please note that the Tall Buildings SPG (SPG15) has been superseded by the new Urban Design Framework (SPD17) which has been approved for adoption as SPD by the TECC Committee on 17 June 2021 and will be published on the Council’s website very shortly.
Para 205	Again note that the previous Matsim proposal for up to 17 storeys on the Hove Gardens site has now been superseded by planning permission for the Watkin Jones scheme which extends up to 18 storeys.
Para 206	Same comment as above – the Matsim scheme has now been superseded by the Watkin Jones permission.
Policy 11	In 1 st sentence, <i>“Hove Station Area Masterplan”</i> should be amended to <i>“Hove Station Area <u>SPD</u>”</i> .
Para 206	The paragraph wording should be updated to refer to the SPD17 Urban Design Framework rather than the SPG15 Tall Buildings and also to reference the more recent Watkin Jones permission at Hove Gardens which has now superseded the Matsim scheme.
Para 208	Amend <i>“The Hove Station Masterplan/SPD will provide...”</i> to <i>“<u>The Hove Station Area SPD provides...</u>”</i>
Figure 9	Again should potentially be updated to illustrate the Watkin Jones scheme rather than the Matsim scheme at Hove Gardens.
Para 225	This paragraph covers low and zero carbon decentralised energy opportunities but follows on directly from paragraphs discussing community hubs. It would therefore be helpful to insert a new sub-heading immediately before Paragraph 225.
Para 228	The final sentence should list Ralli Hall as an additional listed building in the Hove Station Conservation Area.
Para 240	<p>This paragraph should make clearer that the NP (Policy 15) is seeking to amend the adopted parking standards to apply the reduced Central Zone parking requirements within the Hove Station Quarter. It is not clear from the current wording.</p> <p>Also suggest stating that the SPD14 Parking Standards have been incorporated into the draft CPP2 Proposed Submission.</p>
Policy 15	4 th para – Suggest strengthening the wording in first sentence to say <i>“...should actively promote, and encourage <u>and provide</u> more sustainable modes of</i>

Paragraph/ Policy	Comment
	<i>travel....”.</i>
Para 241	The references to ‘Policy 16’ in the third and fourth sentences should be amended to ‘Policy 15’.
Para 243	The final sentence reference to the SPD needs updating. The draft SPD includes reference to the NP promoting centralised parking for commuters, visitors and residents if a suitable site can be found. Suggest amending final sentence to say: <i>“This issue will need to be fully <u>is also</u> addressed in the Hove Station Area SPD.”</i>
Para 247	This section should be amended to take account of the emerging City Plan Part 2 (now submitted for examination) and the possibility of the parking standards being reviewed/updated in future. Suggest amending as follows: <i>“(Relationship to City Plan: SPD14 <u>Parking Standards</u> was adopted in October 2016. and will replace a number of detailed policies and these changes should be inserted into Part II of the City Plan. The policy makes some of the requirements of Policy CP9 more specific and seeks to translate the expectations of CP9 to the local area.) <u>The parking standards are included at Appendix 2 of the draft City Plan Part 2 which also includes a specific policy setting out requirements for new development (Policy DM36 Parking and Servicing). It should be noted that these standards may be subject to future review and revision by the Council.</u>”</i>
P79	It is not clear why the map titled ‘Community Engagement’ has been included here. This appears to be an error?
Annex 1 Priorities for Implementation	
Table 6	The references to <i>“Hove Station Masterplan/SPD”</i> should now be updated to <i>“<u>Hove Station Area SPD</u>”</i> .
Annex 2 Statement of Compliance	
Para 10	Please note that the Council has now made further progress in preparing City Plan Part 2. The Proposed Submission version of CPP2 was published for Regulation 19 consultation between 5 Sept and 30 Oct 2020 and was submitted for examination on 13 May 2021 (along with a Schedule of Proposed Modifications). An examination inspector has been appointed and examination hearings are scheduled to take in Oct/Nov 2021. Formal adoption of the Plan by the Council is now likely to take place in spring/summer 2022. The Council has also made progress in developing a masterplan for the Hove Station (Policy DA6) area which is now being taken forward as the ‘Hove Station Area SPD’. The draft SPD was subject to public consultation from 14 Dec 2020 to 7 Feb 2021 and is being taken to the council’s TECC Committee for formal adoption in Sept 2021. The references to ‘Part II’ of the City Pan should be amended to ‘Part 2’ for consistency.
Para 19	Re 1 st sentence, please note that City Plan Part 2 has since been submitted for examination (see above).

<i>Paragraph/ Policy</i>	<i>Comment</i>
Annex 3 Summary of Strategic Environmental Assessment	
No comments on this section.	

APPENDIX 2

Summary of the 'Basic Conditions' for Neighbourhood Plans

Only a draft neighbourhood plan or Order that meets each of a set of basic conditions can be put to a referendum and be made. The basic conditions are set out in paragraph 8(2) of schedule 4B to the Town and Country Planning Act 1990 as applied to neighbourhood plans by section 38A of the Planning and Compulsory Purchase Act 2004.

In order to meet the Basic Conditions, the neighbourhood plan must:

- have regard to national policies and advice contained in guidance issued by the Secretary of State;
- contribute to the achievement of sustainable development;
- be in general conformity with the strategic policies of the development plan for the area;
- be compatible with and not breach European Union (EU) obligations (under retained EU law)¹; and
- meet prescribed conditions and comply with prescribed matters.

Regulation 32 of the 2012 Regulations prescribes a further Basic Condition for a neighbourhood plan. This requires that the making of the Neighbourhood Plan does not breach the requirements of Chapter 8 of Part 6 of the Conservation of Habitats and Species Regulations 2017 ('the Habitats Regulations')².

¹ The existing body of environmental regulation is retained in UK law.

² This revised Basic Condition came into force on 28 December 2018 through the Conservation of Habitats and Species and Planning (Various Amendments) (England and Wales) Regulations 2018.

Subject:	Health Impact Assessment – Local Validation Requirement		
Date of Meeting:	16th September 2021		
Report of:	Executive Director - Economy Environment & Culture		
Contact Officer:	Name:	Simon Barrett/Helen Pennington	Tel: 07394 414 472
	Email:	Simon.barrett@brighton-hove.gov.uk / Helen.Pennington@brighton-hove.gov.uk	
Ward(s) affected:	All		

FOR GENERAL RELEASE.

1. PURPOSE OF REPORT AND POLICY CONTEXT

- 1.1 The committee is asked to agree the guidance and to approve an amendment to the “local list” validation requirements for planning applications over a specified size to be accompanied by a Health Impact Assessment (HIA) or health statement. This will apply to all new, qualifying applications submitted after 26th September 2021.
- 1.2 To note the arrangements to undertake a full review of the “local list” and update of the national list during 2022, aligned to the adoption of City Plan Part Two.

2. RECOMMENDATIONS:

- 2.1 That the committee agrees the guidance for applicants on the structure and items to be covered in an HIA or health statement (as included as appendix 1) subject to any minor alterations (grammatical, spelling or for clarity) to be agreed by the Head of Planning in consultation with the Chair of TECC Committee.
- 2.2 That the committee notes responses to consultation on the proposed amendment to the “local list” validation requirements.
- 2.3 That the committee approves adding the requirement to submit an HIA or health statement to the “local list” of validation requirements for qualifying applications (as outlined in this report.)
- 2.4 If agreed, the requirement will take effect for all new, qualifying planning applications submitted after 26th September 2021
- 2.5 To note the review and republication of the local list and to receive a further report in 2022 with recommendations to revise and update the validation lists following a comprehensive review of all the requirements, changes to the

national list by central government and new requirements from the adopted City Plan Part Two.

3. CONTEXT/ BACKGROUND INFORMATION

- 3.1 Local planning authorities are required to publish a list of information they require to “validate” the planning applications they receive. This validation list forms two components:
 - the national requirements, including the application form, the fee, certificates etc; and
 - secondly, specific local validation requirements known as the “Local List”.
- 3.2 The Government recommends local planning authorities to review the “local list” every two years.
- 3.3 As part of the current process, the existing list has been reviewed by officers and there are no other amendments to the existing list currently required to the existing list, aside from the inclusion of HIA/health statements recommended in this report.
- 3.4 The next review will take place later in 2022 to dovetail with the programme to adopt City Plan Part Two now anticipated for spring 2022. This timeframe will also ensure that the significant number of changes to planning legislation proposed can include policy and guidance changes which are being made by central government.
- 3.5 In 2019, the Planning Policy team worked in collaboration with the Public Health team to prepare technical guidance on the preparation and submission of a Health Impact Assessment (HIA) for certain planning proposals. The guidance supports the implementation of City Plan Part One policy CP18 - A Healthy City. Just prior to the country going into lockdown, preparations were being completed to issue the guidance (see para 3.9 below).
- 3.6 With major development starting to be planned in the city again as lockdown is eased, it is recommended that it is in the interests of residents to implement this guidance in advance of the main list review in 2022.
- 3.7 It will also align with the approach taken on very large schemes (e.g., Toads Hole Valley, the Gasworks). Applicants for these schemes already must consider population and human health impacts as part of the overall Environmental Impact Assessment process in their planning application.
- 3.8 An HIA is undertaken to indicate the health implications on a population of implementing a project, such as a new development proposal, policy, or programme. It is a tool that can be used to assess the positive aspects of a proposal (e.g., creation of new jobs) and the negative effects (e.g., pollution) on different population groups. It is particularly focused on looking at how disadvantaged groups may be affected, to minimise the risks of widening inequalities.

- 3.9 HIAs give valuable information not only about potential effects on health, but also how to manage them. It therefore provides the opportunity to amend the design of a proposed development to protect and improve health. Changing a proposal because of a HIA means that not only is its implementation more likely to promote health, but it is also less likely to cause ill-health in the community, with the consequential benefits for individuals and the wider economy.
- 3.10 City Plan Part 1 Policy CP18 sets out the requirements relating to HIA as follows:
- CP18.2 Requires HIA on all strategic developments in the city
 - CP18.3 Requires larger developments to demonstrate how they minimise negative impacts and maximise positive impacts on health within the development or in adjoining areas
- 3.11 The HIA guidance further clarifies the meaning of both strategic developments and larger developments and sets out the requirements for each.
- 3.12 Strategic developments will be required to submit a full HIA either as a stand-alone document or as part of an Environmental Impact Assessment where required. Strategic developments are defined in policy CP18 as those which are covered by Development Area proposals within the City Plan; those on an equivalent size; or those that require Environmental Impact Assessment. The guidance lists all strategic developments in the city, as identified in City Plan Parts One and Two.
- 3.13 Larger developments will be required to submit a lighter-touch health statement using the checklist provided in the HIA Guidance. Larger developments are considered as those that provide:
- 100 or more dwellings (this includes bedspaces provided in student accommodation)
 - Other development providing more than 1,000 sqm floorspace
- 3.14 The thresholds for larger developments were identified through analysis of the number of planning applications submitted over a three-year period at a variety of thresholds, whilst also considering the potential for impacts upon Public Health workloads and the need for requirements for applicants to be reasonable and proportionate. Over the 2017/18 to 2019/20 three-year period, an average of 11 applications per year would have been subject to this requirement at this threshold.

4. ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS

- 4.1 The alternative option is to defer making this a requirement until the “local list” is reviewed later in 2022.
- 4.2 This further delay is considered unnecessary as the change is relatively simple to implement and the intention to move to a development regime that included Health Impact Assessments for strategic sites and larger schemes was originally identified as part of City Plan Part One in 2016.

- 4.3 HIAs are in use by some of our peer unitary authorities. They have been requirements for several years in the following authorities – Bristol (2013), Thurrock (2019), Bath and North East Somerset (2020), Southend and Torbay (2018.)

5. COMMUNITY ENGAGEMENT & CONSULTATION

- 5.1 A residents and community engagement consultation ran for a period of 6 weeks from 26th July 2021 using the council's engagement portal. The consultation was publicised to the local Planning Agents Forum for their members to comment upon.
- 5.2 The member working group of the Planning Committee received a briefing and were invited to make any comments.

There were 3 responses to the consultation:

- 2 from private individuals relating to the validation requirement covering 5G mobile phone masts
- 1 from the Kingsway & West Hove Residents Association relating to clarifying links to the Shoreham Harbour Joint Area Action Plan (JAAP)

The requirement does not apply to new mobile phone masts (as they are not major planning applications) and the comments in relation to the JAAP will be incorporated into the final document.

6. CONCLUSION

- 6.1 Implementing this requirement for all new strategic or larger applications (that are starting to be submitted as the city emerges from the pandemic) will ensure that more communities benefit from this process as soon as possible.
- 6.2 The improvements in design achieved will contribute to the city achieving several key objectives in the City Plan and Corporate Plan 2020-23, especially in relation to health, sustainability, and housing.

7. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 7.1 The recommendations to add Health Impact Assessments to the "local list" of validation requirements for qualifying applications would see additional officers time in reviewing HIAs. However only a small volume of applications would meet this threshold requiring the additional officer time based on the average of 11 applications per year from the 2017/18 to 2019/20 three-year period. The additional responsibilities as part of the planning process will be contained within existing Development Planning Budgets.

Finance Officer Consulted: John Lack

Date: 12/08/2021

Legal Implications:

Section 62 (3) of the Town and Country Planning Act 1990 provides that a local planning authority (LPA) may require that an application for planning permission must include such particulars and evidence in support of anything in, or relating to, the application as they think necessary. However, the legislation further provides that such requirement “(a) must be reasonable having regard, in particular, to the nature and scale of the proposed development; and (b) may require particulars of, or evidence about, a matter only if it is reasonable to think that the matter will be a material consideration in the determination of the application.”

Article 34 (6) of The Town and Country Planning (Development Management Procedure) (England) Order 2015 provides that a local list of validation requirements must be published on the LPA’s website.

Lawyer Consulted:

Name Hilary Woodward

Date: 6/9/21

Equalities Implications:

- 7.2 Equalities issues relevant to this guidance have been considered during the Health & Equalities Impact Assessment (HEQIA) undertaken on City Plan Part 1, particularly those identified for policy CP18 – A Healthy City. The assessment did not find any sensitive groups that were affected by this policy. Undertaking an HIA also requires identifying adverse or positive impacts on the local population; this includes relevant sub-population groups, including those of protected characteristics. The process should therefore result in harmful effects on equalities groups being minimised.

7.3 Any Other Significant Implications

None.

7.4 Public Health Implications

The built and natural environment can have a major influence on health. Development across the city is expected to support sustainable and healthy lifestyles. The implementation of this guidance will help ensure developments support deliver healthy, sustainable, and mixed-use communities across the city. The ways in which well-designed development can facilitate healthy housing, active lifestyles, a healthy environment, and safe and vibrant neighbourhoods are being promoted through the application of this guidance.

Corporate / Citywide Implications

- 7.5 The infrastructure and development that will be constructed through planning applications which have been required to undertake an HIA will help deliver the following objectives in the corporate plan:
- A city to call home – Improved housing
 - A city working for all – Sustainable economy and affordable housing
 - A sustainable city – Active & sustainable travel and promotion of biodiversity

- A healthy and caring city - Increase healthy life expectancy and reduce health inequalities

SUPPORTING DOCUMENTATION

Appendices:

1. Health Impact Assessment Guidance (<https://www.brighton-hove.gov.uk/sites/default/files/articles/2020-09/Final%20HIA%20Guidance%20Aug20.pdf>)

Background Documents

1. City Plan Part One

Health Impact Assessment Guidance Note



Produced by Planning Policy and Public Health teams
August 2020

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Introduction

- 1.1 The links between planning and health are long-established; planning originated as a response to address public health concerns arising from sub-standard housing and living conditions.
- 1.2 Although a person's health is in part determined by genetics, age and lifestyle, the built and natural environment within which people live and work has a major influence. Planning for health therefore needs to ensure that we plan for and build a health-promoting environment, that improves the health of those who live, work or visit the city.
- 1.3 The World Health Organisation defines health as including good physical, mental and social wellbeing. Good health is not just about the absence of illness. This definition of health is used in Health Impact Assessments (HIA) as HIAs cover both the factors that support good health as well as those that cause ill-health.

Purpose of this Guidance

- 2.1 The purpose of this guidance is to provide technical advice for developers and applicants on undertaking a HIA, and guidance for local authority officers and public health professionals on assessing HIAs submitted with planning applications.
- 2.2 It provides guidance and interpretation of the policies most relevant to health, and provides a local **Checklist** which will support the HIA process (**see Appendix 1**).
- 2.3 The Checklist comprises various criteria of relevance to health for four overarching themes; Healthy Housing, Active Lifestyles, Healthy Environment, and Safe & Vibrant Neighbourhoods. The Checklist includes examples of measures that can support good health for each of the criteria.
- 2.4 This guidance also outlines the different types of HIAs and the various stages of the HIA process.
- 2.5 The aims and objectives of this guidance note are:

Aims

- To improve understanding of the HIA process
- To provide information and guidance that supports the HIA process
- To inform pre-application advice and consultation responses on planning applications of health-related considerations

Objectives

- To support delivery of a built and natural environment that supports good physical and mental health, and social well-being
- To support delivery of a built and natural environment that prevents poor health
- To maximise positive impacts and minimise negative impacts on health arising from development

Policy Context

- 3.1 The planning system in place today seeks to address health issues through implementation of national and local planning policies.

The National Planning Policy Framework (NPPF, 2019)¹

- 3.2 The NPPF requires public health to be taken into account in both plan-making and decision-taking and states the purpose of planning is to contribute to the achievement of sustainable development, with delivery of the social objective of sustainable development being paramount to supporting health.
- 3.3 Paragraph 8b: **a social objective** - supports strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being.
- 3.4 Links to health can be found throughout, with key areas including policies on delivering homes (section 5), transport (section 9), design (section 12), climate change (section 14), and the natural environment (section 15).
- 3.5 In addition, section 8, Promoting Healthy and Safe Communities, paragraph 91, requires planning policies and decisions to aim to achieve healthy, inclusive and safe places which promote social interaction, that are safe and accessible, and enable and support healthy lifestyles, especially where this would address identified local health and well-being needs.
- 3.6 Paragraph 92 requires planning policies and decisions to provide the social, recreational and cultural facilities and services the community needs, through planning positively for the provision and use of shared spaces, community facilities and other local services to enhance the sustainability of communities and residential environments, taking into account and supporting the delivery of local strategies to improve health, social and cultural well-being for all sections of the community, and guarding against the unnecessary loss of valued facilities and services.
- 3.7 In addition, paragraph 96 recognises the importance of access to quality open space and opportunities for sport and physical activity for health and well-being.

National Planning Policy Guidance (NPPG, 2014-2019)²

- 3.8 The NPPF is supported by additional guidance set out in the NPPG. The NPPG recognises that the built and natural environment has a major influence on health and wellbeing and states that planning has a role in creating environments that support and encourage healthy lifestyles³.
- 3.9 The NPPG describes a healthy place as one which supports and promotes healthy behaviours and environments, and one which reduces health inequalities.⁴ It also describes a healthy place as one which:
- Provides opportunities for the community to improve their physical and mental health
 - Supports community engagement and well-being

¹ [NPPF \(2019\)](#)

² [NPPG](#)

³ [NPPG Para 001 Reference 53-001-20190722](#)

⁴ [NPPG Paragraph: 003 Reference 53-003-20190722](#)

- Meets the needs of children and young people
- Is adaptable to the needs of an increasingly elderly population and those with dementia and other sensory or mobility impairments

3.10 The NPPG regards Health Impact Assessment as a useful tool to use where there are expected to be significant impacts.⁵

Local Planning Policy

3.11 The **City Plan Part 1 (2016)**⁶, saved policies from the **Local Plan (2005)**⁷, the **Waste & Minerals Local Plan**⁸ and **Shoreham Harbour Joint Area Action Plan**⁹ comprise the local Development Plan and provide the local planning policy framework. City Plan Part 2¹⁰ is currently being prepared. Once adopted, this will replace the Local Plan 2005 and sit alongside City Plan Part 1.

3.12 Health is a cross-cutting theme that is embedded within City Plan Part 1 which includes the following strategic objectives to support achieving the vision of becoming a “Healthy City”:

- **SO19:** Contribute towards the delivery of more sustainable communities and the reduction of inequalities between neighbourhoods in Brighton & Hove.
- **SO20:** Contribute towards reducing inequalities experienced by different groups within the city.
- **SO22:** Across the city apply the principles of healthy urban planning and work with partners to achieve an equality of access to community services (health and learning), to opportunities and facilities for sport and recreation and lifelong learning. Ensure pollution is minimised and actively seek improvements in water, land and air quality and reduce noise pollution.
- **SO23:** Ensure that Brighton & Hove is a city where all people feel safe in public places and within their neighbourhoods

3.13 **City Plan Policy CP18 “A Healthy City”** is the key policy that aims to reduce health inequalities and promotes healthier lifestyles. Key policy points are:

- Requirement of HIA on all strategic developments
- Requirement for larger developments to minimise negative impacts and maximise positive impacts on health
- Encouragement of development to work towards Lifetime Neighbourhood principles
- Recognition of the importance of allotments and gardens in providing access to food
- Delivering a network of accessible integrated health facilities.

3.14 Various other policies of both City Plan Part 1 and the Local Plan are also of relevance to health and wellbeing and support achieving many of the social determinants of health; for example provision of open space, encouragement of walking and cycling, and ensuring housing delivered is of an acceptable standard.

3.15 The Waste and Minerals Local Plan also includes objectives and policies of relevance to health, including Strategic Objective 4: To protect and enhance the environment, communities and human health.

3.16 A list of the various local planning policies of relevance to health can be found in Appendix 2.

⁵ [NPPG Paragraph: 005 Reference 53-005-20190722](#)

⁶ [City Plan Part 1 \(2016\)](#)

⁷ [Local Plan \(2005\)](#)

⁸ [Waste and Minerals Plan \(2013\)](#) and [Waste and Minerals Sites Plan \(2017\)](#)

⁹ [Shoreham Harbour JAAP](#)

¹⁰ [City Plan Part 2 \(Proposed Submission, 2020\)](#)

National and Local Strategies

- 3.17 There are various strategies which set the context and provide evidence of how the planning system can address health issues and improve health outcomes.
- 3.18 **“Fair Society, Healthy Lives”**(the Marmot Review) (2010).¹¹ The review found that individual health is influenced by wider determinants such as income, education, local environmental quality and employment; the ‘social determinants of health’. The review set out six policy objectives for reducing health inequalities including ‘to create and develop healthy and sustainable places and communities’.
- 3.19 **“Healthy Lives, Healthy People: our strategy for public health in England”** (2010).¹² This White Paper sets out the Government’s long-term vision for the future of public health in England. It adopts the Marmot Review’s framework for tackling the social determinants of health, and aims to support healthy communities including by:
- Creating healthy places to grow up and grow old in (para 3.4)
 - Supporting active travel (walking and cycling) and for physical activity to become the norm in communities (para 3.32)
 - Creating an environment that supports people in making healthy choices, and that makes these choices easier (para 3.62)
- 3.20 **“Prevention is Better than Cure”** (DoH, 2018).¹³ This seeks to improve healthy life expectancy and reduce health inequalities, recognising that various factors influence health including housing, neighbourhoods, education, safety, transport, food, leisure, greenspace and employment.
- 3.21 Brighton & Hove’s **Joint Health and Wellbeing Strategy** (2019)¹⁴. This recognises the various factors that influence health and includes an overarching vision to improve health and wellbeing and reduce health inequalities. It states that “Planning of major developments and transport schemes will promote health and wellbeing”.
- 3.22 Brighton & Hove’s **Joint Strategic Needs Assessment**¹⁵ provides local evidence on the health needs of the city and is used in formulating local policy.

¹¹ [Fair Society, Healthy Lives \(2010\)](#)

¹² [Healthy Lives, Healthy People\(2010\)](#)

¹³ [Prevention is Better than Cure \(2018\)](#)

¹⁴ [Joint Health and Wellbeing Strategy \(2019\)](#)

¹⁵ [Joint Strategic Needs Assessment \(various dates\)](#)

Local Requirement for HIA

Policy CP18 Healthy City

4.1 City Plan Part 1 Policy CP18 sets out the requirements relating to HIA.

CP18 Healthy City

CP18.2 Require HIA on all strategic developments in the city.

CP18.3 Require larger developments to demonstrate how they minimise negative impacts and maximise positive impacts on health within the development or in adjoining areas.

4.2 Further information on “strategic developments” can be found in sections 4.3-4.12. Further information on “larger developments” can be found in sections 4.13-4.17.

Development Areas and Strategic Developments

4.3 The supporting text to Policy CP18, paragraph 4.201, defines “strategic developments” as:

- Those that are covered by Development Area proposals within the City Plan, or
- Those of an equivalent size (*to Development Area proposals*), or
- Those that require Environmental Impact Assessment¹⁶

4.4 City Plan Part 1 designates 8 Development Areas in the city. HIA is required for the Strategic Site Allocations within these Development Areas. Table 1 sets out the Development Areas and Strategic Allocations whereby policy CP18.2 applies.

Table 1: Development Areas and Strategic Allocations

Development Area Name	Strategic Allocation Name
DA1 Brighton Centre and Churchill Square	B1 New Brighton Centre and expansion of Churchill Square
DA2 Brighton Marina, Gas Works and Black Rock	C1 Brighton Marina Inner Harbour C2 Gas Works site C3 Black Rock site
DA3 Lewes Road	C1 Preston Barracks and Brighton University site C2 Woollards Field South C3 Falmer Released Land, Former Falmer High School
DA4 New England Quarter and London Road	C1 New England Quarter allocations: <ul style="list-style-type: none">• Vantage Point, Elder Place• Trade Warehousing (Longley Industrial Estate)• Richardson’s Scrapyard• Cheapside• Blackman Street site C2 New England House, New England Road C3 125-163 Preston Road

¹⁶ The requirement for EIA will be determined through the screening process undertaken in accordance with EIA Regulations.

Development Area Name	Strategic Allocation Name
DA5 Eastern Road and Edward Street	C1 Royal Sussex County Hospital C2 Edward Street Quarter C3 Circus Street Site C4 Freshfield Road and Gala Bingo Hall site
DA6 Hove Station	C1 Conway Street Industrial Area
DA7 Toad's Hole Valley	C1 Toads Hole Valley
DA8 Shoreham Harbour	South Portslade Industrial Area

Other Strategic Developments

- 4.5 Once adopted, City Plan Part 2 will also include some further Strategic Site Allocations. These will also require HIA:
- SSA1 Brighton General Hospital site
 - SSA2 Combined Engineering Depot, New England Road
 - SSA3 Land at Lyon Close, Hove
 - SSA4 Sackville Trading Estate and Coal Yard, Hove
 - SSA5 Madeira Terrace and Madeira Drive
 - SSA6 Former Peter Pan leisure site, Madeira Drive
 - SSA7 Land adjacent to American Express Community Stadium, Village Way
- 4.6 Other developments that do not form a strategic allocation within City Plan Part 1 or City Plan Part 2, but which are considered to be of an equivalent size, will also be required to carry out an HIA.

Environmental Impact Assessment

- 4.7 Policy CP18.2 also requires HIA for development that requires an Environmental Impact Assessment (EIA).
- 4.8 Some types of development automatically require EIA, including those set out in Schedule 1 of the EIA Regulations¹⁷. This includes, for example certain types of waste disposal installations, waste water treatment plants and certain types of industrial plants. Developments that automatically require EIA are therefore required to carry out an HIA.
- 4.9 Other types of development, as set out in Schedule 2 of the EIA Regulations, are only required to carry out EIA if a screening exercise determines the likelihood of significant effects.
- 4.10 Table 2 sets out the types and sizes of development most likely to come forward locally that are required to undergo screening in accordance with Schedule 2 of the EIA Regulations. Developments that are smaller than the threshold indicated are not required to undertake EIA.

¹⁷ Town and Country Planning (Environmental Impact Assessment) Regulations 2017

Table 3: Types of development and thresholds for screening

Type of Development	Thresholds
Industrial estate development projects	The area of the development exceeds 0.5 hectares.
Urban development projects, including the construction of shopping centres and car parks, sports stadiums, leisure centres and multiplex cinemas;	(i) The development includes more than 1 hectare of urban development which is not dwellinghouse development; or (ii) the development includes more than 150 dwellings; or (iii) the overall area of the development exceeds 5 hectares.

4.11 If the screening exercise determines that significant effects are likely and EIA is required, then HIA is also required.

4.12 For more information on EIA and the links to HIA see section 6.3.

Larger Developments

4.13 Other developments could come forward in the city which are not required to carry out an HIA as described above, however may be of a scale that could have health impacts.

4.14 CP18 policy point 3 addresses such developments and requires:

- ***“Larger developments to demonstrate how they minimise negative and maximise positive impacts on health within the development or in adjoining areas”***

4.15 For these purposes, “larger” developments are considered to be those providing:

- 100 or more dwellings (this includes bedspaces provided in student accommodation)
- Other development providing more than 1,000sqm floorspace

4.16 Applications to vary conditions of approved applications associated with the above types of development may also be subject to this requirement, particularly where the variation relates to changes to the approved drawings.

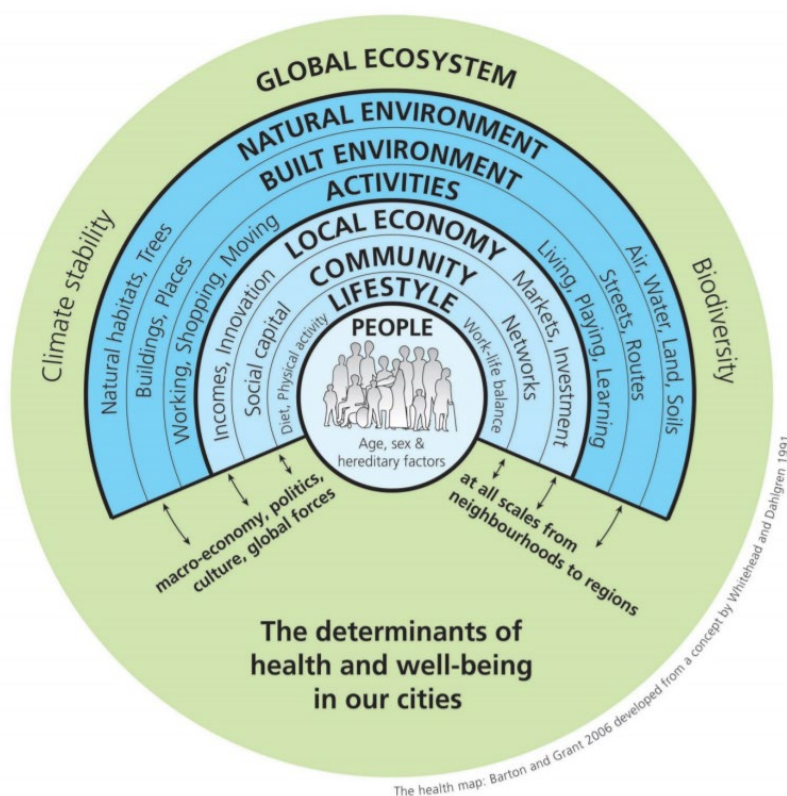
4.17 A lighter touch approach will be appropriate for larger developments to demonstrate how they meet the requirement of CP18.3. A statement should be provided which initially identifies potential negative and positive impacts and then summarises how negative impacts have been minimised and how positive impacts have been maximised, for both new occupiers and existing communities.

4.18 The Checklist provided in Appendix 1 can be used to help identify how a development might positively or negatively influence health. This can form the basis of this statement.

What is a Health Impact Assessment?

- 5.1 A Health Impact Assessment (HIA) is undertaken to indicate the health implications on a population of implementing a project, such as a new development proposal, policy or programme. It is a tool that can be used to assess the positive aspects of a proposal (e.g. creation of new jobs) and the negative effects (e.g. pollution) on different population groups. It is particularly focused on looking at how disadvantaged groups may be affected, to minimise the risks of widening inequalities.
- 5.2 It is a tool that is based upon considering the wider determinants of health, which are the range of personal, social, economic and environmental factors which determine the health of an individual or population. These are illustrated in Figure 1.

Figure 1. The Barton and Grant model of the determinants of health and wellbeing in our cities¹⁸



- 5.3 HIA is usually used to assess a proposal that does not have health improvement as a primary objective, for example a planning application for a proposed development. The assessment considers whether the implementation of a proposal may achieve its objectives but with unintended or unanticipated consequences for health, which may be either good or bad.

¹⁸ Barton, H. and Grant, M. (2006) "A health map for the local human habitat", *The Journal for the Royal Society for the Promotion of Health*, 126 (6). pp.252-253.

Purpose of an HIA

- 5.4 The purpose of an HIA is to ascertain whether the impact on health of a particular proposal is acceptable or not. They assist decision-makers by giving them better information, but do not make the decision for them.
- 5.5 HIAs give valuable information not only about potential effects on health, but also how to manage them. It therefore provides the opportunity to amend the design of a proposed development to protect and improve health. Changing a proposal as a result of a HIA means that not only is its implementation more likely to promote health, but it is also less likely to cause ill-health in the community, with the consequential benefits for individuals and the wider economy.

Aims and objective of HIAs

- 5.6 An HIA should:
- Identify the potential positive and negative health and well-being impacts of the proposed development on planned new communities and neighbouring existing communities in vicinity of the development
 - Highlight any differences in health impacts on sub-population groups¹⁹
 - Make recommendations to mitigate against any potential negative health impacts and maximise potential positive health impacts, highlighting where possible the most affected vulnerable groups.

Benefits of undertaking an HIA

- 5.7 HIAs are beneficial because they can lead to better developments that reflect the health and wellbeing needs of the local population and help build a healthier city. By predicting the negative impacts they can prevent damage from happening.
- 5.8 The cross-sectoral nature of some HIAs involves multiple stakeholders, which helps in the development of partnership working. Involving local stakeholders who will be affected by the proposals, or who have knowledge of the local area, ensures that developments are informed by their views and health needs.
- 5.9 There can also be long-term savings to health and social care budgets, e.g. through the promotion of good health and prevention of ill-health.

When should an HIA take place?

- 5.10 For relevant developments, HIAs should commence at the start of the planning process, at the pre-application stage. This will enable the HIA findings to be incorporated into changes to the proposed development, where necessary.

¹⁹ Sub-population groups include: BAME communities; people of any gender; LGBT individuals; people of any age, including children, young people, working age adults and older people; disabled people or people suffering from poor health; religious or faith groups; pregnant women; and any other key population groups locally such as people suffering from socio-economic deprivation.

Outline and Reserved Matters applications

- 5.11 For developments that seek approval under separate outline and reserved matters applications, an HIA should be undertaken at both stages, with HIA reflecting the content of the applications. For example, an HIA undertaken at outline stage would likely assess the overarching principles and amounts of development; an HIA undertaken at reserved matters stage would assess the remaining matters of the scheme, such as access, appearance, layout, scale and therefore quality of housing or development provided.
- 5.12 The production of an HIA at reserved matters stage may be secured by planning condition at outline stage, as may other elements of the scheme in relation to health impacts.

Figure 2 sets out the various stages of the planning process and how HIA integrates with this process (see page 17).

Types of Health Impact Assessment

6.1 There are a range of different types of HIA.

1. Desktop HIAs – encompass a small number of participants working together using existing knowledge and evidence to assess a proposal, policy, or plan.

2. Rapid HIAs – establish a small steering group and often use the approach of a participatory stakeholder workshop. This typically involves a brief investigation of health impacts, including a short literature review of quantitative and qualitative evidence and the gathering of knowledge and further evidence from a number of local stakeholders.

3. Comprehensive HIAs – in-depth analysis, with extensive literature searches and collection of primary data. This will include the comprehensive involvement of stakeholders such as focus groups, panels/public consultations, and interviews.

6.2 An HIA will often fit in-between two of these categories, as the approach taken will be determined by the nature and scale of the proposal and the timescales involved. For the majority of development coming forward in Brighton & Hove, it is considered likely that a desktop or rapid HIA will be most suitable. However, the most appropriate type of HIA should be discussed with the Public Health team.

Links to Environmental Impact Assessment (EIA)

6.3 EIA is a statutory requirement for certain types of developments. It is also a requirement for certain types and sizes of developments if they are determined to result in significant effects following a screening exercise. Recent changes to the EIA Regulations have resulted in the need to consider “population and human health” within an EIA.

6.4 Where EIA is required, HIA can be integrated into the EIA process. However, this will require a more structured assessment that meets the requirements of the EIA Regulations. In addition EIA only requires consideration of significant effects and allows consideration of mitigation resulting in a residual assessment.

6.5 The EIA Regulations also require a formal stage of consultation.

Stages of Health Impact Assessment

7.1 HIAs commonly have four main stages: Screening, Scoping, Assessment and Recommendations.

Stage 1: Screening

7.2 Not all development proposals will require an HIA; this will depend on the type, scale and location of the development or proposal. The screening stage of the HIA is therefore to decide whether or not an HIA needs to be undertaken.

City Plan policy CP18 requires certain developments to carry out a HIA, as described in Section 4.1. These developments should therefore go straight to scoping stage.

7.3 The issues to be considered include:

- Is the proposal likely to affect health and wellbeing or health inequalities, such as an over concentration of hot-food takeaways in areas of deprivation?
- Is there an opportunity to influence and amend the proposal?
- Is there conflict or disagreement about the proposal? If so, would a HIA help to resolve it?

7.4 The following will also help in filtering out development proposals that are unlikely to benefit from an HIA

- The proposal is seen as having little impact on health and equality issues
- The proposal is likely to have an impact on health and equality issues but evidence for these is already documented and it may be possible to develop evidence based proposals without the need for a full HIA.

The Checklist in Appendix 1 can be used at screening stage to help determine whether HIA is required (see page 19 onwards).

Stage 2: Scoping

7.5 The Scoping Stage of an HIA is about planning how the HIA will be undertaken and deciding which type of HIA is the most appropriate. This will depend upon the type and size of the project. Most development proposals are likely to require a Desktop or Rapid HIA, however there may be cases where a more comprehensive HIA is required. The Public Health team may be able to advise on this.

7.6 The scoping stage should

- Outline the aims and objectives of the HIA
- Define the geographical scope
- Identify the different sub-population groups to be considered, including vulnerable groups
- Define the timescale for the consideration of potential impacts

7.7 When carrying out the Screening and Scoping stages it is important to ensure that:

- All health impacts are included, not just those that arise from physical hazards
- The relevant stakeholders who should be involved in engagement are identified; stakeholders should include a balance of professional, business and community interests
- It considers the health benefits to be maximised as well as the risks to be minimised.

Stage 3: Assessment

- 7.8 The assessment process has two main stages; the development of the local profile and the appraisal of the proposal.

Local Profile

- 7.9 A health profile of the local population should be produced as a baseline for assessing the health impacts of the development. The health profile should contain data on:
- The demographic make-up of the local population, paying particular attention to any vulnerable sub-population groups identified at scoping stage
 - The health status of the local population, including that of vulnerable sub-population groups
 - An assessment of the local area, such as amenities, facilities and environmental challenges
- 7.10 As the HIA will need to consider the impacts on both the existing local population and any future population, the profile should also consider any changes to population that would arise from the development, e.g. an increase in any particular type of group or significant change in demographics.
- 7.11 Appendix 3 includes links to sources of local demographic and health data that can be used in preparation of the local profile.

Appraisal

- 7.12 The purpose of the appraisal is identify all the potential health impacts and will involve assessing the proposal and considering how it relates to the range of wider determinants of health of the local population.
- 7.13 The appraisal stage should include consideration of the potential positive and negative impacts of the proposal on the local population, including sub-population groups.

The Checklist in Appendix 1 should be used to assist in the identification of impacts.

- 7.14 Impacts can affect different groups in different ways, can be direct or indirect, and could arise through unforeseen consequences. Impacts can also vary occur at different stages of a proposed development and this should be considered and documented.
- 7.15 The HIA should make it clear which impacts will affect which groups of people and be scored as either positive, negative or no impacts for each population group. It may also be appropriate to clarify whether impacts are significant. For example, where adverse impacts affect a large number of people, where they are irreversible, or where they affect people who already suffer from poor-health; or where positive impacts have significant potential for health improvements.
- 7.16 The assessment should be systematic and transparent about how impacts were identified.
- 7.17 If a Rapid or Comprehensive HIA has been recommended the appraisal stage should also include engagement with the local stakeholders, for example consultation for their views on health impact through questionnaire, focus groups and workshops, depending on the scale of development. The applicant will need to demonstrate how they have engaged with local stakeholders and incorporated their views into their plans.

Stage 4: Recommendations

- 7.18 Following the appraisal, recommendations should be developed by those undertaking the HIA to remove or mitigate adverse health impacts and to enhance the positive effects of proposals.
- 7.19 Recommendations should be practicable, achievable and have an evidence base for effectiveness. Recommendations could be prioritised based on significant impacts.
- 7.20 Recommendations may sometimes impinge on other areas of the proposal and therefore a balance needs to be struck to ensure any recommendations have the greatest chance of being acted upon.
- 7.21 The applicant will need to ensure that any HIA recommendations are worked through to an acceptable conclusion, e.g. amendments to design, and so on.

Contents of the HIA report

- 7.22 It is suggested that an HIA report should include
- Executive summary
 - Description of proposals
 - Scope (geographical and population) and methodology
 - Options examined, where relevant
 - Policy context
 - Limits of the HIA
 - Local evidence, where relevant
 - Local Profile including any groups given special consideration
 - Stakeholder involvement
 - Appraisal/Assessment
 - Summary of impacts
 - Implications for equality
 - Recommendations
 - Resources/references used

Monitoring

- 7.23 Monitoring and review are important components of the planning system. The process of undertaking and producing the HIA should be evaluated. This includes determining whether the HIA recommendations influenced decision making.
- 7.24 BHCC will provide commentary on the progress on City Plan policies through the annual Authorities Monitoring Report (AMR) which forms the local planning monitoring framework. This will include monitoring the number of HIAs submitted for strategic developments, as required under the existing monitoring framework for City Plan Part 1.

HIA Review and Planning Process

Application Stage

- 8.1 Production of the HIA is the responsibility of the applicant. It should be undertaken whilst a proposed scheme is being developed, and needs to be submitted alongside the planning application. If an applicant intends to secure planning permission through separate outline and reserved matters applications, an HIA should be submitted at both stages and should reflect the associated application as described in paragraph 5.11.

Assessing the quality of an HIA

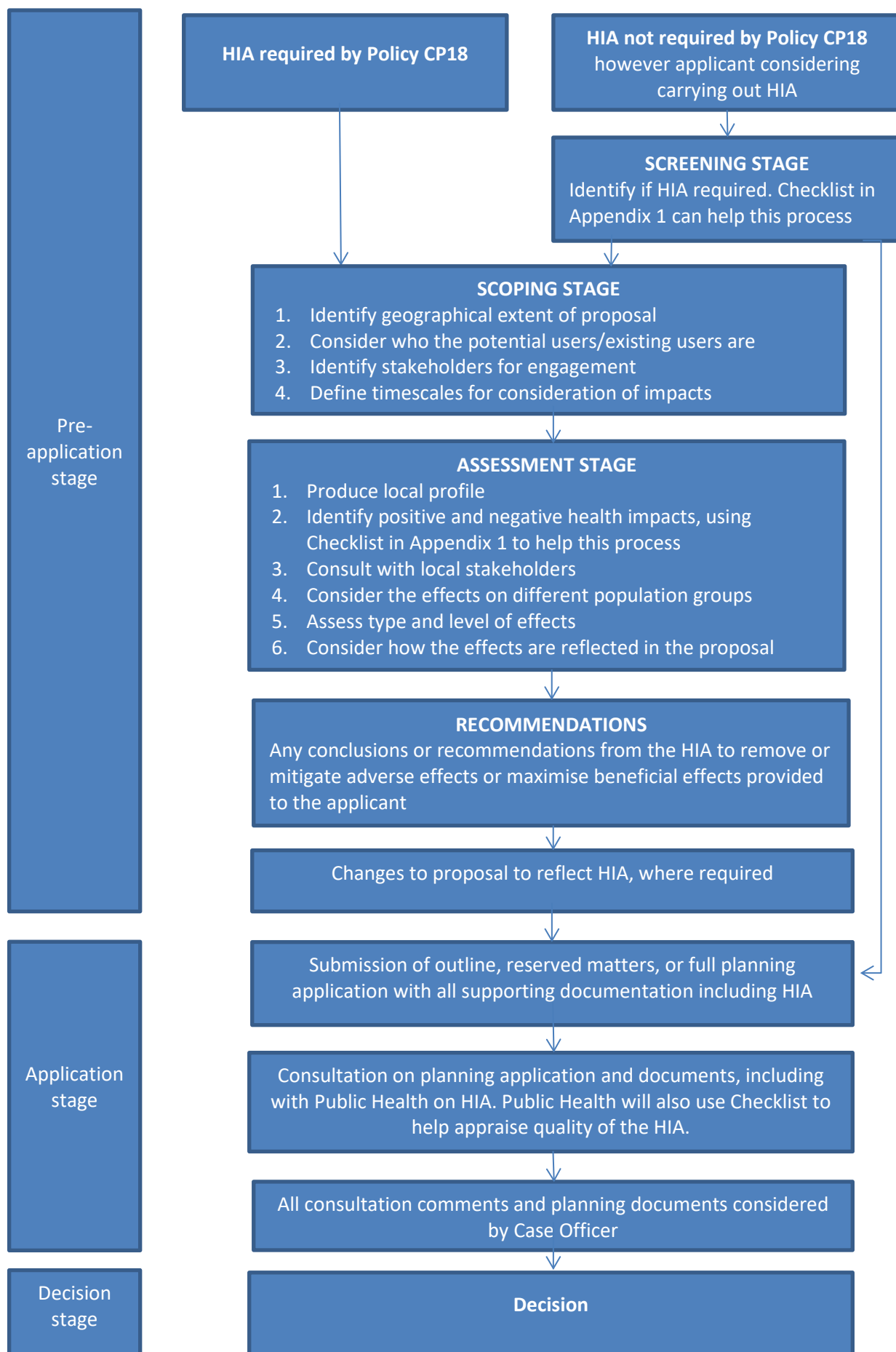
- 8.2 An HIA review team, consisting of BHCC officers including those within Public Health, will appraise the HIA submitted by the applicant making use of the Checklist in Appendix 1. The effects of the proposal on different population groups identified in the HIA will be considered, as well as the impact on the wider determinants of health and health inequalities.
- 8.3 The HIA review team will provide feedback on the HIA to the Planning Case Officer, in the form of a formal consultation response on the planning application from Public Health. This will be publically available on the council's Planning Register.
- 8.4 Consultation comments received on the HIA may form the basis of further negotiations between the Case Officer and the applicant.

The Planning Decision

- 8.5 The HIA will be considered along with all other documentation submitted with the planning application, as well as any consultation responses received by members of the public and other consultees.
- 8.6 Recommendations arising from the HIA, which have not been incorporated into revised proposals, may form the basis of any planning conditions in order to make the development acceptable in planning terms. In addition, for outline and reserved matters applications, the decision could include conditions to undertake HIA at reserved matters stage, as well as secure recommendations of the HIA.

Figure 2 sets out the HIA process and how it integrates with the planning process (see page 17)

Figure 2. Integration of HIA with the Planning Process and Stages of HIA



Appendix 1 – Health Impact Assessment Checklist

This checklist has been designed to support an HIA. It provides questions to consider when assessing a proposal and examples to support implementation. The questions are not exhaustive, and not all questions will be of relevance to all proposals.

The potential for adverse or positive impacts on the local population, including relevant sub-population groups²⁰, should be considered against each question, as well as any other health-related consideration of relevance to the development.

Topic	Questions/policy requirements to consider within the assessment	Further points to consider/examples	Main Policy Links
Healthy Housing	Are the dwellings accessible and adaptable?	<ul style="list-style-type: none"> Design and layout of parking, entrances, hallways and internal space Step-free access and level threshold Future-proofed to accommodate changing needs Lifts/accessible stairways Adaptable homes (Building Regulations M4 (2)) 	Local Plan: HO11, HO12, HO13 CPP1: SA6, CP12 CPP2: DM1, DM4, DM5, DM7, DM8
	Are any of the dwellings suitable for occupation by a wheelchair user?	<ul style="list-style-type: none"> Design and layout of parking, entrances, hallways and internal space Step-free access and level threshold Entrance-level bedroom and living space Building Regulations M4 (3) 	Local Plan: HO13 CPP1: N/A CPP2: DM1
	Do the dwellings meet nationally described internal space standards and have access to natural light, especially to habitable rooms?	<ul style="list-style-type: none"> Space standards met for bedroom sizes, storage, ceiling heights and level access Natural daylight 	Local Plan: QD27 CPP1: SA6, CP19 CPP2: DM1, DM4, DM5, DM6, DM7, DM20
	Do the dwellings include any private outdoor amenity space, or communal outdoor space where applicable?	<ul style="list-style-type: none"> Private balcony, patio, roof terrace Shared amenity space Space for sitting, drying clothes, and storage 	Local Plan: HO5 CPP1: SA6, CP19 CPP2: DM1, DM4, DM5, DM6, DM7
	Is a mix of types, tenures and sizes of dwellings provided?	<ul style="list-style-type: none"> Proportion of unit size mix to meet local needs Mix of market and affordable housing 	Local Plan: N/A CPP1: SA6, CP14, CP19, CP20, CP21

²⁰ Sub-population groups include: BAME communities; people of any gender; LGBT individuals; people of any age, including children, young people, working age adults and older people; disabled people or people suffering from poor health; religious or faith groups; pregnant women; and any other key population groups locally such as people suffering from socio-economic deprivation.

Topic	Questions/policy requirements to consider within the assessment	Further points to consider/examples	Main Policy Links
		<ul style="list-style-type: none"> • Flatted and non-flatted • Family homes • Starter homes • Build to rent 	CPP2: DM1
	Are a proportion of the dwellings provided affordable?	<ul style="list-style-type: none"> • Onsite provision where required • Integrated throughout the scheme • Mix of tenures • Proportion of unit size mix to meet local needs 	Local Plan: N/A CPP1: CP20 CPP2: DM1, DM6
	Are the dwellings energy efficient?	<ul style="list-style-type: none"> • Passive design and orientation; maximising natural light • High fabric performance • Low carbon, low-emission solutions/technologies • Connection to existing/future decentralised energy schemes 	Local Plan N/A CPP1: CP8 CPP2: DM44
	Indoor air/noise quality – is exposure to sources of air and noise pollution minimised?	<ul style="list-style-type: none"> • Site layout and design • Proximity of habitable rooms from roadside • Low-emission renewable energy • Sound insulation • Noise from heating/ventilation 	Local Plan: SU9, QD27, SU10 CPP1: CP8 CPP2: DM20, DM40
Active Lifestyles	Does the proposal promote cycling and walking?	<ul style="list-style-type: none"> • Well-located, secure cycle storage • Workplace cyclist facilities • Protection of existing cycle routes • Accessible building entrances • Good quality public realm • Easily navigable/legible routes 	Local Plan: TR11, TR12, TR14 CPP1: CP9, CP18 CPP2: DM33, DM36 SPD: SPD14
	Does the proposal consider the safety of pedestrians and cyclists, including vulnerable road users?	<ul style="list-style-type: none"> • Safe access • Lighting • Passive/natural surveillance • Separate cycling and walking routes • Children, older people and disabled people road safety considerations • Dementia-friendly paving 	Local Plan: TR7, TR11, TR12, TR15 CPP1: CP9, CP18 CPP2: DM33

Topic	Questions/policy requirements to consider within the assessment	Further points to consider/examples	Main Policy Links
	Is the public realm connected to pedestrian, cycle and public transport networks?	<ul style="list-style-type: none"> Well connected, attractive, safe, and legible streets, footpaths and cycle network. Public realm linked to existing networks 	Local Plan: TR15 CPP1: CP9, CP13 CPP2: DM18, DM33
	Does the public realm allow all people to move easily between buildings and places?	<ul style="list-style-type: none"> Step-free level access Inclusive design Legible pathways Clear entrances to buildings 	Local Plan: N/A CPP1: SA6, CP9, CP12, CP13 CPP2: DM18, DM33
	Does the proposal minimise the need to travel and support sustainable travel?	<ul style="list-style-type: none"> Walkable neighbourhoods Co-location of services and facilities Parking for car-clubs Car-free proposal Cycle storage Links to public transport and pedestrian network Links to surrounding facilities 	Local Plan: N/A CPP1: SA6, CP9, CP18 CPP2: DM33, DM35, DM36 SPD: SPD14 Parking Standards
	Does the proposal retain, provide or improve any type of open space?	<ul style="list-style-type: none"> Provision of open space on-site Communal open space Improved access to open space off-site 	Local Plan: QD15 CPP1: CP16 CPP2: N/A
	Does the proposal provide open space for children and young people?	<ul style="list-style-type: none"> Formal and informal play areas Natural play Open space accessible to children/young people living in both affordable and market housing 	Local Plan: N/A CPP1: CP16, CP18 CPP2: N/A
	Does the proposal provide or improve indoor/outdoor sports facilities?	<ul style="list-style-type: none"> Leisure facilities Improved access to playing fields or other facilities off-site 	Local Plan: N/A CPP1: CP17 CPP2: N/A
	Does the layout and design promote opportunities for active lifestyles?	<ul style="list-style-type: none"> Provision of open space (where relevant) Pedestrian and cyclist priority Walkable communities Co-location of services and facilities Internal design to encourage activity, e.g. stairs well-located to encourage walking over use of lift 	Local Plan: QD15 CPP1: SA6, CP9, CP12, CP13, CP18 CPP2: DM33

Topic	Questions/policy requirements to consider within the assessment	Further points to consider/examples	Main Policy Links
Healthy Environment	Does the proposal minimise construction impacts for those living or working in the vicinity?	<ul style="list-style-type: none"> Considerate Constructors scheme Dust impacts Noise impacts Visual Impacts including light Odours and exhaust fumes Construction/Demolition Environmental Management Plan 	Local Plan: SU9, SU10 CPP1: N/A CPP2: DM20, DM40 WMDF: WMP25 CPP2: N/A
	Does the design minimise exposure to sources of air and noise pollution for future and existing inhabitants?	<ul style="list-style-type: none"> Indoor/outdoor air quality Site layout and design Avoidance of “street canyons” Proximity of habitable rooms from roadside Electric vehicle charging infrastructure Low-emission renewable energy Sound insulation Noise from heating/ventilation 	Local Plan: SU9, QD27, SU10 CPP1: CP8 CPP2: DM20, DM40 WMDF: WMP25
	Does the proposal provide any green infrastructure and conserve and increase biodiversity?	<ul style="list-style-type: none"> Green roofs, green walls, trees, planting Water features Gardens 	Local Plan: QD15, QD16, QD18 CPP1: CP8, CP10, CP13 CPP2: DM22, DM37 SPD: SPD11
	Does the proposal protect water resources?	<ul style="list-style-type: none"> Water efficiency measures including the ‘optional’ standard in Building Regulations Sustainable Drainage Systems (SUDS) Green infrastructure 	Local Plan: CPP1: CP8 CPP2: DM42
	Does the proposal reduce the risk of flooding from all sources?	<ul style="list-style-type: none"> Site sequential design SUDS, such as permeable paving Green infrastructure 	CPP1: CP8, CP11 CPP2: DM22, DM43 SPD: SUDS SPD
	Is the proposal designed to avoid internal and external over-heating?	<ul style="list-style-type: none"> Passive cooling Shading Green infrastructure 	Local Plan: N/A CPP1: CP8 CPP2: DM18, DM22
	Does the proposal include opportunities to increase access to healthy food?	<ul style="list-style-type: none"> Near to local or town centre locations selling fresh food 	Local Plan: SR4, SR5, SR6, SR7, SR11 CPP1: SA6, CP4

Topic	Questions/policy requirements to consider within the assessment	Further points to consider/examples	Main Policy Links
		<ul style="list-style-type: none"> Access to drinking water Avoiding clusters of hot-food takeaways Near to allotments/food-growing space Community/communal kitchen space 	CPP2: DM12, DM13, DM16
	Does the proposal provide opportunities for food growing?	<ul style="list-style-type: none"> Provision of food growing space in the development, such as roof gardens, raised beds or gardens Incorporation of fruit and/or nut trees (edible landscaping) Incorporation of, or near to, allotments 	Local Plan: QD21 CPP1: CP8, CP16, CP18 CPP2: DM4, DM22 PAN 06: Food Growing and Development
	Does the proposal include attractive, flexible public spaces, streets and buildings that provide opportunities for social interaction?	<ul style="list-style-type: none"> High quality materials Benches Shading Communal areas 	Local Plan: QD15 CPP1: SA1, SA2, SA6, CP12, CP13 CPP2: DM18, DM22
Safe and Vibrant Neighbourhoods	Has the potential for impact on health and social care services been considered?	<ul style="list-style-type: none"> Impacts on GPs, dentists, pharmacists, hospitals, A&E, community health services, mental health services and social care. Health protection preparedness and response. Health facility in scheme where appropriate 	Local Plan N/A CPP1: SA6, CP18 CPP2: N/A
	Does the proposal provide any community facilities?	<ul style="list-style-type: none"> Community centre Community/communal kitchen space Accessibility of space Co-location of facilities 	Local Plan: HO19 CPP1: SA6 CPP2: DM9
	Does the proposal include any commercial floorspace?	<ul style="list-style-type: none"> Energy efficient design, BREEAM Healthy design, such as ventilation and natural lighting Well connected Measures to promote sustainable travel 	Local Plan: EM4, EM8, EM9 CPP1: CP2, CP3 CPP2: DM11
	Does the proposal provide opportunities for local employment or training?	<ul style="list-style-type: none"> Local Employment Scheme 	Local Plan: N/A CPP1: CP2, SA6 CPP2: N/A

Topic	Questions/policy requirements to consider within the assessment	Further points to consider/examples	Main Policy Links
	For relevant non-residential developments, targeting maximum available BREEAM ²¹ health & wellbeing credits?	<ul style="list-style-type: none"> • Lighting • Sound insulation • Avoiding Volatile Organic Compounds • Inclusive design • Ventilation 	Local Plan: N/A CPP1: CP8 CPP2: N/A
	Does the proposal incorporate features to help deter crime and promote safety?	<ul style="list-style-type: none"> • Clearly defined boundaries • Appropriate mix of land uses • Passive/natural surveillance • Lighting • Barriers or netting to prevent suicide, e.g. on high rise buildings and bridges • High quality materials • Secure By Design 	Local Plan: QD8 CPP1: SA2, SA6, CP12, CP13, CP18 CPP2: DM18, DM22, DM23

²¹ [Building Research Establishment Environmental Assessment Method](#): sustainability assessment and certification for development proposals; includes a category on health & wellbeing.

Appendix 2 – List of local Development Plan policies with links to health

Policies may be listed more than once as relevant to the different topics of Healthy Housing, Active Lifestyles, Healthy Environment and Safe & Vibrant Neighbourhoods. City Plan Part 2 policies are also included as these gather weight as they go through the various stages of plan preparation.

This list is not exhaustive and other policy requirements may also influence health.

Healthy Housing

City Plan Part 1	Local Plan	City Plan Part 2
SA6 Sustainable Neighbourhoods	HO5 Private amenity space	DM1 Housing quality, choice and mix
CP8 Sustainable Buildings	HO11 Residential care and nursing homes	DM4 Housing and accommodation for older people
CP12 Urban Design	HO12 Sheltered and managed housing	DM5 Supported accommodation (specialist and vulnerable needs)
CP14 Housing Density	HO13 Accessible housing and lifetime homes	DM6 Build to rent housing
CP19 Housing Mix		DM7 Houses in Multiple Occupation
CP20 Affordable Housing		DM8 Purpose Built Student Accommodation
CP21 Student Housing and Houses in Multiple Occupation		DM44 Energy efficiency and renewable

Active Lifestyles

City Plan Part 1	Local Plan	City Plan Part 2
SA6 Sustainable Neighbourhoods	TR7 Safe development	DM18 High quality design and places
CP9 Sustainable Transport	TR11 Safe routes to school	DM33 Safe, sustainable and active travel
CP12 Urban Design	TR12 Helping the independent movement of children	DM35 Travel plans and transport assessments
CP13 Public Streets and Spaces	TR14 Cycle access and parking	DM36 Parking and servicing
CP16 Open Space	TR15 Cycle network	DM22 Landscape Design and Trees
CP17 Sports Provision	QD15 Landscape Design	

Healthy Environment

City Plan Part 1	Local Plan	City Plan Part 2	Waste and Minerals Local Plan
SA1 The Seafront	SU9 Pollution and nuisance control	DM18 High quality design and places	WMP25 General Amenity
SA2 Central Brighton	SU10 Noise nuisance	DM20 Protection of amenity	
CP8 Sustainable Buildings	QD15 Landscape design	DM22 Landscape design and trees	
CP9 Sustainable Transport	QD16 Trees and hedgerows	DM37 Green infrastructure and nature conservation	
CP10 Biodiversity	QD18 Species protection	DM40 Protection of the environment and health - pollution and nuisance	
CP11 Flood Risk	QD27 Protection of amenity	DM42 Protecting the water environment	
CP13 Public Streets and Spaces		DM43 Sustainable urban drainage	

Safe & Vibrant Neighbourhoods

City Plan Part 1	Local Plan	City Plan Part 2
SA2 Central Brighton	HO19 New community facilities	DM4 Housing and accommodation for older people
SA6 Sustainable Neighbourhoods	EM4 New business and industrial uses	DM9 Community facilities
CP2 Sustainable Economic Development	EM9 Mixed uses	DM11 New business floorspace
CP4 Retail Provision CP5 Culture and Tourism	SR4 Regional shopping centre	DM12 Primary, secondary and local centre shopping frontages
CP8 Sustainable Buildings	SR5 Town and district shopping centres	DM13 Important local parades, neighbourhood parades and individual shop units
CP12 Urban Design	SR6 Local centres	DM16 Markets
CP13 Public Streets and Spaces	SR7 Local parades	DM18 High quality design and places
CP16 Open Space	SR11 Markets and car boot sales	DM22 Landscape design and trees DM23 Shop fronts
	QD8 Shop shutters	
	QD15 Landscape design	
	QD21 Allotments	

Appendix 3 - Useful Information

Health and Population Data and Information

BH Joint Health and Wellbeing Strategy 2019:

<https://new.brighton-hove.gov.uk/sites/default/files/health/brighton-hove-health-wellbeing-strategy-2019-2030-26-july-19.pdf>

BH Joint Strategic Needs Assessment (JSNA):

Various needs assessments are located at: <https://www.bhconnected.org.uk/content/needs-assessments>

BH JSNA Executive Summary 2019:

<http://www.bhconnected.org.uk/sites/bhconnected/files/bandh-jsna-exec-summary%20Feb%202019.pdf>

Community Insight Brighton & Hove

Facts and figures for different geographic levels in Brighton & Hove are located at: <https://brighton-hove.communityinsight.org>

Public Health England Local Authority Health Profiles:

<https://fingertips.phe.org.uk/profile/health-profiles>

Local Development Plan and planning guidance

City Plan Part 1 2016:

https://www.brighton-hove.gov.uk/sites/brighton-hove.gov.uk/files/FINAL%20version%20cityplan%20March%202016compreswith%20forward_0.pdf

Local Plan 2005 (retained policies):

<https://www.brighton-hove.gov.uk/sites/brighton-hove.gov.uk/files/Saved%20Adopted%20Local%20Plan%20as%20at%20March%202016%20compresed.pdf>

City Plan Part 2 (Proposed Submission, 2020):

<https://www.brighton-hove.gov.uk/content/planning/planning-policy/city-plan-part-two>

Waste and Minerals Development Local Plan:

<https://www.brighton-hove.gov.uk/content/planning/waste-and-minerals>

Shoreham Harbour Joint Area Action Plan:

<https://www.brighton-hove.gov.uk/content/planning/planning-policy/shoreham-harbour-regeneration>

Supplementary Planning Documents (SPDs):

<https://www.brighton-hove.gov.uk/content/planning/planning-policy/supplementary-planning-documents-spd>

Planning Advice Notes (PANs):

<https://www.brighton-hove.gov.uk/content/planning/planning-policy/planning-advice-notes-pans>

Other resources

Active Design (Sport England)

<https://www.sportengland.org/facilities-and-planning/active-design/>

Healthy New Towns Programme (NHS/TCPA)

<https://www.england.nhs.uk/ourwork/innovation/healthy-new-towns/>

Creating Healthy Places (Design Council)

<https://www.designcouncil.org.uk/what-we-do/built-environment/creating-healthy-places>

Healthy High Streets (PHE)

<https://www.gov.uk/government/publications/healthy-high-streets-good-place-making-in-an-urban-setting>

Creating Health Promoting Environments (TCPA)

<https://www.tcpa.org.uk/tcpa-practical-guides-guide-8-health>

Secured by Design

<https://www.securedbydesign.com/guidance/design-guides>

Examples of Health Impact Assessments

The following examples are for information only.

Northstowe Phase 2, Cambridgeshire

HIA of a mixed use development comprising up to 1,500 dwellings, a local centre, primary schools, 5ha of employment land and open spaces.

https://www.scambs.gov.uk/media/8953/health-impact-assessment_1.pdf

Waterbeach Railway Station, Cambridgeshire

HIA on the relocation and construction of a new railway station.

<http://plan.scambs.gov.uk/swiftilg/MediaTemp/1150720-770150.pdf>

Gaer Bungalow Estate Development, Powys

HIA of a residential development delivering 39 dwellings for older people.

https://whiasu.publichealthnetwork.cymru/files/9915/0590/8072/Final_HIA_Report_for_the_Gaer_Bungalow_Estate_and_development.pdf

Subject:	Queen’s Park Conservation Area Article IV Direction		
Date of Meeting:	16 September 2021		
Report of:	Executive Director, Economy, Environment & Culture		
Contact Officer:	Name:	Tim Jefferies	Tel: 01273 293152
	Email:	tim.jefferies@brighton-hove.gov.uk	
Ward(s) affected:	Queen’s Park		

FOR GENERAL RELEASE.

1. PURPOSE OF REPORT AND POLICY CONTEXT

- 1.1 The report summarises representations received on the Article 4 Direction to remove certain permitted development rights, under Schedule 1, Parts 1 and 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), within the Queen's Park Conservation Area.
- 1.2 The report seeks approval to confirm the Article 4 Direction for the Queen's Park conservation area, to come into force on 4 June 2022 (Appendix 2).

2. RECOMMENDATIONS:

- 2.1 That the committee notes the representations made during the statutory consultation period and the officer responses set out at Appendix 1.
- 2.2 That the Committee confirms the Article 4 Direction for the Queen's Park conservation area that was made on 26 May 2021.

3. CONTEXT/ BACKGROUND INFORMATION

- 3.1 The Queen's Park Conservation Area is centred on the public open space of Queen's Park, a grade II registered park/garden. The conservation area is included in Historic England's 'Heritage at Risk' register, due to the gradual loss of historic architectural features and materials under permitted development rights, which has been harmful to the special character of the area.
- 3.2 Informal consultation was undertaken in February and March 2020 over a six-week period and 65% of the 75 respondents agreed or strongly agreed with an Article 4 Direction to control certain permitted development rights, whilst only 26% disagreed or strongly disagreed.

- 3.3 Following that, at the meeting of 18 June 2020, this committee authorised the making of a non-immediate Article 4 Direction, which was made on 15 October and publicised in accordance with the legislation. However, following closure of the period allowed for representations, it was noted that the Direction had not specifically made clear that permitted development rights were only to be removed in respect of elevations that front onto the public highway, as authorised by this committee. Therefore, that Direction will not be confirmed and will not come into force.
- 3.4 A new Direction was subsequently made on 26 May 2021, with additional wording referring to elevations that front onto a public highway, and will come into effect on 4 June 2022. The Direction was subject to statutory publicity and consultation and must be formally confirmed by the council before it can come into effect.

4. ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS

- 4.1 If the Article 4 Direction is not confirmed it will not come into effect and permitted development rights would remain unchanged. The conservation area would remain on Historic England's 'Heritage at Risk' register.
- 4.2 There is no legal option to modify or amend the Article 4 Direction as made.

5. COMMUNITY ENGAGEMENT & CONSULTATION

- 5.1 A one-month statutory consultation period ran from 4 June to 4 July, exceeding the minimum 21 days required by the legislation. This was advertised by a notice in The Argus (as required by legislation) and by means of 7 site notices at different locations within the conservation area (exceeding the minimum of 2 locations required by legislation). Additionally, an advertisement was placed in the Queen's Park section of June's edition of 'The Brightonian' magazine. Notifications were sent to the Friends of Queen's Park, Friends of the Pepperpot and the St Luke's Residents Association, as well as to ward councillors. The Friends of Queen's Park posted details of the consultation on their own website and sent details to their database of nearly 400 local residents via direct mail.
- 5.2 Nine representations were received. This is likely to reflect the fact that many people had responded to the previous round of informal consultation and/or the later statutory consultation. All nine confirmed that they had not previously commented. One person had no objection to the Direction, two objected to any removal of permitted development rights; and six objected to the removal of some of the rights. With regard to the representations, the majority relate to the removal of permitted development rights for painting (see Appendix 1).
- 5.3 Ten representations had been received to the previous statutory consultation. Of those, three supported the proposed controls and three objected to any removal of permitted developments rights. Other objections and comments mainly related to the proposed controls over external painting.
- 5.4 Similar controls over painting already apply throughout ten of the city's conservation areas (as well as to some specific squares or streets) and have worked well. The Article 4 Direction for Queen's Park has allowed for eight colours, which is more than any other Directions permit. It would remain open for any householder to apply for planning permission for an alternative colour. A light touch approach will be taken to enforcement in any cases where there are minor

deviations from the approved colours. It is also the case that the Direction does not apply retrospectively, so householders may continue to paint their property the same colour even where it is not an approved colour.

6. CONCLUSION

- 6.1 Given the relatively small number of objections received to the Direction as made, which mostly refer to painting, and the high level of response and support expressed in the previous informal round of consultation, it is recommended that the Article 4 Direction as made be confirmed so that it may come into effect. The council is required to publicise the Direction again once confirmed.

7. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 7.1 There are no direct financial implications associated with the confirmation of an Article 4 Direction. The indirect associated costs (for example publicity) will be contained within existing service budgets.

Finance Officer Consulted: Name: John Lack

Date: 11/08/21

Legal Implications:

- 7.2 The Town and Country Planning (General Permitted Development) (England) Order 2015 grants planning permission for certain types of development. A planning application would not therefore be required for such development unless the permitted development right had been removed.
- 7.3 Permitted development rights may be removed by way of an Article 4 Direction. This is a reference to Article 4 of the 2015 Order whereby a local planning authority ("LPA") may make a Direction if it is satisfied that it is expedient that development that would otherwise be permitted development should not be carried out unless permission is granted on an application. Once made, the Direction must be advertised by the LPA and representations invited. Any representations made within the relevant time period must be taken into account by the LPA in considering whether to confirm the direction.
- 7.4 A "non-immediate" Article 4 Direction, such as the Queen's Park Article 4 Direction, cannot come into force unless it is confirmed by the LPA. Once confirmed, the LPA must give public notice of the confirmation and of the date on which the Direction will come into force.
- 7.5 Where a LPA makes an Article 4 Direction the authority may be liable to pay compensation if it then refuses planning permission for development which would otherwise have been permitted development or grants planning permission subject to more limiting conditions than prescribed by the 2015 Order. However, s108 of the Town and Country Planning Act 1990 and the Town and Country Planning (Compensation) (England) Regulations 2015 provide that where permitted development rights for certain types of development, including Part 1 rights, are withdrawn no compensation is payable provided at least 12 months' notice of withdrawal is given.

Lawyer Consulted:

Name: Hilary Woodward

Date: 27/07/21

Equalities Implications:

- 7.6 Alterations to make an entrance to a house more accessible would require planning permission. However, greater accessibility is seen as a public benefit that may overcome any minor harm to the conservation area. Planning applications for alterations to an existing dwellinghouse for providing means of access to it for a disabled person who is resident in it or proposing to take up residence, or for facilities designed to secure that person's greater safety, health and comfort, are exempt from planning application fees.

Sustainability Implications:

- 7.7 With regard to the council's commitment to become carbon neutral by 2030, no permitted development rights would be removed pertaining to renewable energy measures such as solar panels. Further information regarding energy efficiency improvements to historic houses can be found in the council's Planning Advice Note 9 and guidance on replacement windows (including double glazing) is available in Supplementary Planning Document SPD09 on Architectural Features.

Brexit Implications:

- 7.8 None identified

Crime & Disorder Implications:

- 7.9 None identified

Risk and Opportunity Management Implications:

- 7.10 None identified.

Public Health Implications:

- 7.11 None identified

Corporate / Citywide Implications:

- 7.12 None identified.

SUPPORTING DOCUMENTATION

Appendices:

1. Summary of Representations and Officer Response
2. Article 4(1) Direction made in respect of Queen's Park conservation area.

Background Documents

1. Queen's Park conservation Area Character Statement (2018)

Appendix 1

Analysis of Representations July 2021

Total Number of Responses: 9

Q. - Are there categories of 'permitted development' that you do not agree should be removed by this Direction?	
Number of Responses	9
No	1
Yes all	2
Yes some	6

Summary of Comments		
	Consultee Comment	Officer Response
1.	Don't believe any permitted development rights should be removed in the Queens Park area	Noted. The Direction was supported by 65% of 75 respondents during the informal round of consultation.
2.	Do not think that the house colours part should be enforced.	Noted. The intention is to avoid the use of unduly dark or garish colours or the painting of murals without permission. Minor variations to the approved colours would not result in enforcement action being taken.
3.	Find it incredible in this age of green travel that cannot put a bike shed in front garden without spending £1000 on design & planning fees	A bike shed in a front garden is not permitted development, so would already require planning permission. The Article 4 Direction does not change this.
4.	Already rendered buildings and walls should be able to re-painted without planning permission i.e. maintenance.	Planning permission will not be required where one of the approved eight colours is used or where the existing colour is repeated. Minor variations to the approved colours would not result in enforcement action being taken.
5.	For environmental purposes, old sash windows should be able to be replaced with double glazing or sympathetic alternative materials e.g. aluminium. Replacing wooden sash windows with single glazed wooden sash windows is not environmentally sound and alternatives should be allowed.	The council's policy allows for single-glazed sash windows to be replaced with matching timber double-glazed sash windows, or for the fitting of double glazing into the existing sashes. Alternative materials can be used on rear or side elevations (not facing the street) without the need for permission.,
6.	Maintenance and redecoration of front facing boundary walls and hard surfaces such as paths have limited visual impact and forcing applications for planning permission will just discourage people from doing that maintenance of the area.	Redecoration in the same colour, or one of the approved colours, will not require planning permission. The Direction is primarily intended to prevent the demolition of front boundary walls and the creation of hard standings for car parking.

7.	It looks like people would need to get planning permission to paint their front door? That is surely an unnecessary level of involvement.	In line with all other Article 4 Directions in Brighton & Hove the colour of a front door will remain a matter of choice.
8.	The ability to have UPVC windows. Not everyone can afford to have like for-like wooden sash or even uPVC sash which are more expensive. It seems unfair to subject people to very cold draughty windows because they can't afford an outlay of this amount just to fit with an aesthetic.	Timber sash windows are an important contributor to the special architectural and historic appearance of the conservation area. There will remain no restriction on replacing windows on rear or side elevations that do not face onto the street. At the informal consultation stage 51% of residents supported such controls.
9.	Object to the removal of rights to alter or remove property's 'hard surface'. While agree that any significant alteration to a front property (gate, front wall, etc.) should be restricted, restricting hard surfaces is unnecessarily restrictive and in effect unworkable. What for example qualifies as a 'authentic' surface for a path on West Drive? Paving stones? Concrete? Terracotta Tiles?	The Direction is primarily intended to prevent the formation of hard standings for car parking in front gardens. However, where original tiled entrance paths remain the Direction will require planning permission to be sought for their removal or replacement with an alternative.

Q. - Do you have any comments on Appendix A – the approved colour schemes for buildings?	
Number of Responses	9
No	2
Yes	7

Summary of Comments		
	Consultee Comment	Officer Response
1.	On Park Street the coloured houses are beautiful, and echo the nearby Hanover area, as well as the Brighton beach huts. They should be allowed to remain and develop further. A majority are already painted bright colours, and these rules will only discourage people from repainting and hence allow the existing facades to become tatty.	It is acknowledged that Park Street has a particular character, but the Direction as made cannot be modified and omitting an individual street would lead to inconsistency and potential confusion. However, the Article 4 Direction would not apply retrospectively so existing colour schemes could continue to be maintained.
2.	The approved colour scheme option are incredibly narrow. A large number of houses have already been painted in different colours and the new direction will simply freeze that ratio rather than allowing the area to naturally develop into a more balanced, colourful look.	The approved palette has allowed for eight colours. This is more than other Article 4 Directions in Brighton & Hove permit. The Direction seeks to avoid colourschemes that would be too strident for Victorian buildings, and murals. It would be open to anyone in future to apply for planning

		permission for an alternative colour to those permitted.
3.	Dull dull dull!!	The Direction seeks to avoid colourschemes that would be too strident for Victorian buildings and murals. It would be open to anyone in future to apply for planning permission for an alternative colour to those permitted.
4.	The variety of colours people choose to paint their homes is lovely. It reflects peoples' individuality. Queen's Park is not like and has never been uniform like Sussex Square or Brunswick.	The approved palette has allowed for eight colours. This is more than other Article 4 Directions in Brighton & Hove permit. The Direction does not seek uniformity (as in the Regency squares) but to avoid colourschemes that would be too strident for Victorian buildings, and murals. It would be open to anyone in future to apply for planning permission for an alternative colour to those permitted.
5	The colour palate is unnecessarily restrictive - tones of cream look filthy really quickly, but you could easily permit a limited range of pastels without negative effect on the aesthetic.	The approved palette has allowed for eight colours. This is more than other Article 4 Directions in Brighton & Hove permit. The Direction seeks to avoid colourschemes that would be too strident for Victorian buildings, and murals. It would be open to anyone in future to apply for planning permission for an alternative colour to those permitted.
6.	Don't agree with the restricted list of colours. Agree there is advantage for uniformity of appearance of the frontage of properties, however it would take away from the existing character of the area to extend this to a short list of colours. For example St Luke's Terrace is enhanced by the multi-coloured paint used for the houses.	The approved palette has allowed for eight colours. This is more than other Article 4 Directions in Brighton & Hove permit. The Direction seeks to avoid colourschemes that would be too strident for Victorian buildings, and murals. It would be open to anyone in future to apply for planning permission for an alternative colour to those permitted.
7.	One of the wonderful things about the Hanover and Queens Park areas are the beautiful colours people paint their houses, it's been lovely to see brighter more vibrant colours appearing in the last few years and really makes the streets and the community feels welcoming and happy. I hope this can stay and it will not revert to pastel and shades or boring greys, blues, beige and white.	The conservation area only covers part of the wider Queen's Park area and does not include any part of Hanover. So outside of the conservation area boundary there will continue to be no restrictions on paint colour.

BRIGHTON & HOVE CITY COUNCIL

**TOWN AND COUNTRY PLANNING (GENERAL PERMITTED DEVELOPMENT) (ENGLAND)
ORDER 2015**

DIRECTION MADE UNDER ARTICLE 4(1)

WHEREAS Brighton & Hove City Council ("the Council"), being the appropriate local planning authority within the meaning of article 4(5) of the Town and Country Planning (General Permitted Development) (England) Order 2015, are satisfied that it is expedient that the development described in Schedule 2 of that Order and specified in the Schedule below should not be carried out on the land shown edged red and hatched on the attached plan where the development would front a highway used by vehicular traffic unless planning permission is granted on an application made under Part III of the Town and Country Planning Act 1990, as amended.

NOW THEREFORE the said Council in pursuance of the power conferred on them by article 4(1) of the Town and Country Planning (General Permitted Development) (England) Order 2015 hereby direct that the permission granted by article 3 of the said Order shall not apply to development on the said land of the description set out in the Schedule below:

SCHEDULE

Part 1 – Development within the curtilage of a dwellinghouse

Class A – Enlargement, improvement or other alteration of a dwellinghouse

The enlargement, improvement or other alteration of a dwellinghouse

Class C – Other alterations to the roof of a dwellinghouse

Any other alteration to the roof of a dwellinghouse

Class D – Porches

The erection or construction of a porch outside any external door of a dwellinghouse

Class F – Hard surfaces incidental to the enjoyment of a dwellinghouse

Development consisting of –

a) The provision within the curtilage of a dwellinghouse of a hard surface for any purpose incidental to the enjoyment of the dwellinghouse as such; or

b) The replacement in whole or in part of such a surface

Class G – Chimneys, flues etc on a dwellinghouse

The installation, alteration or replacement of a chimney, flue or soil and vent pipe on a dwellinghouse

where in each case the development would front a highway used by vehicular traffic.

Part 2 - Minor operations

Class A – Gates, fences and walls etc

The erection, construction, maintenance, improvement or alteration of a gate, fence, wall or other means of enclosure

Class C – Exterior painting

The painting of the exterior of any building or work

(But see Appendix A for colour schemes not requiring a planning application)

where in each case the development would front a highway used by vehicular traffic.

Part 11 - Heritage and demolition

Class C – Demolition of gates, fences, walls etc.

Any building operation consisting of the demolition of the whole or any part of any gate, fence, wall or other means of enclosure

where in each case the development would front a highway used by vehicular traffic.

THIS DIRECTION is made under article 4(1) of the Town and Country Planning (General Permitted Development) (England) Order 2015 and in accordance with Schedule 3 of that Order and shall come into force, if confirmed, on 4 June 2022.

Made under the Common Seal of Brighton & Hove City Council
this 26th day of May 2021

The Common Seal of Brighton & Hove City Council was affixed
to this Direction in the presence of



Authorised Officer



Confirmed under the Common Seal of Brighton & Hove City Council
this day of

The Common Seal of Brighton & Hove City Council was affixed
to this Direction in the presence of

.....
Authorised Officer

Appendix A - Colour schemes not requiring a planning application

Permission granted pursuant to a planning application will be needed to change the colour of a painted front elevation unless the following colours are used. The same colour from the below colours must be used on both halves of a semi-detached property. Textured paints are not acceptable. Window frames, bargeboards and timber balconies and porches must be painted white. Iron balconies and railings must be painted black.

The following colours of smooth matt masonry paint are acceptable for repainting:

BS 4800 numbers:

- 00 E 55 White
- 08 B 15 Magnolia
- 08 B 17 Fawn / Sandstone
- 08 C 31 Blush stone / Yellowish Cream
- 10 B 15 Pale Cream / Ivory
- 10 B 17 Greystone
- 10 C 31 Champagne / Buttermilk
- 10 C 33 Pollen / Vanilla

Permission granted pursuant to a planning application will always be required to paint an unpainted façade.

Map of Queen's Park Conservation Area



Scale: 1:3,743

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Subject:	Review of the Waste and Minerals Plan – Proposed Submission Revised Policies		
Date of Meeting:	Tourism, Equalities, Communities & Culture Committee 16 September 2021; Council 21 October 2021		
Report of:	Executive Director, Economy, Environment and Culture		
Contact Officer:	Name:	Steve Tremlett	Tel: 01273 292108
	Email:	Steve.tremlett@brighton-hove.gov.uk	
Ward(s) affected:	All		

FOR GENERAL RELEASE

1. PURPOSE OF REPORT AND POLICY CONTEXT

- 1.1 This report seeks approval for the publication of the 'Proposed Submission Revised Policies' document relating to the Review of the East Sussex, South Downs and Brighton & Hove Waste and Minerals Local Plan, along with supporting and background documents, for an eight-week period of public consultation prior to submission to the Secretary of State for independent examination.
- 1.2 The review is intended to ensure that the planning policy framework for waste and minerals remains up-to-date and compliant with national policy as set out in the National Planning Policy Framework.

2. RECOMMENDATIONS:

That Tourism, Equality, Communities & Culture Committee:

- 2.1 Notes the summary of the issues raised in the consultation on the Waste and Minerals Local Plan – Draft Revised Policies carried out between 11 May and 3 August 2020 (included at Appendix 1).
- 2.2 Recommends that the Waste and Minerals Local Plan - Proposed Submission Revised Policies ("WMRP") included at Appendix 3 is referred to Full Council for consideration;
- 2.3 Approves the following studies as supporting evidence for the WMRP: Safeguarding Mineral Resource Topic Paper, Safeguarding Minerals Infrastructure Topic Paper and an Aggregate Data Technical Paper referred to in paragraph 3.8 of the report.

That Full Council

- 2.4 Notes the summary of the issues raised in the consultation on the Waste and Minerals Local Plan – Proposed Submission Revised Policies (WMRP) carried out between 11 May and 3 August 2020 (set out at Appendix 1).
- 2.5 Approves the WMRP (along with the other proposed submission documents referred to in Appendix 2) for statutory public consultation in accordance with Regulation 19 of the Town & Country Planning (Local Planning) (England) Regulations 201
- 2.6 Authorises the subsequent submission of the documents to the Secretary of State under Regulation 22 of the Town & Country Planning (Local Planning) (England) Regulations 2012 subject to no material changes, other than alterations for the purposes of clarification, improved accuracy of meaning or typographical corrections, being necessary;
- 2.7 Authorises the Head of Planning to agree any draft ‘main modifications’ to the WMRP necessary to make it sound and to authorise the publication of such draft modifications for public consultation save that should any draft modification involve a major shift in the policy approach the draft modification shall be referred by the Head of Planning to the Tourism Equalities, Communities & Culture Committee for approval.

3. CONTEXT/ BACKGROUND INFORMATION

- 3.1 The City Council, together with its partner authorities East Sussex County Council and the South Downs National Park Authority has adopted a Waste and Minerals Local Plan (WMLP), comprised of two documents – the Waste and Minerals Plan (WMP, adopted 2013), and Waste and Minerals Sites Plan (WMSP, adopted 2017), which contains planning policies used in the determination of planning applications for waste management activities and minerals extraction and infrastructure in the Plan area.
- 3.2 The purpose of the Review is to update a limited number of policies within the WMLP that are considered out-of-date or require amendments to their wording to ensure their effectiveness. The proposed amendments and revisions seek to improve and strengthen the policies, but do not change the overall strategy of the WMLP. Full details of the proposed revisions are contained within the WMRP (Appendix 3), but in summary the revisions relate to:
 - i. the supply and sustainable use of aggregates in the Plan area;
 - ii. the safeguarding of minerals resources and minerals infrastructure;
 - iii. adding a requirement for net-gain in biodiversity to the Environment and Environmental Enhancement policy;
 - iv. updating the protected landscapes policy to include specific references to the High Weald Area of Outstanding Natural Beauty; and
 - v. a site extension to facilitate the continued provision of specialist clay for making handmade tiles at the Aldershaw Tiles site near Hastings;
- 3.3 The need for a review stems from the conclusions of the examining Inspector of the WMSP in 2016, who concluded in his report that a review of the minerals policies within the 2013 WMP would be required as the supply of aggregate from existing permitted extraction sites is likely to be exhausted prior to the end of the

Plan period in 2026. Maintaining a reliable supply of aggregate is important to facilitate construction and economic growth, including house-building. The supply and sustainable use of aggregates is therefore the key issue addressed by the Review.

- 3.4 The existing sharp sand and gravel (i.e. aggregate) site in the Plan area (Lydd Quarry near the East Sussex/Kent border) now has limited permitted reserves that it is anticipated will be exhausted within the next twelve months. The operator of the quarry submitted proposals through responses to the most recent consultation and a previous 'Call for Sites' supporting an extension to the site. However, due to national and international environmental designations which cover, or are adjacent to, all the sand and gravel resource in this part of the Plan area; and consideration of advice from Natural England, further working to extend the quarry is not considered to be feasible or supportable. This is due to the irreversible harm that would be caused to the designated sites.
- 3.5 The Authorities are not proposing to allocate any new extraction sites for aggregates in the Plan area and instead will increasingly rely on sea, rail and road imports from marine and other land-won sources and recycled aggregate. It should be noted that the Plan area has historically been a low producer of land-won aggregate due to the geology and environmental constraints and these alternative sources already supply a significant quantity of aggregate used in the area.
- 3.6 A summary of the policies to be replaced, the ten new or revised policies and their purpose is set out in Appendix 4. The full text of the revised policies is set out in the WMRP (Appendix 3).
- 3.7 The WMRP has been prepared in accordance with the Planning and Compulsory Purchase Act 2004; the Town and Country Planning (Local Planning) (England) Regulations 2012; the Environmental Assessment of Plans and Programmes Regulations 2004; and the Conservation of Habitats and Species Regulations 2017. Therefore a number of supporting documents including proposed changes to the Policies Map are also required to be published and these are summarised in Appendix 4 and will be made available on the authorities' joint consultation portal webpage.
- 3.8 This report also seeks approval of the following documents that provide background and supporting evidence for the WMRP: Safeguarding Mineral Resource Topic Paper, Safeguarding Minerals Infrastructure Topic Paper and an Aggregate Data Technical Paper. An outline of the purpose of these documents is set out in Appendix 2, and they can be made available to the committee in full on request. Although background studies inform the policy approach, they do not determine policy.
- 3.9 Approval to proceed with the consultation is also required from East Sussex County Council and the South Downs National Park Authority. Following the consultation, the WMRP will be submitted, together with any representations received, to the Secretary of State for public examination by an appointed inspector. Should the inspector conclude the revisions to the policies meet the tests of soundness set out in the National Planning Policy Framework, they can be adopted by the three authorities and will then form part of the development

plan for the Plan area to be used in the determination of planning applications. Approval by TECC and full Council, as well as the partner authorities, is required before adoption can occur.

4. ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS

- 4.1 The alternative option is to not proceed with the Review, however, it is important that the authorities have a complete up to date and robust planning policy framework for waste and minerals which is consistent with national planning policy.
- 4.2 The process of preparing the revised policies has involved testing of reasonable alternative policy options. This process includes consultation, a robust evidence base and the Sustainability Appraisal.
- 4.3 Not proceeding with the review would harm the council's long-standing joint working relationships with East Sussex County Council and the South Downs National Park Authority with regard to planning for waste and minerals. Significant resources have been committed by the three authorities in progressing the Review to the current advanced stage.

5. COMMUNITY ENGAGEMENT & CONSULTATION

- 5.1 An initial stage of consultation took place in late 2017 where the authorities sought comments on the scope of the review and called for potential new minerals sites and relevant evidence to be put forward for consideration.
- 5.2 A further stage of public consultation was undertaken from 11 May to 3 August 2020 and a total of 69 responses and a petition containing 221 names were received. The consultation responses have been considered and, where appropriate, the WMRP has been amended to accommodate the views submitted. The Authorities' responses to the comments received have been set out in Appendix 1.

6. CONCLUSION

- 6.1 A focussed review of the Waste & Minerals Local Plan is being undertaken to ensure that the planning policy framework for waste and minerals remains up-to-date and compliant with national policy as set out in the National Planning Policy Framework.
- 6.2 In accordance with statutory requirements, the WMRP is required to go through the next formal stage of consultation before it can be submitted to the Secretary of State for independent examination.

7. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 7.1 There are no direct financial implications resulting from the recommendations of this report. Costs associated with the studies and consultations will be funded

from existing revenue budget within the City Development & Regeneration service.

Finance Officer Consulted: John Lack

Date: 24/08/21

Legal Implications:

- 7.2 Once adopted, the revised policies will form part of the Waste and Minerals Local Plan, which is a Development Plan Document ("DPD") within the meaning of the Planning and Compulsory Purchase Act 2004 and a material consideration in the determination of planning applications. The detail as to the preparation and review of this type of document is found in the Town and Country Planning (Local Planning) (England) Regulations 2012. Regulation 19 of the 2012 Regulations provides that, prior to submission to the Secretary of State for independent examination, a DPD must be publicised for a period of at least 6 weeks and representations invited. Any representations received by the local planning authority within the timescale set out will be forwarded to the Secretary of State for consideration as part of the examination.

Lawyer Consulted: Hilary Woodward

Date: 19/08/21

Equalities Implications:

- 7.3 An Equalities Impact Assessment (EQIA) has been carried out on the draft policies. This concludes that the proposed strategy does not discriminate against any particular community group or lead to or encourage any conduct which is prohibited under the Equalities Act 2010.

Sustainability Implications:

- 7.4 A Sustainability Appraisal (SA) has been prepared and will be published to support the consultation.
- 7.5 Broadly speaking the SA concludes that the revisions to policies will not result in significant changes to the SA assessments of the policies as originally worded. The exception is WMP27 which now references biodiversity net gain and will likely be more effective at environmental protection.
- 7.6 Although the overall strategy now increases the reliance on marine dredged and imported materials, the impacts are considered to be minimal and controlled by legislation and policy. There may be some localised impacts around wharves and railheads in relation to the transportation of materials but these are likely to be small scale.
- 7.7 New Policy RM0 promotes reductions in the use of materials in construction, and then use of recycled and secondary aggregate. The effect should reduce overall energy and resource use including through a reduced need to transport materials, with a consequent positive effect in addressing climate change.

Brexit Implications:

- 7.8 None identified.

Any Other Significant Implications:

7.9 None identified

SUPPORTING DOCUMENTATION

Appendices:

1. Summary of the issues raised in the consultation on the draft Revised Policies carried out between 11 May and 3 August 2020.
2. Summary of Supporting and Background Evidence Documents
3. Proposed Consultation Document
4. Summary of new and updated policies to be replaced.

Background Documents

1. East Sussex, South Downs and Brighton & Hove Waste and Minerals Plan (2013).
2. East Sussex, South Downs and Brighton & Hove Waste and Minerals Sites Plan (2017).

East Sussex, South Downs and Brighton & Hove
Waste and Minerals Local Plan

Waste and Minerals Local Plan Review
RPD Public Consultation (2020)
11 May 2020 – 3 August 2020
Summary of Responses

August 2021

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Version: 2108.01

Date: 2021-08-01

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About this Document

This is the Summary of Representations to the East Sussex, South Downs and Brighton & Hove Waste and Minerals Local Plan Review Draft Revised Policies Document Consultation 2020. The consultation ran for 12 weeks between 11 May 2020 and 3 August 2020. The consultation was an informal consultation which was run in accordance with Regulation 18 of the Town and Country Planning (Local Planning) Regulations 2012. Due to circumstances outside the control of the Authorities', paper documents were not placed at the primary deposit points. Appendix A contains links to the original representations. To protect privacy, email addresses and telephone numbers have been redacted. Further information about the consultation can be found in the Consultation Statement. The Authorities response is also detailed in the Schedule.

Contents

List of Respondents.....	3
Summary of Responses.....	7

DRAFT

List of Respondents

Representation Number	Respondent
R3-001	Internal Test Entry
R3-002	David Collins
R3-003	Shoreham Port
R3-004	East Chiltington Parish Council
R3-005	Sam Jenner
R3-006	Amanda Jobson
R3-007	Marine Management Organisation
R3-008	Gatwick Airport
R3-009	Biffa Waste Services
R3-010	Kier
R3-011	Shuster et al (Petition with 221 Signatories)
R3-012	Wienerberger
R3-013	Alan Potter - Beyond Waste
R3-014	Zoar Chapel
R3-015	Lewes District Green Party
R3-016	Peter Isted
R3-017	Plastic Free Eastbourne CIC
R3-018	Hugh Woodhouse
R3-019	Lesley Healey
R3-020	William Ackroyd
R3-021	Environment Agency
R3-022	Samantha Struthers
R3-023	Jo ODell
R3-024	Brigitte Sutherland
R3-025	Keith Payne
R3-026	Jane Foot
R3-027	Sarah Sawyer
R3-028	Kent County Council
R3-029	Julian Owen
R3-030	Ashford Borough Council
R3-031	Southern Water
R3-032	Network Rail
R3-033	Network Rail (Duplicate)
R3-034	Ibstock Brick Ltd
R3-035	Brett Aggregates
R3-036	Mineral Products Association
R3-037	Roger Smith
R3-038	Crowborough Town Council
R3-039	Linda Grange
R3-040	Deborah Kalinke
R3-041	Rother District Council
R3-042	National Grid
R3-043	The Dudman Group
R3-044	Polegate Town Council
R3-045	Historic England
R3-046	Lewes District Council & Eastbourne Borough Council
R3-047	Ibstock Brick Ltd (Duplicate)

R3-048	Siou Hannam
R3-049	Brett Aggregates
R3-050	VAS Maddison Ltd
R3-051	Mineral Products Association (Duplicate)
R3-052	Marion Thomas
R3-053	Cllr Rob Banks (LDC) & Cllr Sarah Osborne (ESCC)
R3-054	Rebecca Kemsley
R3-055	Martin Meadows
R3-056	Kay Woolner
R3-057	Donna Lonsdale
R3-058	Rosie Phillips-Leaver
R3-059	Wealden District Council
R3-060	David White
R3-061	CPRE Sussex
R3-062	South Downs Society
R3-063	Day Group
R3-064	Hastings Borough Council
R3-065	Sussex Wildlife Trust
R3-066	Woodland Trust
R3-067	Highways England
R3-068	Steve Guthrie
R3-069	West Sussex County Council
R3-070	Natural England

List of Respondents - Alphabetical Order

Representation Number	Respondent
R3-013	Alan Potter - Beyond Waste
R3-006	Amanda Jobson
R3-030	Ashford Borough Council
R3-009	Biffa Waste Services
R3-035	Brett Aggregates
R3-049	Brett Aggregates (Duplicate)
R3-024	Brigitte Sutherland
R3-053	Cllr Rob Banks (LDC) & Cllr Sarah Osborne (ESCC)
R3-061	CPRE Sussex
R3-038	Crowborough Town Council
R3-002	David Collins
R3-060	David White
R3-063	Day Group
R3-040	Deborah Kalinke
R3-057	Donna Lonsdale
R3-004	East Chilmington Parish Council
R3-021	Environment Agency
R3-008	Gatwick Airport
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R3-065	Sussex Wildlife Trust
R3-043	The Dudman Group
R3-050	VAS Maddison Ltd
R3-059	Wealden District Council
R3-069	West Sussex County Council
R3-012	Wienerberger
R3-020	William Ackroyd
R3-066	Woodland Trust
R3-014	Zoar Chapel

Summary of Responses

Biosphere

Rep ID	Comment	Authorities' Response
R3-023	Concern regarding plan effect on Biosphere.	In respect of minerals provision, the RPD relies on the use of existing permitted facilities. No significant effects on the UNESCO Biosphere were identified.

Climate Change

Rep ID	Comment	Authorities' Response
R3-015	The Plan should reflect the Climate Emergency Declarations made by the three Authorities.	Climate change is currently addressed through Policy WMP 24a Climate Change; a review of this policy is not within the scope of this partial review. As set out in the Context section of the plan, it will be the subject of the next full review of the Plan.
R3-015	The revised policies should refer specifically to the goals of the Paris Agreement and ensure that all policies and actions are fully consistent with those goals.	Climate change is currently addressed through Policy WMP 24a Climate Change; a review of this policy is not within the scope of this partial review. As set out in the Context section of the plan, it will be the subject of the next full review of the Plan.

Consultation

Rep ID	Comment	Authorities' Response
R3-039	Consultation should have been longer.	The consultation was conducted over 12 weeks to allow for the unusual circumstances at that time. For this consultation, submissions submitted after the close of the consultation are considered on their merits.

Environment

Rep ID	Comment	Authorities' Response
R3-020	Marine environment should be protected equally to land environment.	The marine environment is subject to both Marine Plans and a number of designations protecting areas of specific environmental interest. Dredging is also subject to a licensing regime which places obligations on the operators in respect of their environmental effects.
R3-039	Two thirds of the Plan Area is subject to environmental protection, whether as part of the SDNP or High Weald AONB plus other areas designated as SPAs, SACs, SSSIs, ancient woodlands etc. The Plan fails to address the secondary impact of mineral and waste development on these areas and rural villages as per the Environment Act 1995. This would have to encompass not only the immediate environment of waste and aggregate infrastructure but also the cumulative impact of construction and extraction traffic on rural roads in the Plan Area. No mention is made of Air Quality Management (AQM) and the effect on the health of residents due to this.	Policy RW1 is intended to direct waste management development away from sensitive areas. RM1 sets out how minerals will be provided. The WMP contains a comprehensive set of development management policies which address topics such as traffic (WMP25) and air quality (WM26).

Excluded development list

Rep ID	Comment	Authorities' Response
R3-063	Applications for removal, variation or approval of conditions should not be on this list e.g. often noise conditions are included on residential developments to ensure they can co-exist with nearby minerals infrastructure. This should be done in consultation with the MPA to ensure infrastructure facilities are not undermined. Similarly, reserved matters application can often lead to changes in layout etc. Example of where this has occurred in at Crawley site and Greenwich Wharf is provided.	Agree. 'Applications for approval, variation or removal of conditions' and 'Reserved Matters' have been removed from the excluded development list.

General

Rep ID	Comment	Authorities' Response
R3-003	No objections to the revisions.	Noted.
R3-010, R3-030	No comments.	Noted.
R3-059	No comments.	Noted.

Local Impact

Rep ID	Comment	Authorities' Response
R3-016	Concern regarding local impact of existing facilities in relation to pollution. (Newhaven)	In respect of minerals provision, the RPD relies on the use of existing permitted facilities. The local effects were a consideration when selecting the approach selected.
R3-023	Concern regarding effect on reputation of town of Plan. (Newhaven)	In respect of minerals provision, the RPD relies on the use of existing permitted facilities. The local effects were a consideration when selecting the approach selected.
R3-023, R3-025, R3-029, R3-040	Concern regarding local impact. (Newhaven)	In respect of minerals provision, the RPD relies on the use of existing permitted facilities. The local effects were a consideration when selecting the approach selected.

Lydd Quarry

Rep ID	Comment	Authorities' Response
R3-049	Not allocating the extension to Lydd quarry would lead to minerals being transported greater distances, and to increased impacts on CO2 emissions.	Lydd quarry is situated on the border between East Sussex and Kent, and therefore the supply area currently extends westwards into Kent and eastwards into the Plan area. In terms of continuing supply to the existing market areas, the Fishers Wharf development at Newhaven could provide for the western side of the Plan Area, and any market variations to the east could be compensated for by, for example, further imports using existing capacity at Rye Harbour as well as from Kent. The exact effect on haulage distances as a result of such changes is unknown. However, the new Fishers Wharf facility at Newhaven will be using a low

		emissions HGV fleet. In addition, the Plan strategy prioritises the use of recycled aggregates which has the potential to further offset CO2 emissions.
R3-063	Day Aggregates operate bagging plant on Kent side of Lydd quarry. High proportion of quarry products are bagged on site and distributed on flat bed lorries in 5kg or 900kg bags for construction and DIY sectors. There is a 50/50 sales split between Kent and East Sussex. The emphasis on consumers requiring materials to be delivered in this way has increased significantly over the last 20 years. BAL have identified viable and proven resources on the boundary of the quarry of approx. 1.96 mt.	Noted
R3-049	Insufficient alternative materials and resources have been identified. Practicable or equivalent sources from other counties also not identified. Sourcing from further afield rather than from Lydd will result in negative environmental and socioeconomic impacts	Disagree that insufficient alternative material has been identified. However more detail is now set out in the Plan and Aggregates Data Technical paper on the import sources and infrastructure which will provide the alternative material.
R3-049	Without an extension resources would be sterilised.	In terms of sterilisation the area promoted as an extension to the quarry is similar to other resources in the area covered by designations. In this case the environmental constraints are considered overriding in terms of future extraction and in therefore sterilisation effectively occurred when the designations were applied. Any sterilisation of the resource is not therefore as a result of non-allocation.
R3-049	Sand and gravel from Lydd quarry, which is currently purchased by the Environment Agency to provide flood defences, is the only source of material that has been identified for local flood defence projects.	Disagree. While Lydd quarry is a cost-effective source of material for the Environment Agency, it is not the only source available. The Environment Agency have also confirmed that marine dredged aggregate can be used in place of land-won for flood defence works.
R3-049	Disagree with the apportionment calculation which doesn't accord with NPPF.	Disagree -The Plan area has a long-standing unique and particular land - won aggregate situation which has been recognised as a "special case". Lydd quarry is the only active sharp sand and gravel site in the Plan Area, and the operator's established arrangement here is that 50% of material produced is exported to Kent. The LAA

		rate is therefore adjusted to reflect local circumstances.
R3-034	lbstock use sand from Lydd quarry as predominantly as a facing material in brick manufacture. In 2019 Lydd sand was used on 57 million bricks. Concern therefore that supply will not continue. Supports further land won extension to provide security of supply, and not MDA which would not be suitable.	While it is not disputed that the Lydd sand may have qualities that differentiate it from other sands in terms of appearance, it is considered that alternative sands can perform the exact same technical tasks as Lydd sands, and can produce the same standard of bricks and other construction aggregate.
R3-012	Brick manufacturer Wienerberger use material from Lydd quarry at 3 of their plants. WMLP does not consider the contribution of material from the site is recognised for brick manufacture in the region and sufficient resources should be identified for short and long term demand. Support an extension to Quarry to meet further demand.	While it is not disputed that the Lydd sand may have qualities that differentiate it from other sands in terms of appearance, it is considered that alternative sands can perform the exact same technical tasks as Lydd sands, and can produce the same standard of bricks and other construction aggregate.
R3-049	Marine dredged aggregate and Land-won material are not fully interchangeable. lbstock and Weinerberger have stated that many of their products cannot be produced by using an alternative sand or marine dredged sand due to the chloride impact, and that the sand from Lydd quarry is unique and a critical component in their brick-making.	Disagree. The Crown Estate has advised the Authorities that marine aggregate is wholly interchangeable with land based sand and gravel, and can perform the same technical tasks. It is routinely used in the production of ready mixed concrete and mortar in markets where it is imported. The presence of chloride and shell is effectively managed by producers and neither presents any technical issues. While it is not disputed that the Lydd sand may have qualities that differentiate it from other sands in terms of appearance, it is considered that alternative sands can perform the exact same technical tasks as Lydd sands, and can produce the same standard of bricks and other construction aggregate.
R3-049	Lydd sand has unique properties vital to certain brick manufacturing processes that cannot be substituted by recycled or MDA	Disagree. The sand has not been identified in any previous planning applications for Lydd quarry where permission was granted for aggregate as a construction material. While it is not disputed that the Lydd sand may have qualities that differentiate it from other sands in terms of appearance, it is considered that alternative sands can perform the exact same technical tasks as Lydd sands, and can produce the same standard of bricks and other construction aggregate.

R3-049	Lydd quarry is important to the local economy and allocating an extension at Lydd quarry will safeguard jobs and provide stability at a time of economic uncertainty in the local area. 50 jobs could be affected without an extension.	While there may be some impact on employment within the local area of Lydd, given that minerals infrastructure activity will continue in the Plan Area, minerals-related jobs will still be required in the wider area and in the Plan Area as a whole. In addition, information submitted as part of planning permission LW/799/CM(EIA) for the new Fishers wharf facility in Newhaven indicated that circa 100 new jobs would be created at the site, as well as 74 new full time equivalent jobs in East Sussex after accounting for scheme additionality and wider multiplier effects.
R3-049	An extension would provide an opportunity for nature restoration plans, biodiversity net gain and offsetting.	The quarry and wider vicinity lies with of an area of significant environmental importance. There may well be opportunities to enhance the habitat and biodiversity; indeed this is the objective of the existing approved restoration plans for the quarry. However, further working of adjoining areas is not a requirement to increase biodiversity.
R3-049	Lydd material requires rounded pebbles which are required for roof dressing	The pebbles have not been identified in any previous planning applications for Lydd quarry where permission was granted for aggregate as a construction material. The regional uniqueness of these flint pebbles to the Dungeness deposits is unknown, but as Lydd is a storm beach mineral deposit it is likely that much of the material shares similarities with deposits along the south coast of England. It is considered therefore that other sources of pebbles for roof dressing will be available from sources elsewhere.
R3-049	Disagree that SSSI designation rules the extension site out.	Disagree - the Authorities have taken the advice of Natural England regarding the potential impact of extracting aggregates from the extension site (promoted by the operators), and considered the proposal in the context of the NPPF. The Authorities consider that mineral working at this site could not be supported due to the significant harm it would cause to the interests of the designated areas. As alternative sources of material exist which can supply the Plan Area, and as these have lesser environmental effects, the Authorities are satisfied that there are no overriding

		reasons why an allocation for aggregate working at this site should be included in the Plan.
R3-049	ESCC are grossly underestimating the demand forecast for aggregates requirement over the Plan period. Predicted housing numbers will require all of this, leaving no support for commercial, industrial, infrastructure and repair & maintenance and the County struggling to find materials to support development.	Disagree. Details on how the Authorities have calculated provision is set out in the Aggregates Data Technical paper. This demonstrates that an assessment of potential demand has been undertaken and provision calculated accordingly.
R3-049	ESCC have not produced a needs and alternatives document.	There is no requirement for the Authorities to produce a specific document on this matter. The Plan review and associated documents set out information and evidence supporting the proposed aggregates strategy. This includes an assessment of the potential demand (need) for aggregates over the plan period, and an examination of the alternative materials available and how they can supply the Plan Area.

MSA/DIT (SAND); MSA/DIT [STA].

Rep ID	Comment	Authorities' Response
R3-004	Nuisance at Novington Sandpit	The Authorities note the comments in relation to disturbance at Novington Sandpit. Enforcement action is taken where it is expedient and related to the planning permissions at the site.
R3-004	Concern that safeguarding of soft sand resource is preventing a solution to lack of development on the site	Safeguarding resources is required by national policy. Safeguarding does not mean that the resource will be or should be worked out. There is a scheme for restoration of the site at Novington Sandpit that must be complied with once extraction has taken place, in accordance with the current planning permission.
R3-004	Concern over viability of extraction at Novington Sandpit	A revised timescale for the consent at Novington Sandpit was recently permitted which indicates that the operator believes extraction will take place. There is a shortage of soft sand across the South East.

MSA/DIT [STA]

Rep ID	Comment	Authorities' Response
R3-053	Concern that RD1 is not strong enough to deal with current issues at Novington Sandpit	The operator at Novington Sandpit must comply with the current planning permission which allows further time for extraction of sand and includes an appropriate restoration scheme. RD1 will require further assessments to accompany any planning permission that comes forward for further extraction within the Plan Area.

Minerals

Rep ID	Comment	Authorities' Response
R3-011, R3-019, R3-022, R3-023, R3-024, R3-025, R3-027, R3-029, R3-039, R3-048, R3-052, R3-054, R3-055, R3-056, R3-057, R3-058, R3-060, R3-068	Plan should prioritise recycled aggregate over virgin production.	This is achieved in the WMLP by Policy WMP4 .
R3-015	Disagree with Plan's focus on new virgin aggregates. Recycled aggregates should replace MDA which are environmentally damaging. Policy should remove import of MDA & promote recycled aggregate along with revised targets	The Plan strategy for aggregates provision is to provide alternatives to land-won aggregates such as recycled and secondary aggregates as well as imports. Whilst there are limitations to the contribution that recycled materials can make to overall supply due to specifications and volumes of CDEW needed as feedstock a new policy now clarifies that the use of recycled and secondary aggregate will be prioritised over virgin materials. Plan text has also been amended to emphasise the contribution that recycled and secondary materials can make to provision. The environmental impact of dredging for aggregates is considered at the application stage of the Marine Licencing system which is determined by the Marine Management Organisation (MMO). The adopted South Marine Plan prepared by the MMO, sets out environmental policies and criteria and is used in the decision making process. Under the regulatory consent process, an Environmental Impact Assessment (EIA) is required, which includes a Coastal Impact

		Study. The MMO consult and engage with bodies including Natural England, Centre for Environment, Fisheries and Aquaculture Science, the Joint Nature Conservation Committee and Historic England to ensure any concerns are identified. Conditions are applied to marine licenses such as, for example, seasonal restrictions for dredging. The Authorities consider that MDA makes an important contribution to the Plan's provision strategy.
R3-011, R3-019, R3-022, R3-023, R3-025, R3-027, R3-029, R3-048, R3-052, R3-054, R3-055, R3-056, R3-057, R3-058, R3-060, R3-068	Plan should not seek to promote minerals processing capacity at existing minerals sites.	In order to ensure that the best use and most sustainable use of land is made, intensification of existing uses is often preferable to alternative provision. Options assessed are set out in the Sustainability Appraisal.
R3-064	Plan should prioritise recycled aggregate over virgin production.	The broad strategy in relation to minerals does this, as set out in WMP4
R3-041	Note that reliance is to be placed on imported materials including via Rye Port. Not aware of any significant barriers to this approach for Rye wharves, but both Highway authorities are involved in discussions about potential impact of additional traffic on Harbour Road and junction with A259. If improvements needed (from more wharf traffic) might be necessary to provide for the cost contribution of this in policies.	Noted. There is currently additional permitted capacity at Rye Port which could be utilised using permitted development rights and which therefore would not be subject to traffic controls. In the event that further capacity were proposed traffic impacts would be considered at the planning application stage and other Plan policies would apply including WMP 26. Cost contributions are not considered to be a major issue in this case and no reference is required in the policy.
R3-060	Need targets on reducing waste and recycling. Recycle construction waste into aggregates and substitute for virgin materials. MDA are highly damaging to the environment. Against more processing capacity at Newhaven which is damaging to the area and marine environment.	Recycled aggregates are promoted and targets are in WMP. The Plan strategy for aggregates provision is to provide alternatives to land-won aggregates such as recycled and secondary aggregates as well as imports. There are limitations to the contribution that recycled materials can make to overall supply due to specifications and volumes of CDEW needed as feedstock. However a new policy now clarifies that the use of recycled and secondary aggregate will be prioritised over virgin materials. Plan text has also been amended to emphasise the contribution that recycled and secondary materials can make to provision. The environmental impact of dredging for aggregates is considered at the

		<p>application stage of the Marine Licencing system which is determined by the Marine Management Organisation (MMO). The adopted South Marine Plan prepared by the MMO, sets out environmental policies and criteria and is used in the decision making process. Under the regulatory consent process, an Environmental Impact Assessment (EIA) is required, which includes a Coastal Impact Study. The MMO consult and engage with bodies including Natural England, Centre for Environment, Fisheries and Aquaculture Science, the Joint Nature Conservation Committee and Historic England to ensure any concerns are identified. Conditions are applied to marine licenses such as, for example, seasonal restrictions for dredging. The Authorities consider that MDA makes an important contribution to the Plan's provision strategy. Any proposals for additional processing capacity would be considered under WMLP policies which include environmental safeguards.</p>
R3-052	<p>Concerned that storage marine dredged aggregates could have a detrimental effect on the adjacent river.</p>	PR Comment??
R3-064	<p>Wish the opportunity for minerals to be re-used/recycled as a priority over new mineral extraction</p>	<p>The Plan strategy for aggregates provision is to provide alternatives to land-won aggregates such as recycled and secondary aggregates as well as imports. There are limitations to the contribution that recycled materials can make to overall supply due to specifications and volumes of CDEW needed as feedstock. However a new policy now clarifies that the use of recycled and secondary aggregate will be prioritised over virgin materials. Plan text has also been amended to emphasise the contribution that recycled and secondary materials can make to provision.</p>
R3-018	<p>Queries the responsibility of extracting building materials from seabed, and why builders waste can't be reused rather than landfilled.</p>	<p>The Plan strategy for aggregates provision is to provide alternatives to land-won aggregates such as recycled and secondary aggregates as well as imports. Whilst there are limitations to the contribution that recycled materials can make to overall supply, due to specifications and volumes of CDEW needed as feedstock, a new policy now clarifies that the use of recycled and secondary aggregate will be prioritised</p>

		<p>over virgin materials. Plan text has also been amended to emphasise the contribution that recycled and secondary materials can make to provision. The environmental impact of dredging for aggregates is considered at the application stage of the Marine Licencing system which is determined by the Marine Management Organisation (MMO). The adopted South Marine Plan prepared by the MMO, sets out environmental policies and criteria and is used in the decision making process. Under the regulatory consent process, an Environmental Impact Assessment is required, which includes a Coastal Impact Study. The MMO consult and engage with bodies including Natural England, Centre for Environment, Fisheries and Aquaculture Science, the Joint Nature Conservation Committee and Historic England to ensure any concerns are identified. Conditions are applied to marine licenses such as, for example, seasonal restrictions for dredging. The Authorities consider that MDA makes an important contribution to the Plan's provision strategy.</p>
R3-011, R3-019, R3-022, R3-023, R3-024, R3-025, R3-027, R3-029, R3-048, R3-052, R3-054, R3-055, R3-056, R3-057, R3-058, R3-060, R3-068	The importation of marine dredged aggregates is damaging to the environment.	The marine environment is subject to both Marine Plans and a number of designations protecting areas of specific environmental interest. Dredging is also subject to a licencing regime which places obligations on the operators in respect of their environmental effects.
R3-020	It is suggested that a substantial part of requirements for construction can be met by recycling and this is the approach that needs to be taken. (Promoting recycled aggregates).	The amount of recycled aggregate that could be produced and used was a factor when calculating the amount of aggregate required. See WMP4 for broad approach.
R3-046	Amount of CDEW needs to be reduced in order to increase sustainability and address the climate emergency. Need an increased emphasis on circular economy and reuse/recycling of construction waste materials.	The Plan strategy for aggregates provision is to provide alternatives to land-won aggregates such as recycled and secondary aggregates as well as imports. There are limitations to the contribution that recycled materials can make to overall supply due to specifications and volumes of CDEW needed as feedstock. However a new policy now clarifies that the use of recycled and secondary aggregate will be prioritised over virgin materials. Plan text has also been amended to emphasise the

		contribution that recycled and secondary materials can make to provision.
R3-032	Network Rail would welcome engagement to explore further opportunities for rail-head developments	Noted
R3-052	Advocates reducing CDEW waste to produce more recycled aggregates. Waste and minerals parts of the Plan are not joined up. Importing MDA is damaging to the environment. Could storage of MDA damage the Ouse?	The Plan strategy for aggregates provision is to provide alternatives to land-won aggregates such as recycled and secondary aggregates as well as imports. There are limitations to the contribution that recycled materials can make to overall supply due to specifications and volumes of CDEW needed as feedstock. However a new policy now clarifies that the use of recycled and secondary aggregate will be prioritised over virgin materials. Plan text has also been amended to emphasise the contribution that recycled and secondary materials can make to provision. Any application for storage of MDA would be considered in the context of Development Plan policies including environmental protection policies in the WMLP.
R3-020	Provision of Minerals and Minerals Safeguarding (general) policies contradict each other.	The minerals provision and minerals safeguarding policies compliment each other to ensure adequate minerals provision.

Minerals, Monitoring, Pg52

Rep ID	Comment	Authorities' Response
R3-039	table references WMP4 which I have not been able to find. The delivery targets are: A proportional increase in use of secondary or recycled materials in relation to total minerals used. Sufficient primary and secondary aggregates provided to the Plan Area over plan period However, these are soft targets and there is no qualitative or quantitative information about what these are and how they would be achieved.	The Revised Policies Document amends the WMP and WMSP. WMP4 can be found in the WMP. The estimated amount of aggregates required is set out in the text supporting policy RM1.

Minerals, Para 3.31

Rep ID	Comment	Authorities' Response
R3-039	Is there any information on the ratio of DSG used versus gypsum? As the supply of DSG as a by-product of coal fired power	The last information provided by British Gypsum indicates that very little is being extracted from the gypsum mine at this

	stations is likely to decrease, will this impact the demand on Robertsbridge resources?	time, using DSG in its place. Should there be a reduction in the available DSG, there is a large reserve of gypsum in the permitted mine.
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Minerals, Para 3.99

Rep ID	Comment	Authorities' Response
R3-039	The SEEAWP guidance on the production of LAAs has not yet been published, would it not make more sense to wait until this is available? Would there be later changes as a result of this guidance?	The Local Aggregate Assessment is prepared annually by every Minerals Planning Authority. The updated guidance is unlikely to have a significant effect on the content of the Revised Policies Document.

Minerals, Recycled Aggregate

Rep ID	Comment	Authorities' Response
R3-015	Support promotion of recycled aggregates.	Noted.

New policy requested

Rep ID	Comment	Authorities' Response
R3-008	Plan should include new policy in relation to safeguarding aerodromes, (suggested policy wording provided).	Given the likely quantum, location and nature of minerals and waste development within the WMLP, aerodrome safeguarding is unlikely to be a relevant consideration in a large proportion, if any, of the anticipated future planning applications. For the limited cases where aerodrome safeguarding is a consideration, it would be a material consideration and considered in line with the NPPF Para 204 & 205 and NPPW Appendix B. NPPF states Plans should unnecessarily not repeat the content of the NPPF / NPPW. The Authorities, therefore, do not propose to include a specific policy in relation to aerodrome safeguarding, but will include the extents of the safeguarded area with references to the relevant NPPF paragraphs on the policy map.

Newhaven

Rep ID	Comment	Authorities' Response
R3-039	Newhaven seems to be particularly badly hit by increased demand and there is understandably a lot of local concern.	Noted.

Pollution, Newhaven

Rep ID	Comment	Authorities' Response
R3-037	Concerned about pollution levels (Newhaven)	Noted - The Plan as proposed does not propose additional development beyond that which is already permitted.

Other

Rep ID	Comment	Authorities' Response
R3-024	Plan conflict with Newhaven Town Plan (Neighbourhood Plan) objective to promote town for green tourism.	The Port of Newhaven was excluded from the Newhaven Town Plan (Neighbourhood Plan) due to its strategic nature, as a port and location of minerals and waste management operations.
R3-056	You need to pay attention to Newhaven residents.	Noted.
R3-020	Supports comments made in R3-011.	Noted.
R3-057	The comment 'build something no one wants and put it in Newhaven' pretty well sums up your attitude to what is also a historical residential coastal Town with unacceptable levels of air pollution and respiratory illness, it is not an industrial estate.	Noted.
R3-058	Can Newhaven Town centre have its recycling bins back?	Lewes District Council's Streets Team are responsible for the provision of those bins. They have informed the Authorities that due to the prevalence of commercial waste, contamination, and especially fly-tips, LDC were forced to decommission the Bring Banks. Fly-tips have decreased drastically in the areas where we removed the fly-tips, and since every residence in the District now has access to Kerbside

		Household Recycling Collection, LDC do not plan to reopen them.
R3-039	The document is highly specialised and not comprehensible in general to residents who do not have any specialist expertise in these areas. There are too many referenced documents and related policies.	Noted.
R3-023	Policies should seek to make Newhaven a small, lovely, fishing port that people would love to visit and be proud to live in.	The WMLP is required to ensure the adequate provision of minerals and waste management. The WMLP seeks to do this in the most sustainable way.
R3-023	Plan should seek to improve reputation of Newhaven.	Noted.
R3-054	Issues with noise pollution at East Quay, Newhaven.	Concerns regarding noise from specific developments should be brought to the attention of the relevant planning and environmental health officers, to establish if there has been a breach of any regulation / planning conditions.
R3-068	Developments should be subject to a sustainability audit.	WMP3d
R3-006	Plan should promote greener infrastructure.	Policy WMP1 promotes sustainable development in general, and Policies WMP24a and WMP24b seek to address the topic of climate change adaptation. Policy RD1 now promotes biodiversity net-gain, and references to the Local Nature Recovery Strategy.
R3-024	Plan should not seek to promote minerals processing capacity at existing minerals sites in Newhaven.	In order to ensure that as much aggregate can be recycled and used as possible, it is important to enable the provision of such infrastructure at existing minerals sites where it does not exist.
R3-057	Please consider the residents living around the waste sites.	Policy WMP25 General Amenity is a consideration when determining planning applications that may affect others.
R3-068	Development should only be permitted if it is sustainable.	The WMLPs commitment to sustainable development is set out in WMP1.

Overarching Strategy

Rep ID	Comment	Authorities' Response
R3-015	Support RPD Overarching Strategy	Noted.

Typographical Errors

Rep ID	Comment	Authorities' Response
R3-041	Typographical error - Paragraph 3.24 mentions the Dungeness, Romney Marsh and Rye Bay SPA, SAC and SSSI, but it should be noted there is also a Ramsar site, and the designated area stretches far beyond Lydd Quarry.	Noted.
R3-039, R3-041	Typographical error - At paragraph 6.33 "conversation areas" should be "conservation areas".	Noted.

Plan

Rep ID	Comment	Authorities' Response
R3-019	Objects to whole plan.	Noted.
R3-011, R3-022, R3-023, R3-024, R3-025, R3-026, R3-027, R3-029, R3-048, R3-052, R3-054, R3-055, R3-056, R3-057, R3-058, R3-060, R3-068	Objects to whole plan.	Noted.

Policies Map

Rep ID	Comment	Authorities' Response
R3-042	Maps for Ninfield and Aldershaw Farm safeguarded sites are crossed or in close proximity to National Grid Assets.	The National Grid Assets have been previously considered in the site assessments for the Sites Plan (2017).

RD1

Rep ID	Comment	Authorities' Response
R3-007	Recommend reference to Objective 8: Heritage assets of the South Marine Plan and Policy to S-BIO-2, which refers to proposals that incorporate features that enhance or facilitate natural habitat and species adaptation, migration and connectivity will be supported.	References to the South Marine Plan and its policies have been added to the Plan. The policies of the South Marine Plan should be considered in the determination of planning applications where relevant.
R3-061	We believe that Policy RD1 should also be expanded in the light of the climate emergency declared by the Local Authorities and be made more comprehensive. So, specifically, we have suggested additions. These are designed to: highlight the three elements of planning policy; ensure all possible mitigation measures are taken against possible adverse impacts of development; make it clear that any proposal has to clearly demonstrate how it will succeed in reducing any impact on climate change; ensure there is a reference to the conservation and enhancement of heritage assets and landscape character, as your text suggests but your draft policy RD1 does not; safeguard all matters relating to water resources in the overall area affected by the proposal; ensure that the proposal sits well within the area it is sited; strengthening the possible reasons for refusing an application in particular for reasons of cumulative impact; re-paragraphing and numbering the wording to add clarity of interpretation and removal of confusing reference to paragraph 'a'.	??
R3-036	In order to deliver clauses b) and c) of the Policy will require permission for new land-won reserves and associated site management and restoration. Through allocating site(s) for extraction, and subsequent restoration, the Plan could enable this and thus deliver this policy. In the absence of such an allocation, these clauses of the Policy will not be implemented.	Policy RD1 is a "Development Management" policy which to be applied to all development as relevant.
R3-046	The proposal to require waste and minerals development to seek to achieve net gain in biodiversity is welcomed.	Noted.

R3-065	It is also a clear requirement within the current SDNP Local Plan to assess the impacts of development on Ecosystem Services (Policy SD2). We therefore suggest that the waste and minerals plan review makes it clear if this is also requirement within the waste and minerals plan, especially for those proposals within the SDNP.	The WMLP forms part of the development plan, along side the SDNP Local Plan in the relevant part of the SDNPA. All relevant policies in the development plan should be considered in the determination of a planning application. Cross referencing between plans beyond at a high level is not generally included to avoid inconsistencies when one or more plans change.
R3-041	It is noted that the policy wording of Policy RD1 (Environment and Environmental Enhancement) has changed from the draft document, and part (a) (first part of the policy) now gives blanket protection to designated sites, as defined in footnote 15. It is suggested that the reference to the “hierarchy of designations” included in the previous (draft) version of Policy RD1 should be reintroduced, to give some further clarity to the differing levels of protection afforded to the designated sites, the list of which includes (but does not define) those which are internationally protected, down to local designations. It is also suggested that for ease of use, the list of designated sites is reproduced at footnote 15 rather than referring to the Local Plan Policies Map. Consideration should also be given to whether the second part of the policy (part a) strictly accords with the NPPF as it refers only to international sites whereas the NPPF (paragraph 175) also gives similar protection to SSSIs and irreplaceable habitats (including ancient woodland).	The designated sites are now listed by their status in Appendix 2. Policy and supporting text now references tests in NPPF, including how the term significant should be interpreted. Policy is currently worded so that any development having an unacceptable significant impact on any designation should not be permitted.
R3-070	Propose alterations to wording of policy and supporting text.	Noted - Policy and supporting text have been revised to reflect the NPPF more closely.
R3-065	SWT agrees that policy WMP27 needs to be reviewed in light of the changes in the NPPF and the legal advice around Habitat Regulation Assessments. However, we do not feel that the new policy and supporting text reflects the changes in the NPPF sufficiently. In particular, the requirements of paragraphs 170, 171 and 175 i.e. the need to provide net gains to biodiversity, plan for the enhancement of natural capital, safeguard components of local wildlife-rich habitats and wider ecological	Noted - Policy and supporting text have been revised to reflect the NPPF more closely.

	networks and promote the conservation, restoration and enhancement of priority habitats, ecological networks and the protection and recovery of priority species. [Specific requested amendments to policy are detailed in rep].	
R3-028, R3-045, R3-062	Support for policy.	Noted.
R3-021	Support update to policy to include reference to net-gain in biodiversity.	Noted.
R3-039	It is stated that measures for protecting and minimising disturbance to soils should be included in an Environmental Statement, this should be made mandatory.	Where soil disturbance occurs the applicant will have to provide sufficient information in order to address Policy RD1.

RM1

Rep ID	Comment	Authorities' Response
R3-063	The strategy adopted for the provision of sand and gravel within the Plan is objected to on the basis that it is not considered to meet the tests of soundness	Disagree. Supporting evidence for the strategy is out in the Plan and the Aggregates Data Technical Paper.
R3-063	Due to errors in calculations and assumptions made, aggregate demand has been underestimated and both Day Group and BAL have identified that there will be a significant shortfall over the plan period.	Disagree. Details on how the Authorities have calculated provision is set out in the Aggregates Data Technical paper. This demonstrates that an assessment of potential demand has been undertaken and provision calculated accordingly.
R3-036	The failure of the Plan to make provision for land-won aggregate would have significant economic implications and would risk supply to the eastern part of the Plan Area.	Disagree. Any market variations to the east of the Plan Area could be compensated for by, for example, further imports using existing capacity at Rye Harbour, as well as from Kent. The Authorities consider that if necessary the market could also respond to demand by, for example, diverting exports.
R3-063	Recycled aggregates will not make a significant contribution to displacing sand and gravel. Quotes a British Geological Survey factsheet saying that: it is likely that "....the major proportion of future aggregates demand will be supplied from primary sources because there are limitations	Details on how the Authorities have calculated provision from recycled and secondary (R&S) aggregates is set out in the Aggregates Data Technical paper. This demonstrates that an assessment of potential capacity has been undertaken and provision calculated accordingly. Whilst the Plan prioritises R&S aggregates over virgin material it recognises that this source will

	to the availability of material to be recycled into aggregates”.	supplement supply and not provide a complete alternative to primary material.
R3-036	Plan should provide for minerals in accordance with the NPPF in terms of: planning for a steady and adequate supply of aggregates by maintaining landbanks of at least 7 years for sand and gravel; use landbanks as an indicator of the security of supply; providing for the extraction of mineral resources of local and national importance and making provision for land-won and other elements of their LAA in their mineral plans.	The Plan area has a long-standing unique and particular land-won aggregate situation which has been recognised as a "special case". Lydd quarry is the only active sharp sand and gravel site in the Plan Area and previous extraction has taken place in the adjoining county. The only other land-won soft sand site has been inactive for a number of years. It has therefore not been possible to use past sales data and a corresponding landbank as indicators, and it is consequently not appropriate to base future provision on the NPPF criteria in this case. Details on how the Authorities have calculated provision is set out in the Aggregates Data Technical paper. This demonstrates that an assessment of potential demand has been undertaken and provision calculated accordingly.
R3-062	Supports strategy for imports, MDA and recycled. Pleased to see that full consideration has been given to soft sand in para's 6.12-24.	Support welcomed
R3-036	Confusing supporting text - would be better to reproduce calculations from LAA. Disagree with halving of LAA rate as 50% material travels to Kent and notes that Kent CC have not adjusted their provision figure accordingly. Providing for "consumption" should actually be providing for "supply".	Disagree -The Plan area has a long-standing unique and particular land-won aggregate situation which has been recognised as a "special case". Lydd quarry is the only active sharp sand and gravel site in the Plan Area, and the operator's established arrangement here is that 50% of material produced is exported to Kent. The LAA rate is therefore adjusted to reflect local circumstances. Details on how the Authorities have calculated provision is set out in the Aggregates Data Technical paper. This demonstrates that an assessment of potential demand has been undertaken and provision calculated accordingly.
R3-036	The reference to East Sussex being recognised as a 'special case' is no longer valid or appropriate.	Disagree. During the review process for the Secretary of State's Proposed Changes to the Review of Policy M3 of the South East Plan the Authorities requested to be treated as a special case. This recognised the particular circumstances of low production; remote reserves; and high dependence on marine landings; in an area largely affected by environmental

		constraints/designations. These circumstances remain for the Plan Area and so it is appropriate to continue considering the Plan strategy in this context.
R3-063	ESCC will not be able to meet the demand for aggregates through the Plan period in a sustainable way without further land resources being allocated.	The Aggregates Data Technical Paper sets out the detail of capacity and alternative sources which can make provision for the Plan period.
R3-028	Supports policy as an evidenced approach to the provision of sharp sand and gravel (or alternatives) needs of the Plan area. However considers that approach to soft sand provision is not specified and lacks understanding of need. Suggests using similar metric as with sharp sand and gravel based on estimated growth	There is a lack of available soft sand resource within the Plan Area. There has been no extraction from the only permitted site for some time and it is understood that the need has been met through imports from West Sussex and Kent. The Authorities have a Statement of Common Ground with those Plan Areas, setting out a joint approach to planning for soft sand.
R3-043	Policy should be clarified - "aggregate material" should be termed as "sharp sand and gravel" as no account has been taken account of the demand for soft sand. Future supply of soft sand should clarified with reference to the proposed "safeguarding" policy	The reference to "aggregate material" includes both sharp sand and gravel and soft sand land-won, marine-dredged and recycled and secondary material. The soft sand resource has been safeguarded in accordance with national policy. There is a lack of available soft sand resource within the Plan Area. There has been no extraction from the only permitted site for some time and it is understood that the need has been met through imports from West Sussex and Kent. The Authorities have a Statement of Common Ground with those Plan Areas, setting out a joint approach to planning for soft sand.
R3-063	The assessment of the effects of an extension to Lydd Quarry on the SSSI have not been fully or robustly assessed and no regard has been had to the potential for mitigation and how this could be addressed at planning application stage.	Disagree - the Authorities have taken the advice of Natural England regarding the potential impact of extracting aggregates from the extension site (promoted by the operators), and considered the proposal in the context of the NPPF. The Authorities consider that mineral working at this site could not be supported due to the significant harm it would cause to the interests of the designated areas. As alternative sources of material exist which can supply the Plan Area, and as these have lesser environmental effects, the Authorities are satisfied that there are no overriding reasons why an allocation for aggregate

		working at this site should be included in the Plan.
R3-036	Concern that no planned provision for land-won despite high quality resources in Lydd area.	The Authorities consider that the environmental constraints in the Lydd area are overriding and there are no options for land won in the Plan Area. The provision strategy is therefore based on supply from recycled and secondary aggregates and imports of marine dredged and other aggregates into the Plan Area.
R3-070	Welcome the non inclusion of an extension to Lydd quarry which will ensure that the international and national designations for biodiversity and geomorphology are conserved.	Noted
R3-063	The omission of a policy that allows for a quarry extension to Lydd is not sound.	Disagree. The Authorities consider that mineral working at this site could not be supported due to the significant harm it would cause to the interests of the designated areas. As alternative sources of material exist which can supply the Plan Area, and as these have lesser environmental effects, the Authorities are satisfied that there are no overriding reasons why an allocation for aggregate working at this site should be included in the Plan. The Aggregates Data Technical Paper sets out the detail of capacity and alternative sources of material which can make provision for the Plan period.
R3-063	NPPF requirements in terms of: planning for a steady and adequate supply of aggregates by maintaining landbanks of at least 7 years for sand and gravel; providing for the extraction of mineral resources of local and national importance and making provision for land-won and other elements of their LAA in their mineral plans have not been complied with.	Disagree. The Plan area has a long-standing unique and particular land-won aggregate situation which has been recognised as a "special case". Lydd quarry is the only active sharp sand and gravel site in the Plan Area and previous extraction has taken place in the adjoining county. The only other land-won soft sand site has been inactive for a number of years. It has therefore not been possible to use past sales data and a corresponding landbank as indicators, and it is consequently not appropriate to base future provision on the NPPF criteria in this case. Details on how the Authorities have calculated provision is set out in the Aggregates Data Technical paper. This demonstrates that an assessment of potential demand has been

		undertaken and provision calculated accordingly.
R3-034	Failed to take account of the proven market for land won aggregates out of Lydd quarry averaging 315 000 tonnes in 18/19 with evidence of higher production in previous years.	Disagree. The production figures for Lydd quarry have been taken account of in the Authorities' Local Aggregate Assessment and the Aggregates Data Technical Paper.
R3-063	The assertion that "marine aggregate is wholly interchangeable with land based sand and gravel" is incorrect. There are many examples of unique properties of land based mineral that cannot be replicated, including Lydd gravels and fine washed sands which are irreplaceable in certain applications.	Disagree. The Crown Estate has advised the Authorities that marine aggregate is wholly interchangeable with land based sand and gravel, and can perform the same technical tasks. It is routinely used in the production of ready mixed concrete and mortar in markets where it is imported. The presence of chloride and shell is effectively managed by producers and neither presents any technical issues. While it is not disputed that the Lydd sand may have qualities that differentiate it from other sands in terms of appearance, it is considered that alternative sands can perform the exact same technical tasks as Lydd sands, and can produce the same standard of bricks and other construction aggregate.
R3-036	Newhaven imports would not be an effective substitute for Lydd material and Rye Harbour imports would not compensate for variations in the east.	Disagree. In terms of continuing supply to the existing market areas, the Fishers Wharf development at Newhaven could provide for the western side of the Plan Area, and any market variations to the east could be compensated for by, for example, further imports using existing capacity at Rye Harbour, as well as from Kent. The Authorities consider that if necessary the market could also respond to demand by, for example, diverting exports.
R3-036	Many of the assumptions made in the Plan (capacity of wharves and potential for increased landings of marine dredged aggregate, viability and likelihood materials would be transported to serve the market area, suitability of alternative sources) are unproven. The apparent total reliance on a large increase in marine dredged aggregates and imports and failing to provide for the land-won element of the LAA the Plan is not sound.	Disagree. Details of capacity and infrastructure and how alternatives to land-won can provide for supply over the plan period is set out in the Aggregates Data Technical Paper.

R3-036	<p>The Explanation that an extension to Lydd is considered unacceptable due to harm to the interests of designated sites (SSSI) requires further consideration and re-evaluation. The area of extension promoted by the operator at Lydd only covers a small percentage of SSSI and is geomorphological not biological interest.</p>	<p>Disagree - the Authorities have taken the advice of Natural England regarding the potential impact of extracting aggregates from the extension site (promoted by the operators), and considered the proposal in the context of the NPPF. The Authorities consider that mineral working at this site could not be supported due to the significant harm it would cause to the interests of the designated areas. Natural England have advised that any proposed loss of SSSI, regardless of the size of the area, would be unacceptable and would have to be subject to an examination of alternative sources. As alternative sources of material exist which can supply the Plan Area, and as these have lesser environmental effects, the Authorities are satisfied that there are no overriding reasons why an allocation for aggregate working at this site should be included in the Plan. Natural England have also advised that in addition to the direct impacts to the geomorphological interest of the SSSI, the proposal would be likely to have direct and indirect impacts on the biological features of the SSSI. The Dungeness Romney Marsh and Rye Bay SSSI has a number of features including a number of ecological interest features. The potential impact of the proposal could damage more than one feature in the SSSI irrespective of what the feature is, be it geomorphological or biological. These are features of national importance.</p>
R3-036	<p>Closure of Lydd quarry would have an in/direct impact on the economy via job losses.</p>	<p>While there may be some impact on employment within the local area of Lydd, given that minerals infrastructure activity will continue in the Plan Area, minerals-related jobs will still be required in the wider area and in the Plan Area as a whole. In addition, information submitted as part of planning permission LW/799/CM(EIA) for the new Fishers wharf facility in Newhaven indicated that circa 100 new jobs would be created at the site, as well as 74 new full time equivalent jobs in East Sussex after accounting for scheme additionality and wider multiplier effects.</p>
R3-069	<p>Not clear how much of the 1.4mtpa imports would be reliant on importation infrastructure. Some imports including soft</p>	<p>Noted - Plan text has been amended and details of how provision has been</p>

	sand and material from Shoreham wharves will be by HGV. A breakdown of how the 1.4mtpa figure has been calculated would be beneficial.	calculated are set out in the Aggregates Data Technical Paper.
R3-065	Not objecting but concern that support for additional capacity could lead to loss to biodiversity in adjoining port areas. Recommends more careful wording of policy to ensure that proposals are supported only where they comply with the other policies set out in the WMLP.	Any proposals for additional processing capacity would be considered under WMLP policies which include environmental safeguards. Supporting text now clarifies that proposals will also be subject to the environmental protection requirements set out in other plan policies.
R3-063	Brett Aggregate assessment has identified that the only alternative capable of making supplies of sand and gravel to the Lydd market are the remote Thames wharves and Newhaven.	In terms of continuing supply to the existing market areas, the Fishers Wharf development at Newhaven could provide for the western side of the Plan Area, and any market variations to the east could be compensated for by, for example, further imports using existing capacity at Rye Harbour as well as from Kent.
R3-063	RM1 should be amended for provision of aggregates by a combined approach of seeking to protect, maintain and enhance existing aggregate importation infrastructure and capacity and recycled and secondary aggregate and critically by an allocation for an extension of Lydd Quarry.	Disagree. Alternative sources of material exist which can supply the Plan Area with lesser environmental effects, and the Authorities are satisfied that there are no overriding reasons why an allocation for aggregate working at this site should be included in the Plan. The Aggregates Data Technical Paper sets out the detail of capacity and alternative sources which can make provision for the Plan period.
R3-063	An extension at Lydd Quarry would assist in meeting the identified demand for aggregate to be met over the plan period, would enable continuity of service to an existing market and would make use of the existing plant facilities (processing and bagging) and infrastructure to meet the identified need.	The Authorities consider that mineral working at this site could not be supported due to the significant harm it would cause to the interests of the designated areas. As alternative sources of material exist which can supply the Plan Area, and as these have lesser environmental effects, the Authorities are satisfied that there are no overriding reasons why an allocation for aggregate working at this site should be included in the Plan. The Aggregates Data Technical Paper sets out the detail of capacity and alternative sources which can make provision for the Plan period.
R3-036	Extraction and restoration of this area would deliver large scale biodiversity benefits/gain delivering for the NPPF and forthcoming Environment Act.	The quarry and wider vicinity lies with of an area of significant environmental importance. There may well be opportunities to enhance the habitat and biodiversity; indeed this is the objective of the existing

		approved restoration plans for the quarry. However, further working of adjoining areas is not a requirement to increase biodiversity.
R3-063	Further extensions to Lydd Quarry would provide for an opportunity to deliver biodiversity net gain and other benefits in terms of wildlife and ecology as a whole.	The quarry and wider vicinity lies with of an area of significant environmental importance. There may well be opportunities to enhance the habitat and biodiversity; indeed this is the objective of the existing approved restoration plans for the quarry. However, further working of adjoining areas is not a requirement to increase biodiversity.
R3-036	Over reliance on MDA, and if local reserves are not allowed, alternative supply would result in longer distance lorry movements.	Disagree - the proposed Plan strategy also involves supply by recycled and secondary aggregates and other imports including crushed rock not just MDA. Lydd quarry is situated on the border between East Sussex and Kent, and therefore the supply area currently extends westwards into Kent and eastwards into the Plan area. In terms of continuing supply to the existing market areas, the Fishers Wharf development at Newhaven could provide for the western side of the Plan Area, and any market variations to the east could be compensated for by, for example, further imports using existing capacity at Rye Harbour as well as from Kent. The exact effect on haulage distances as a result of such changes is unknown. However, the new Fishers Wharf facility at Newhaven will be using a low emissions HGV fleet. In addition, the Plan's prioritisation of recycled aggregates has the potential to further offset CO2 emissions arising from any longer distances transportation.
R3-007	Under policy RM1 recommend reference to Policies S-AGG-3 and S-AGG-4 from the South Marine Plan, which refer to proposals in areas where high potential aggregate resource occurs and local sourcing of aggregates respectively.	Agree - Reference now included in the Plan.
R3-063	The increased delivery distances involved in supplying from the Thames wharves and Newhaven would result in significant increase in HGV road miles and in emissions	Lydd quarry is situated on the border between East Sussex and Kent, and therefore the supply area currently extends westwards into Kent and eastwards into the Plan area. In terms of continuing supply to the existing market areas, the Fishers

	of CO2 in comparison to the working of the proven mineral bearing land.	Wharf development at Newhaven could provide for the western side of the Plan Area, and any market variations to the east could be compensated for by, for example, further imports using existing capacity at Rye Harbour as well as from Kent. The exact effect on haulage distances as a result of such changes is unknown. However, the new Fishers Wharf facility at Newhaven will be using a low emissions HGV fleet. In addition, the Plan strategy prioritises the use of recycled aggregates which has the potential to further offset CO2 emissions.
R3-063	On the basis that there is a clear need to identify land won resources for allocation there does not appear to be any question that if that is the case that this should comprise an extension at Lydd Quarry.	Alternative sources of material exist which can supply the Plan Area with lesser environmental effects, and the Authorities are satisfied that there are no overriding reasons why an allocation for aggregate working at this site should be included in the Plan. The Aggregates Data Technical Paper sets out the detail of capacity and alternative sources which can make provision for the Plan period.

RM2

Rep ID	Comment	Authorities' Response
R3-028	Supports the Policy as it accords with national policy.	Noted.
R3-031	There is a water main with easements that runs within approximately 50-100m of the proposed Aldershaw site extension. Therefore, the Policy should include this as a development consideration.	The extension site is no longer being allocated.
R3-070	Extension will result in a direct loss of ancient woodland. In line with paragraph 175 of the NPPF development resulting in the loss or deterioration of irreplaceable habitats (such as ancient woodland and ancient or veteran trees) should be refused, unless there are wholly exceptional reasons and a suitable compensation strategy exists. Compliance with NPPF 175 required.	The previously submitted extension site is no longer being allocated. Sites outside of the 15 metres buffer area of ancient woodland may be available and are being explored by the operator. A criteria based policy is included.
R3-065	Allocation will result in the destruction of ancient woodland within a Local Wildlife	The previously submitted extension site is no longer being allocated. Sites outside of

	Site and the High Weald AONB. SWT does not believe that the Authorities have demonstrated a clear public benefit that would outweigh the loss. Compensation should not be included in any assessment to determine whether exceptional benefits outweigh the loss of ancient woodland. Evidence should be prepared to justify exceptional need. Does not comply with para 175 of NPPF.	the 15 metres buffer area of ancient woodland may be available and are being explored by the operator. A criteria based policy is now included.
R3-045	Welcomes the policy as it supports the continued production of specialist hand-made tiles that are used in historic building repairs and restorations.	Noted. This extension is no longer being allocated however a criteria based policy is included.
R3-041	Unclear whether an extension to the north-west or a site else where on the farm would be appropriate to avoid designated sites i.e. are these areas within the same seam - this should be explained in the Plan to demonstrate that extending the extraction area into the ancient woodland and LWS is the only option and that there is an imperative overriding public interest for the development. More detail required on the likely effect on the ancient woodland and the required compensation and mitigation. Any compensatory strategy should be commenced at the time permission is granted and not at restoration phase. Map 11.1 incorrectly labelled.	The previously submitted extension site is no longer being allocated. Sites outside of the 15 metres buffer area of ancient woodland may be available and are being explored by the operator. A criteria based policy is now included.
R3-021	Supports the requirements for an appropriate mitigation and environmental enhancement scheme for the operation and restoration of the entire extraction site being a requirement for any permission.	Noted. Policy no longer allocates a specific site however the requirement for an mitigation and environmental enhancement scheme remains part of the policy.
R3-067	The allocation at Aldershaw Farm should not impact on the operation of the strategic road network. A Transport Assessment and Site Management Plan including dust reduction measures and wheel washing facilities are likely to be required and request to be consulted as the site is progressed.	The extension site is no longer being allocated. Any additional extraction site which comes forward would be assessed against the existing Development Management policies within the WMP.
R3-066	Allocation within ancient woodland. There is no appropriate mitigation for the loss of irreplaceable habitats. Where ancient woodland is to be replaced by new woodland, this should aim to create 30 hectares	The previously submitted extension site is no longer being allocated. Sites outside of the 15 metres buffer area of ancient woodland may be available and are being

	of new woodland for every hectare lost. future site allocations should apply the following principles to guide both site selection and the subsequent design of development: avoid harm; provide unequivocal evidence of need and benefits; deliver biodiversity net gain.	explored by the operator. A criteria based policy is included.
R3-007	Recommends reference to Policy S-AGG-4 from the South Marine Plan, which refers to local sourcing of aggregates.	Policy RM2 relates to clay and does not correlate with S-AGG-4. However, references to the South Marine Plan policies have been added to the relevant sections of the Plan.

RM3

Rep ID	Comment	Authorities' Response
R3-069	Sites that are already being worked have been removed in explanation box which means they would no longer be safeguarded from non-minerals development which could impact the continued working of the sites. Sites often become recycled and secondary aggregate producing sites during restoration and therefore sites which have not yet been restored should continue to be on the safeguarded sites list. Supports the continued safeguarding of soft sand resource. Questions how list of safeguarded sites would be periodically review without a Plan Review.	The area around Lydd Quarry is constrained by both National and European environmental designations including SSSI, Special Protection Area and Ramsar site. The continued safeguarding of these sites is not considered feasible due to the environmental constraints which are considered overriding. This has been clarified within the supporting text. Aggregate producing sites during restoration would be considered temporary. List of sites would be updated as part of the AMR process.
R3-036	References para 204c of NPPF. Safeguarding resources rather than specific sites is essential. The Policy does not provide safeguarding or identify comprehensive MSAs for sharp sand and gravel.	Unexploited areas of sharp sand and gravel are either physically or environmentally constrained and therefore safeguarding cannot be supported. See Aggregates Resource Paper for further details.
R3-062	Does not raise an objection to the safeguarding of Folkstone Beds reserve as it is not proposed for extraction at present. However, raises concerns that it could be extracted in the future which would be unacceptable as the area is an important setting for the chalk downs. Concerns are also raised about the potential impacts on settlements and traffic.	In line with the NPPF, paragraph 210c, safeguarded areas do not create a presumption that resources defined will be worked. Impacts upon amenity, traffic etc. would be addressed at the application stage should a proposal come forward. Any application would be subject to the policies in the Waste and Minerals Plan, the South Downs Local Plan (where appropriate). Any application would need to consider major development, i.e. whether

		exceptional circumstances exist and whether development is in the public interest.
R3-070	Supports Lydd Quarry no longer being safeguarded.	Noted.
R3-043	Policy should set out what is required in MRA inclu. Type of mineral, extent of sterilisation, economic value/viability, site specific considerations and possibility for prior extraction. Information should be proportionate to site.	Separate guidance produced and to be published.
R3-043	Policy is supported.	Noted.
R3-066	Ditchling / Plumpton - Soft Sand Reserve within 3 areas of ancient woodland. Little Standard Hill, Stanton's Farm & Novington safeguarded areas adjacent to areas of ancient woodland.	Identification of resources for safeguarding does not infer they will be given planning permission. Any application would be subject to the policies in the Waste and Minerals Plan, the South Downs Local Plan (where appropriate). Any application would need to consider major development, i.e. whether exceptional circumstances exist and whether development is in the public interest in line with National Policy.
R3-065	Supports the removal of the non-permitted sand and gravel resources at Lydd Quarry from the safeguarded sites list.	Noted.
R3-041	Unclear whether the requirement for an MRA would be needed for all developments (other than those in the excluded development list). Queries whether size thresholds would be applied such as those in POS guidance. Excluded development list should be included in RM3 text. Requirement of MRA should be proportionate to development and included in Policy text. Requirements for MRA and MIA would have resource implications for County Council.	Separate guidance has been produced detailing when and what type of assessment would be required to be submitted. Reference to the excluded development list has been made in the supporting text for RM3. It is the MPAs statutory duty to respond to consultations within MSAs and MCAs.
R3-034	Ibstock; Ashdown, Chailey & Horam sites have been omitted from the Policies Map. Response includes a revised map for Horam with an area not to be included as the operator does not consider the area feasible for extraction. Revised maps for Ashdown & Chailey submitted showing full extent of resource outside of permitted areas.	Page 6 of the RPD Draft Policies Map states that: "The following locations are proposed to be safeguarded in addition to those already safeguarded as depicted in the Waste and Minerals Sites Plan" No sites have been omitted from the Policies Map. Clay resources are abundant and there are no overriding reasons to extend the safeguarded resource. The existing

		safeguarded areas are based on permitted reserves. Regarding the removal of part of the safeguarded area at Horam brickworks, there are no clear overriding reasons for this.
R3-028	Supports the safeguarding of economically viable resources and considers the policy's wording appropriate to prevent sterilisation of the minerals at these locations or prejudice their extraction. MSA maps should include all known economically important resource (even in AONB, SDNP etc) as changes can only be assessed through planning application process. Existing 2017 MSAs doesn't include all known resource therefore there is risk of potentially viable resources becoming sterilised.	The NPPF states that LPAs should adopt appropriate policies so that known locations of specific minerals resources of local and national importance are not sterilised by non-mineral development where this should be avoided. The Aggregates Resource Topic paper sets out reasons for why all known resources are not being safeguarded - many of the seams are narrow or would require extraction from river beds. For clarification, the word 'potentially' has been inserted before viable in the policy text.
R3-007	Recommends reference to Policy S-AGG-3 South Marine Plan, which refers to proposals in areas where high potential aggregate resource occurs.	There is no clear link between Policy S-AGG-3 and the safeguarding of minerals resource. However, references to the South Marine Plan policies have been added to the relevant sections of the Plan.

RM4

Rep ID	Comment	Authorities' Response
R3-028	The requirement for a minerals resource assessment (MRA) to assess the feasibility of prior extraction should be included within the Policy text. Criteria of the Policy should be further developed to include cases where it can be demonstrated there is an overriding need for sterilising non-mineral development and prior extraction would have an adverse effect on the viability of the development. Considers further exemptions relating to specific developments e.g. non-material amendments exemption should apply to the Policy.	Requirement for the MRA is included within supporting text and separate guidance has been produced. The need for a MRA may not always be applicable. Part b) of RM4 addresses the comment regarding viability and the criteria is based on NPPF requirements. The 'excluded development' list included in the RPD states it applies to this policy. However, wording has been added to supporting text stating it should be read in conjunction with the excluded development list.
R3-036	Supports the Policy.	Noted.
R3-041	Notes that this policy has stronger wording than SP8. Requirement for MRA should be included in Policy text and details of when MRAs would be required is needed.	Guidance produced which has been referenced within the supporting text of the Policy.

R3-034	In response to the prior extraction policy: Part b) - Operators plan many years ahead for permitted reserves. Conflicting form of development could sterilise minerals which would not ordinarily be extracted for many years, meaning the relevant mineral operator cannot 'practically or feasibly extract' said mineral. Minerals should be retained as a long term resource. Modify or preferably remove b).	Mineral Resource Assessments would be a mechanism to ascertain whether it is viable to extract the resource at that point in time. Policy wording reflects the requirements of the NPPF para 210(d).
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RM5

Rep ID	Comment	Authorities' Response
R3-036	Supports the Policy.	Noted.
R3-028	Supports the direction of the Policy. The terms 'vicinity' and 'disturbance' i.e. noise, light, dust should be defined in policy text to assist LPAs when applying the policy.	Mitigation in line with the agent of change principle would be dependent on the location i.e. rural/urban, type and use of the proposed non-minerals development. It is difficult to define vicinity as a non-minerals development located 250m from an infrastructure site in an urban area would be affected differently to a non-minerals development 250m from an infrastructure site in a more rural area e.g. the railhead at Mountfield. The term 'disturbance' has been defined within the supporting text.
R3-063	It is considered that the Policy could be more strongly worded in terms of the requirements of proposals coming forward which could prejudice the operation of the safeguarded infrastructure - similar to RM6.	Proposals within close proximity of infrastructure sites (except excluded development) would be subject to a minerals infrastructure assessment. A separate guidance document details the requirements of this.
R3-063	Wording of RM5 should be consistent with RM6 i.e. infrastructure facilities are safeguarded against development which would unnecessarily sterilise or prejudice its use. RM5 should use same wording 'should not be permitted' as opposed to 'will not be supported'.	Agreed. To ensure consistency between policies, the wording in RM5 has been amended.
R3-069	A consistent approach to M10 of the JMLP should be taken i.e. listing specific wharf sites to show that authorities are working together to ensure that sufficient wharf capacity is being safeguarded. Questions	The authorities' approach of safeguarding all wharves within the Brighton & Hove part of Shoreham Port is long-established and was found sound by the appointed inspector during the examination of the Waste and Minerals Plan in 2013. A

	how list of safeguarded sites would be periodically review without a Plan Review.	Statement of Common Ground has been agreed with West Sussex County Council which sets out an agreed future policy approach with regard to Shoreham. The list of sites would be updated as part of the AMR process.
R3-041	Minerals Infrastructure Assessment (MIA) requirement should be in policy text. A requirement for a MIA to accompany all planning applications within it (other than the excluded development listed at paragraph 6.50) could be unduly onerous. Details of when an MIA is required and excluded development list should be referenced.	The separate guidance document on MIA's would includes details for when one is required and these would be proportionate to the scale of the proposed development. This has been clarified within the supporting text.
R3-041	Does not object to the agent of change principle text if it does not restrict the development of Land at Stoneworks Cottages, Rye Harbour, which is allocated for residential development in the DASA.	The Agent of Change Principle is set out within National Policy therefore decision-makers already have a duty to apply this principle.
R3-007	Recommends reference to Policy S-AGG-3 South Marine Plan, which refers to proposals in areas where high potential aggregate resource occurs.	There is no specific link between this policy and RM5. However, references to the South Marine Plan policies have been added to the relevant sections of the Plan.

RM6

Rep ID	Comment	Authorities' Response
R3-038	Concreting batching plant in Jarvis Brook Crowborough can only be accessed by road and the routes are already congested due to surrounding developments - these constraints are not addressed within the Policy.	Traffic impacts would have been considered at the decision making stage by the LPA. Policy WMP26 would capture issues relating to traffic impact.
R3-041	No comments.	Noted.
R3-007	Recommends reference to Policy S-AGG-3 South Marine Plan, which refers to proposals in areas where high potential aggregate resource occurs.	There is no clear link between Policy S-AGG-3 and the safeguarding of concrete batching facilities. However, references to the South Marine Plan policies have been added to the relevant sections of the Plan.
R3-036	Supports the Policy.	Noted.

R3-069	Questions how list of safeguarded sites would be periodically review without a Plan Review.	Policy wording takes precedence over maps or other illustration; a facility is considered safeguarded if it meets the criteria of the policy. List of sites would be updated as part of the AMR process - wording has been added to the supporting text to explain this.
R3-028	The policy text could be strengthened if 'The MPA will' was to be replaced with 'Planning permission will only be granted for development that is incompatible with the safeguarding of facilities for concrete batching, coated stone materials manufacture and other concrete products within the urban area where it is demonstrated that'	Agreed. The wording within the policy has been amended.
R3-063	Should include reference to agent of change principle.	Reference to the principle has been added to supporting text.

RM7

Rep ID	Comment	Authorities' Response
R3-028	The Plan is part of the Development Plan for the entire area and is specific to the mineral and waste development policy coverage of the entire area and should therefore include SDNP. RM7 should be the MCA policy for all Plan Area Authorities. Excluded development list could be within Policy Text.	The supporting text states that BHCC and SDNPA would consider this in their own decision taking. Relevant LPAs in these areas would apply this policy as part of the Development Plan. The excluded development list applies to various policies and has therefore been moved earlier in the document and text added to explain which policies it applies to.
R3-041	The need to enlarge MCA for wharves at Rye Harbour is unclear, but notes it correlates with Harbour Road employment area and residential allocation boundary. There are concerns that MCA would conflict with the development of new employment buildings. Questions the need to protect a greater area than Rastrums wharf, extension northwest and access. Notes that planning applications within the Harbour Road Employment Area will be determined by the District Council in accordance with Policy RHA2 of the DaSA Local Plan (2019) which includes criteria to protect wharves.	The wider MCA at Rye Harbour is to ensure the MWPA are consulted on development proposals which could compromise operations and capacity at the wharf even if they are not actually on the wharf site itself. For example, residential development adjacent to a wharf may not be compatible with the noise and dust potentially resulting from the wharf operation.

	RPD should state that RM3 and RM5 should be read in conjunction with RM7.	
R3-041	Excluded development list is welcomed.	Noted.
R3-041	Policy requirements should not cause a delay in determining applications.	It forms part of the County Council's statutory duty to respond to consultations in a timely manner.
R3-041	Supporting text may cause confusion as it refers to MSAs and recommends removal of this reference.	Reference to MSAs has been removed from the supporting text.
R3-041	The level of information required in Infrastructure Assessment needs to be made clear in the policy. It is important that any additional requirements which arise as a result of extending the MCA do not compromise the delivery of development in this key employment area or the allocated housing site.	Separate guidance has been produced to assist both LPAs and developers/applicants. Information requirements would be proportionate to the scale and nature of the development and each proposal would be assessed on a case by case basis in accordance with the guidance.
R3-036, R3-063	Supports the Policy.	Noted.

RV1

Rep ID	Comment	Authorities' Response
R3-028	KCC support the approach taken in relation to development in the National Park and AONB as it accords with national policy.	Noted.
R3-045	HE welcomes the protection of designated landscapes within RV1	Noted.
R3-044	Town Council has concerns that the inclusion of 'exceptional circumstances' in policy RV1 will allow development to come forward in protected landscape.	The NPPF is clear that circumstances may exist that could allow development to come forward within protected landscapes. Those circumstances would be 'exceptional' and need to be considered at the time that an application is submitted. RV1 reflects national policy.
R3-064	There would not be exceptional circumstances for large scale waste and minerals development within Hastings.	The wording within RV1 aligns with the NPPF.
R3-041	The inclusion of a new policy - RV1 - which relates to the South Downs National Park and the High Weald Area of Outstanding Natural Beauty - is welcomed. We have no	Noted.

	other comments on Policy RV1 subject to consideration of what specific comments are made on this Policy by the High Weald AONB Unit and Natural England.	
R3-043	Minerals development can have positive as well as adverse impacts and this should be reflected within the wording of RV1. Wording of RV1 should not paraphrase national policy and suggestions are made to improve the wording to that effect.	RV1 aligns with national policy. There may be instances where, on balance, major development can take place within designated landscapes and this includes where benefits of restoration can be secured. There is a separate policy within the WMP that relates to restoration.
R3-065	Support the replacement of policy WLP2 with new policy RV1. We recommend that the Authorities take the advice of the High Weald AONB until as to the suitability and robustness of the policy wording.	Noted
R3-062	Support for the wording in RV1 in relation to the purposes and duty of the national park as well as support for the policy criteria relating to the backfilling of quarries.	Noted.
R3-070	Support for the text in RV1. Request an additional criteria to require an mitigation package to be implemented	Note support for the policy wording. The Authorities do not feel that additional wording is required as planning permission would only be granted on the basis that the mitigation would happen.
R3-061	Concern that RV1 allows for exceptional circumstances and suggests more restrictive wording to protect the designated landscapes in the Plan Area	The wording within RV1 aligns with the NPPF.

RV1 (Purpose)

Rep ID	Comment	Authorities' Response
R3-041	Typographical error - Under the "Purpose of Policy RV1" on page 14 there is an extra "the" which needs deleting: ...and the purposes and objectives of the High Weald Area of the Outstanding Natural Beauty Management Plan.	Noted.

RW1

Rep ID	Comment	Authorities' Response
R3-007	Under policy RW1, RM1 and RM2 we recommend reference to Policy S-AGG-4 from the South Marine Plan, which refers to local sourcing of aggregates.	References to the South Marine Plan and its policies have been added to the Plan. The policies of the South Marine Plan should be considered in the determination of planning applications where relevant.
R3-028	Support for policy.	Noted.
R3-065	SWT supports the consolidation of policies WMP7a and WMP7b into policy RW1	Noted.
R3-039	The change in policy and wording weakens the protection for areas outside of those currently preferred and allows a "get out clause" to permit development outside of these areas.	Policy RW1 and WMP7a contain the same clause.
R3-015	Policy should be altered so that it only applies to land uses involved in the prevention, reduction and reuse of waste.	The WMLP must ensure that there is adequate provision for the management of all types of waste. Recycling, recovery and disposal are all important elements in the waste hierarchy alongside prevention and reuse.
R3-065	Concerned about criteria B3 as it is not clear what 'overriding reasons' means in this context. Further detail should be provided as to the need for this caveat.	This enables, subject to the appropriate permission, for the continued use of waste management and minerals processing at locations after the landfilling or quarrying has ceased. This enables making the most sustainable use of these facilities, where it is appropriate.

Recycled aggregates, advocating for more

Rep ID	Comment	Authorities' Response
R3-005	Advocates reducing CDEW waste to produce more recycled aggregates to substitute for virgin materials. Not in line with Councils climate emergency commitment.	The Plan strategy for aggregates provision is to provide alternatives to land-won aggregates such as recycled and secondary aggregates as well as imports. There are limitations to the contribution that recycled materials can make to overall supply due to specifications and volumes of CDEW needed as feedstock. However a new policy now clarifies that the use of recycled and secondary aggregate will be prioritised over virgin materials. Plan text has also

		been amended to emphasise the contribution that recycled and secondary materials can make to provision.
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Sustainability Appraisal

Rep ID	Comment	Authorities' Response
R3-065	Topic D: Loss of irreplaceable habitat cannot be mitigated or fully compensated for. Annex D Objective 9 (climate change) is flawed: ancient woodland and its soils are a carbon sink and destruction would release greenhouse gases and a loss of habitats would stop the isolation of carbon. Objective 14: disagrees that loss of ancient woodland can be mitigated or fully compensated for as it is irreplaceable and therefore net gain biodiversity can never be achieved where it is destroyed. Does not comply with Para 174 of NPPF.	The previously submitted extension site is no longer being allocated. Sites outside of the 15 metres buffer area of ancient woodland may be available and are being explored by the operator. A criteria based policy is included. The Sustainability Appraisal has been amended accordingly.

Sustainability Appraisal. Lydd quarry

Rep ID	Comment	Authorities' Response
R3-063	the Sustainability Appraisal is clear that the options being considered whilst the revised policies were being prepared in relation to the strategy for the provision of sand and gravel were either a) to provide the required sand and gravel by maintaining the existing mix of recycling, imports and quarrying. This option would involve the allocation of the extension at Lydd Quarry; or b) was to not allocate the extension at Lydd Quarry and rely on recycled and imported sand and gravel.	These points have been noted by the Authorities as part of the Sustainability Appraisal.
R3-063	The Sustainability Appraisal does raise the prospect of project level mitigation	These points have been noted by the Authorities as part of the Sustainability Appraisal.
R3-063	Sustainability Appraisal Report (March 2020) Technical Annex D, Appraisal of Sites - reflects the above conclusions confirming that 'it is highly unlikely that secondary aggregates would be able to meet the demand for aggregates within the Plan' and that 'non-allocation [of a Lydd Quarry	These points have been noted by the Authorities as part of the Sustainability Appraisal.

	Extension] is likely to result in aggregate being transported over a longer distance’.	
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Traffic

Rep ID	Comment	Authorities' Response
R3-039	Construction traffic should be required to avoid minor and rural roads.	It is very difficult to restrict the roads which construction traffic uses. For large schemes, routing agreements are sometimes possible through S106 agreements, but not always.
R3-019	Plan would result in additional traffic in Newhaven.	The proposed Revised Policies rely on the use of existing permitted facilities. This may increase traffic levels around existing facilities. Most minerals and waste facilities have limits on vehicle movements which restrict the number of movements at any given site.
R3-023	Plan should sort A259.	Traffic is a consideration in the determination of planning applications under Policy WMP26
R3-037	Concerned about traffic levels (Newhaven)	Noted - The Plan as proposed does not propose additional development beyond that which is already permitted.

WMP17

Rep ID	Comment	Authorities' Response
R3-065	SWT believes that in line with the changes required to policy WMP27, the authorities should also consider updating policy WMP17 to better reflect the requirements of paragraph 170 and 171 of the NPPF. In particular, Biodiversity Action Plans are not the only relevant evidence base and are often out of date. We feel it is restrictive to only reference these, when documents such as the SxLNP Natural Capital Investment Strategy could be equally as relevant. We therefore recommend the following changes to policy WMP17: 1. In criteria b. remove the word 'can' and delete from the word 'assist' to the end of	The Authorities consider that WMP17 remains sound at this time. It will be subject to review as part of a full review of the Plan.

	the sentence. 2. Replace reference of WMP27 with reference to RD1.	
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WMP18

Rep ID	Comment	Authorities' Response
R3-067	We [Highways England] consider that the transport of minerals and waste has the potential to generate a significant number of Heavy Goods Vehicle (HGV) movements using the SRN. We note that Policies WMP18 (Transport - Road, Rail and Water) and WMP 26 (Traffic Impacts) remain unchanged, which reference managing and mitigating adverse traffic impacts from the proposed developments. We also note Paragraph 3.36 of the Revised Policies document which states the current limitations of the road network as a consideration in planning for new development.	Noted.

WMP24

Rep ID	Comment	Authorities' Response
R3-061	Climate Change Policy WMP24 is no longer fit for purpose. In order to remain sound, it requires up-dating to reflect your Authority's obligations to contribute to achieving national and your own local net zero emissions targets. This also affects Policy RD1.	Climate change is currently addressed through Policy WMP 24a Climate Change; a review of this policy is not within the scope of this partial review. As set out in the Context section of the plan, it will be the subject of the next full review of the Plan.

WMP28a

Rep ID	Comment	Authorities' Response
R3-021	We [Environment Agency] have reviewed other Development Management policies in the adopted Local Plan relevant to our remit. The existing policy WMP28a Flood risk is still fit for purpose and coupled with the requirements in the NPPF can ensure that flood risk management and resilience is	Noted.

	fully considered through the determination of a planning application.	
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WMP28b

Rep ID	Comment	Authorities' Response
R3-021	WMP28a Water Resources and Water Quality provides certain comfort that the impact of development proposals on water resources and water quality will be considered as we highlighted in our original submission to the Waste and Minerals Plan prior to its adoption in 2013 we have some concerns with the use of the term “unacceptable” adverse impacts and that by very nature suggests that some adverse impacts are appropriate. If there are any opportunities to strengthen this policy further as part of the review of the Waste and Minerals Local Plan we would welcome this.	The word "unacceptable" is required in the policy because the term 'risk' requires quantifying. Without quantifying almost all development poses some, even if miniscule, level of risk.

WMP3b

Rep ID	Comment	Authorities' Response
R3-017	Seeks the establishment of a composting collection service in the Plan Area.	The WMLP ensures that there is adequate land provision for waste management facilities. Collection of household waste is the responsibility of the borough, district and city councils.

WMP3c

Rep ID	Comment	Authorities' Response
R3-017	Seeks the incorporation of policies that seek to change people's behaviour so that they don't use single use plastics.	The WMP promotes the general reduction in the production of all waste.
R3-017	Suggests the disposal of non-recyclable plastics at the CTEC Plant, Newhaven.	Noted.

WMSP-A/B

Rep ID	Comment	Authorities' Response
R3-002	Residential dwellings have been permitted under prior-notification, suitability of site of waste management uses should be considered.	Noted; this will be a consideration when the topic of waste management is reviewed in a future review.
R3-002	Site owner wishes to promote site for housing; site has not been developed for waste uses to date; site should be de-allocated for waste uses.	At this time, the Authorities are focusing on minerals provision within the WMLP. It is anticipated that the topic of waste management will be undertaken in a subsequent review. Allocated sites for waste management are safeguarded for that use under policy WMP6. However, that policy does state that where "it is demonstrated that alternative capacity is permitted and delivered elsewhere within the Plan Area, or unless it is demonstrated that the waste management provision is no longer needed to meet either local or strategic needs" that a site will no longer considered to be safeguarded. Proposals for non-minerals and waste uses, submitted in the form of submissions to the relevant district or borough local plan or as a planning application, that demonstrated that the criteria was met, could be allocated or permitted to be used for other uses. From the information available in the WMP and AMR in the context that that the WMLP make waste management provision until 2026/27, meeting the criteria above does not appear to be insurmountable at this time.

WMSP-A/C

Rep ID	Comment	Authorities' Response
R3-050	Site owner wishes to de-allocate site; site has not been developed for waste uses to date; site surroundings have changed since allocation; site should be de-allocated for waste uses.	At this time, the Authorities are focusing on minerals provision within the WMLP. It is anticipated that the topic of waste management will be undertaken in a subsequent review. Allocated sites for waste management are safeguarded for that use under policy WMP6. However, that policy does state that where "it is demonstrated that alternative capacity is permitted and

		delivered elsewhere within the Plan Area, or unless it is demonstrated that the waste management provision is no longer needed to meet either local or strategic needs" that a site will no longer considered to be safeguarded. Proposals for non-minerals and waste uses, submitted in the form of submissions to the relevant district or borough local plan or as a planning application, that demonstrated that the criteria was met, could be allocated or permitted to be used for other uses. From the information available in the WMP and AMR in the context that that the WMLP make waste management provision until 2026/27, meeting the criteria above does not appear to be insurmountable at this time.
R3-014	Concerned by potential effects of any future waste facility on site in relation to traffic; hours of operation; noise; air quality, and drainage.	These matters would be subject to the development management policies contained within the WMP to ensure that any proposed development is acceptable.
R3-014	Residential dwellings have been permitted under prior-notification, suitability of site of waste management uses should be considered.	Noted; this will be a consideration when the topic of waste management is reviewed in a future review.

Waste

Rep ID	Comment	Authorities' Response
R3-019, R3-022, R3-023, R3-024, R3-025, R3-027, R3-029, R3-048, R3-052, R3-054, R3-055, R3-056, R3-057, R3-058, R3-068	Plan should focus on preventing and reducing waste in order to tackle climate change.	Adopted Policy WMP3a, supported policies WMP3b-e in the WMP seek to achieve this. Policies WMP24a and WMP24b directly relates to climate change.
R3-055	Plan is not consistent with the waste hierarchy.	The overall approach to minerals provision is set out in WMP4 which prioritises secondary aggregate over virgin material. The approach to waste management it set out in policy WMP3a, which embeds the waste hierarchy into the WMLP.
R3-055	Plan does not properly address the UK government's legal commitment to the Paris Agreement on climate change	The Revised Policies Document is a targeted amendment to the WMLP. The waste

		management policies will be updated in a future review.
R3-009	<p>The Resources and Waste Strategy focuses on becoming a 'Circular Economy' highlighting key targets and milestones such as a 75% recycling rate for packaging by 2030, 65% recycling rate for municipal solid waste by 2035 and for 10% (or less) waste to landfill by 2035. These targets run in line with the Governments 25 year plan in order to move away from a 'Linear' economic model and to leave our environment in a better place for future generations. These documents are all highlighted in the draft plan under section 'National Policies and Strategies' Para 3.6 & 3.8, however it is unclear as to where these have been reviewed and implemented into the published documents.</p>	<p>The WMP was written prior to the introduction of the term Circular Economy. However, although it was written prior to that, it contains high targets (95% and greater) for diversion to landfill for the three major waste streams. The waste management policies contained within that plan make provision until 2026/27. The plan makes provision for adequate recycling and recovery capacity to meet the recycling targets within the plan. The WMP also permits the provision of recycling capacity in lieu of recovery capacity. The achievement of 75% recycling rate for packaging in part relies on the producers of packaging changing their products and ensuring that it is made of materials that can be recycled. The WMP does not preclude this happening. The 65% recycling rate for MSW is more complex, and would need to be addressed though either a future waste management contract or other arrangements made by the City and County Councils, which should be prepared at the same time as the waste land use policy. The Authorities have focused this review in the view that waste management would be better addressed in a subsequent review.</p>
R3-039	I applaud the reduction in waste going to landfill and the work which has been done to achieve this. I hope that the trend continues downward, as there are further improvements to be made.	Noted.
R3-006	Contaminated sites should be managed properly.	Contaminated sites are regulated by the Environment Agency.
R3-011	Plan should focus on preventing and reducing waste in order to tackle climate change.	Adopted Policy WMP3a, supported policies WMP3b-e in the WMP seek to achieve this. Policies WMP24a and WMP24b directly relates to climate change.
R3-018	Why do we still consider It responsible to extract building materials from the seabed. Why is it impossible to recycle most building waste and repurpose it rather than consign it to land fill?	The amount of recycled aggregate that could be produced and used was a factor when calculating the amount of aggregate required; the amount that can be produced is insufficient to meet the amount required. See WMP4 for broad approach.

R3-011, R3-019, R3-022, R3-023, R3-024, R3-025, R3-027, R3-029, R3-048, R3-052, R3-054, R3-055, R3-056, R3-057, R3-058, R3-068	Objects to additional waste management development in areas where waste management facilities are concentrated.	This is addressed by WMP25 and WMP19.
R3-011, R3-019, R3-022, R3-023, R3-024, R3-025, R3-027, R3-029, R3-039, R3-048, R3-052, R3-054, R3-055, R3-056, R3-057, R3-058, R3-060, R3-068	Plan should include high targets on waste reduction, reuse and recycling.	Targets for MSW (LACW), C&I and CDEW waste are included in the WMP - tables 3, 4, and 5. These seek to achieve the following recycling & recovery rates by 2025/26 (LACW: 55% / 98%; C&I: 70% / 98%; CDEW: 50% / 98%)
R3-011, R3-022, R3-023, R3-024, R3-025, R3-027, R3-029, R3-048, R3-052, R3-054, R3-055, R3-056, R3-057, R3-058, R3-068	Plan should not permit large energy recovery facilities.	The WMLP makes provision for the safe management of all waste and recovery or disposal is currently the only option for some types of waste. The WMLP makes adequate provision for waste management until 2026/27 and this topic not the focus of this review. It is anticipated that it will be addressed in a future review.
R3-019	Plan should include support for waste reduction, reuse and recycling.	The WMP contains a number of policies that seek to achieve this: WMP3a, WMP3b, WMP3d in particular.
R3-046	The Plan should place an increased emphasis on a 'circular economy' approach to the recycling and reuse of construction waste materials	The WMP was written prior to the introduction of the term Circular Economy. However, although it was written prior to that, WMP3a and WMP3b embeds the waste hierarchy into the Plan. WMP3d specifically addresses the management of construction waste.
R3-009	Seeking reassurance that the Authorities have completed a full review of its waste needs and its provision for waste to ensure they are sufficient within the plan area.	At the outset of this review the Call for Evidence and Sites set out the areas of the WMLP that the Authorities had identified required amending, following the submissions to that the Draft Revised Policies Document was prepared. The Authorities consider that the general topic of waste management is currently considered to be adequately addressed by the existing plan for the life of WMP i.e. until 2026/27. This review will not extend the life of those policies, and it will be the subject of a subsequent review.
R3-064	The opportunities to reuse building materials for construction projects should be	The Waste and Minerals Local Plan is concerned with land use policies related to

	maximised, either from the site if available, or from elsewhere. This should be a policy consideration as it is an important part of the waste hierarchy and supports the principles of a circular economy. There is a huge amount of research going on at the moment looking at buildings as material resource banks of the future and this should be recognised in these policies.	waste and minerals development. The promotion of the use of recycled and reused material in other developments is best achieved through either industry specific intervention by government or through the local plans that control such developments as prepared by the district and borough councils. See WMP3d and WMP21 for more information in relation to waste minimisation.
R3-038	The plan and policy documents need updating to reflect the closure of the Forest Row recycling site.	The Authorities periodically review the safeguarded sites list. At this time, the site has not yet met the criteria to be de-safeguarded.
R3-015	Plan should include high targets on waste reduction, reuse and recycling.	This is contained within WMP Policies 3a - 3e. The topic of waste management is not the focus of the current partial review.
R3-046	Proposal at para 2.1 to retain the existing policy WMP3d: Minimising and Managing Waste During Construction, Demolition and Excavation is welcomed.	Noted
R3-038	The plan lacks a clear strategy for shifting the balance of waste disposal from incineration to recycling, re-use, or reduction.	The WMLPs preference for ensuring that waste is managed as far up the waste hierarchy as practicable is set out in WMP3a, 3B and 3d.
R3-015	Plan should seek to reduce the amount of CD&E waste.	This is addressed by WMP3a & WMP3d
R3-006	Plan should promote waste minimisation.	This is addressed by WMP3a
R3-019	Plan should not permit large energy recovery facilities.	The WMLP makes provision for the safe management of all waste and recovery or disposal is currently the only option for some types of waste. The WMLP makes adequate provision for waste management until 2026/27 and this topic not the focus of this review. It is indicated that it will be addressed in a future review.
R3-005	Plan should increase use of waste in construction (including recycled aggregates).	The broad strategy in relation to minerals does this, as set out in WMP4, in respect of recycled aggregates.
R3-005	Plan should include targets for the reduction of waste produced by the construction industry.	This is addressed by WMP3a & WMP3d

R3-046	Policy RD1 could be expanded to identify a requirement for at least 10% biodiversity net gain, in line with the emerging Environment Bill.	The policy is worded to ensure that net-gain is provided. Duplication of the exact level and metrics used to determine it, which will be addressed through national legislation, is unnecessary.
R3-039	Plan should require construction industry to use more green and recycled materials.	Policy WMP21 Opportunities for Sustainable Waste Management and Minerals Production in Other Developments seeks to reduce waste, but the WMLP isn't the appropriate document to specify the type of materials to be used in all developments. The requirement to use recycled and green materials is best addressed through industry wide intervention or through district and borough local plans for which the materials used in development can be better addressed.

Waste Site Safeguarding.

Rep ID	Comment	Authorities' Response
R3-013	A waste management operation was permitted on the site known as "The Old Coal Yard, Hailsham". It should be shown as a safeguarded waste site within the Plan.	Noted. Safeguarding list updated.

Waste, Circular Economy

Rep ID	Comment	Authorities' Response
R3-015	The circular economy approach to construction materials being developed as policy by BHCC should be incorporated into the WMLP.	The WMP was written prior to the introduction of the term Circular Economy. However, although it was written prior to that, it contains high targets (95% and greater) for diversion to landfill for the three major waste streams. The waste management policies contained within that plan make provision until 2026/27. The Authorities have focused this review on minerals with a view to addressing waste management in a subsequent review.
R3-015	Support references to Circular Economy.	Noted.

Appendix A – List of Representations with links

Rep Number	Submission Number	Links	Respondent
R3-001	1	R3-001.pdf (Size: 54.61K)	Test
R3-001	2	R3-001 .pdf (Size: 67.2K)	Test
R3-002	1	R3-002.pdf (Size: 57.83K)	David Collins
R3-002	2	R3-002A [R] (Collins).pdf (Size: 247.95K)	David Collins
R3-002	3	R3-002 .pdf (Size: 104.79K)	David Collins
R3-003	1	R3-003.pdf (Size: 58.1K)	Shoreham Port
R3-003	2	R3-003 .pdf (Size: 77.51K)	Shoreham Port
R3-004	1	R3-004.pdf (Size: 57.73K)	East Chilmington Parish Council
R3-004	2	R3-004 .pdf (Size: 98.86K)	East Chilmington Parish Council
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R3-006	1	R3-006.pdf (Size: 55.42K)	Amanda Jobson
R3-006	2	R3-006 .pdf (Size: 85.04K)	Amanda Jobson
R3-007	1	R3-007.pdf (Size: 55.14K)	Marine Management Organisation
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R3-007	3	R3-007B [R] (MMO).pdf (Size: 309.91K)	Marine Management Organisation
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R3-008	4	R3-008C (Gatwick Airport) 15km Gatwick Safeguarding Zone Extends LGW4151 18-05-20.pdf (Size: 603.28K)	Gatwick Airport
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R3-010	1	R3-010.pdf (Size: 58.85K)	Kier
R3-010	2	R3-010A [R] (Kier).pdf (Size: 197.55K)	Kier
R3-011	1	R3-011.pdf (Size: 56.46K)	Shushter et al
R3-011	2	R3-011A (Shuster et al.) Signatory List.pdf (Size: 155.23K)	Shushter et al
R3-011	3	R3-011B [R] (Shuster et al.) Action Network First Email.pdf (Size: 131.87K)	Shushter et al
R3-012	1	R3-012.pdf (Size: 57.58K)	Wienerberger

R3-012	2	R3-012A [R] (Wienerburger) Brett Aggregates Letter of Support - Lydd Quarry 13.07.2020.pdf (Size: 1,756.98K)	Wienerberger
R3-013	1	R3-013.pdf (Size: 58.73K)	Alan Potter - Beyond Waste
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R3-043	6	R3-043E [R] (Dudman Group)Safeguarding Mineral Resources POLICY RM3.pdf (Size: 67.67K)	The Dudman Group
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R3-049	10	R3-049Info4(Brett Aggregates) 4. 2016 07 15 - Brett Statement of Case to WSMP EiP.pdf (Size: 27.44K)	Brett Aggregates
R3-049	11	R3-049Info5 [R] (Brett Aggregates) 5. 2017 11 20 - Brett R-SF02 Response Form - A4 Edition.pdf (Size: 706.12K)	Brett Aggregates
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R3-063	2	R3-063A [R] (Day Group) Firstplan for Day Group, Response to East Sussex etc Waste (Size: 452.22K)	Day Group
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R3-063	4	R3-063C (Day Group) Document 2 - Day Group Land at North Quay Newhaven, Google Maps Extract.pdf (Size: 325.6K)	Day Group
R3-064	5	R3-064.pdf (Size: 56.97K)	Hastings Borough Council
R3-064	6	R3-064A [R] (Hastings).pdf (Size: 208.05K)	Hastings Borough Council
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R3-070	1	R3-070.pdf (Size: 59.33K)	Natural England

R3-070	2	R3-070A [R] (NE) 316656 - Natural England response.pdf (Size: 142.36K)	Natural England
R3-070	3	R3-070B [R] (NE) 316656 - Natural England response Additional Info.pdf (Size: 203.01K)	Natural England

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Appendix 2 – Summary of Supporting and Background Evidence Documents

Supporting Documents

Habitats Regulations Assessment - A HRA refers to the several distinct stages of Assessment which must be undertaken in accordance with the Conservation of Habitats and Species Regulations 2017 (as amended) and the Conservation of Offshore Marine Habitats and Species Regulations 2017 (as amended) to determine if a plan or project may affect the protected features of a habitats site before deciding whether to undertake, permit or authorise it.

The HRA concludes that the plan review will not result in likely significant effects on any European sites either alone or in combination with other plans and projects.

Strategic Flood Risk Assessment (SFRA) - collates information on all known sources of flooding that may affect existing or future development within the plan area.

Sustainability Appraisal (SA) - The role of the SA is to promote sustainable development by assessing the extent to which the emerging plan, when judged against reasonable alternatives, will help to achieve relevant environmental, economic and social objectives. It concludes that the revisions to policies will not result in significant changes to the SA assessments of the policies as originally worded. The exception is WMP27 which now references biodiversity net gain and will likely be more effective at environmental protection.

Although the overall strategy now increases the reliance on marine dredged and imported materials, the impacts are considered to be minimal and controlled by legislation and policy. There may be some localised impacts around wharves and railheads in relation to the transportation of materials but these are likely to be small scale.

New Policy RM0 promotes reductions in the use of materials in construction, and then use of recycled and secondary aggregate. The effect should reduce overall energy and resource use including through a reduced need to transport materials, with a consequent positive effect in addressing climate change.

Background Evidence Documents

Aggregate Data Technical Paper - details how the Authorities have approached estimating the aggregate requirements for the Plan Area to ensure that there will be adequate provision during the plan period (2019-2034) and supports the strategy and policies set out in the RPD.

Safeguarding Mineral Resource Topic Paper – sets out how the safeguarding of minerals resources and infrastructure associated with minerals supply (e.g. wharves, railheads, processing plants) will take place within the Plan Area. It explains how the safeguarding policies in the East Sussex, South Downs and Brighton & Hove Waste and Minerals Local Plan will be implemented in practice.

East Sussex, South Downs and Brighton & Hove
Waste and Minerals Local Plan

Waste and Minerals Local Plan
Revised Policies

Proposed Submission Consultation Document

September 2021



Draft Revised Policies Consultation 2021

Draft Revised Policies Consultation 2021

East Sussex County Council, the South Downs National Park Authority and Brighton & Hove City Council (the Authorities) are undertaking a review of the East Sussex, South Downs and Brighton & Hove Waste and Minerals Local Plan. In 2020, the Authorities published and held a public consultation on a proposed Draft Revised Policies document. This is a Local Plan document that seeks to alter and update parts of the existing minerals and waste local plan documents. Since then, the Authorities have considered the response to that consultation and drafted a second version of the Draft Revised Policies (this document). It has now been published for a second public consultation known as a Pre-Submission or Regulation 19 Consultation.

What is a Pre-submission / Regulation 19 Consultation?

Before a Local Plan can be adopted as policy, it must be subject to a Public Examination by an independent Inspector. The Inspector examines whether the plan has met certain legal requirements and is 'Sound'. For a plan to be sound, it must be positively prepared, justified, effective and consistent with national policy. The Pre-submission / Regulation 19 Consultation seeks your views on whether the draft Plan has met the required legal requirements, whether it is sound or not, and if it is not sound, how it should be altered to make it sound.

How do I respond?

Responses may be made by email or post using the addresses below, or using the online form. Please include your name and your address in any response. For more information on how we will use your data, please see our [privacy notice](#).

Your response should clearly state:

1. if your comment relates to the legal compliance and / or soundness of the plan;
2. the issue(s) that you wish to raise;
3. and in the case of comments relating to soundness, how the plan should be altered to make it sound.

Comments may be submitted:

Online - <http://consult.eastsussex.gov.uk>

Email - wasteandmineralsdf@eastsussex.gov.uk

Post - RPD Consultation 2021, Planning Policy and Development Management - Communities, Economy and Transport, East Sussex County Council, County Hall, St Anne's Crescent, Lewes, BN7 1UE.

The deadline for comments is **TBC.**

Draft Revised Policies Consultation 2021

Can I respond anonymously?

Responses without a name or address, or indicating that they do not wish their name or address to be published will be treated as anonymous responses, these will be published as such and may not carry the same weight as other responses. Further information can be found in the [privacy notice](#).

What happens next?

All responses will be collated and these, along with the Plan and its supporting evidence, will then be re-published and submitted to the Government to start a Public Examination into the Plan. An independent inspector will then consider the responses to this consultation and examine the legal compliance and soundness of the Plan. If the Inspector finds the Plan to be sound and legally compliant the Authorities will then seek to adopt it as policy.

Questions?

If you have any questions please do contact us using the email above or by phone on 01273 481846 (East Sussex) or email planningpolicy@brighton-hove.gov.uk (Brighton & Hove).

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Introduction 1

1 Introduction

1.1 East Sussex County Council, Brighton & Hove City Council and the South Downs National Park Authority (the Authorities) have responsibility for planning the future management of waste and production of minerals. To guide those decisions the Authorities are required to prepare Minerals and Waste Local Plans which contain policies that guide where minerals and waste developments should go. These policies are then used to make decisions on planning applications for waste management and minerals activities.

1.2 The Waste and Minerals Local Plan (WMLP) is currently comprised of the:

- Waste and Minerals Plan 2013 (WMP), and
- Waste and Minerals Sites Plan 2017 (WMSP).

1.3 The purpose of the review principally focuses on minerals provision, as well as updating and clarifying certain other policies, it is not a complete review of the WMLP. This document therefore sets out proposed revisions to specific policies within the WMLP. The Plan Area for this and the other WMLP documents is the administrative areas of East Sussex and Brighton & Hove including part of the South Downs National Park and the Plan period for the policies within this document is 2019-2034 inclusive (15 years). This period differs from the period covered by the existing WMLP. However, at the completion of this review, a full plan review of the entire WMLP will be undertaken which will provide an opportunity to align the Plan period. The revised policies include two key changes:

- East Sussex and Brighton & Hove to become more reliant on aggregates from the marine sources and other sources outside of the Plan Area.
- Providing increased protection for minerals and minerals related infrastructure against inappropriate development being located nearby,

1.4 A number of updates to clarify and consolidate existing policies are also proposed, along with an additional policy for the provision of an additional area of clay extraction at Aldershaw Farm. No other alterations to the existing strategy are being proposed at this time.

1.5 This document, if adopted, will join the other WMLP documents in forming part of the Development Plan for the administrative areas set out in Paragraph 1.3. This means that relevant policies within the WMLP documents apply to all development within this area, not just proposals for waste and minerals development, and that other local authorities within this area will need to consider relevant WMLP policies when determining planning applications. Similarly, other relevant Development Plan documents besides the WMLP will need to be considered when determining applications for waste and minerals development.

1 Introduction

1.6 Once this review has been completed, a composite version of the Waste and Minerals Local Plan comprising of the Waste and Minerals Plan and the Waste and Minerals Sites Plan, incorporating the changes proposed in this document will be published.

How to read this document

1.7 As the Authorities are proposing to make amendments to specific parts of the WMP and WMSP this document is written in the style of an amendment document. On the following pages there is a table which lists all the policies in the WMLP and their status.

1.8 Over the remainder of the document, to help show and explain these the amendments, the following special notations are used:

Explanation

Commentary text explaining the proposed changes can be found in these grey bordered boxes. This does not form part of the revised policies and will not be included in the final Plan.

Text in bold explains what alterations are being proposed, for example if sections are proposed to be deleted or added.

Text in italics is proposed text on which comments are being sought.

The Authorities intend to publish a document that consolidates all three documents in due course.

Summary of Policy Review 2

2 Summary of Policy Review

2.1 Below is a complete list of adopted and draft policies of the Waste and Minerals Local Plan from the WMP, WMSP and this document, the Revised Policies Document (RPD). Policies proposed for deletion are ~~struck out~~ with a red background, whilst proposed policies are shown underlined with a green background. All relevant policies should be applied in the determination of planning applications.

Policy Number	Policy Title	Document	Page	Status
Overarching Strategy				
WMP1	Presumption in Favour of Sustainable Development	WMP	33	Adopted
WMP2	Minerals and Waste Development affecting the South Downs National Park	WMP	36	Adopted
<u>RV1</u>	<u>Minerals and Waste Development affecting the South Downs National Park and High Weald Area of Outstanding Natural Beauty</u>	<u>RPD</u>	<u>17</u>	<u>Draft</u>
WMP3a	Promoting Waste Prevention, Re-use and Waste Awareness	WMP	40	Adopted
WMP3b	Turning Waste into a Resource	WMP	42	Adopted
WMP3c	Production of Energy from Waste (EfW)	WMP	45	Adopted
WMP3d	Minimising and Managing Waste During Construction, Demolition and Excavation	WMP	46	Adopted
WMP3e	Waste Management In New Development in the Plan Area	WMP	48	Adopted
WMP4	Sustainable Provision and Use of Minerals	WMP	50	Adopted
Providing for Waste				
WMP5	Provision of Built Waste Facilities	WMP	53	Adopted
WMP7a	Sustainable Locations for Waste Development (Excluding Land Disposal)	WMP	61	Adopted
WMP7b	More Detailed Criteria for Waste Development	WMP	62	Adopted
<u>RW1</u>	<u>Sustainable Locations for Waste Development (Excluding Land Disposal)</u>	<u>RPD</u>	<u>21</u>	<u>Draft</u>
SP1	Waste Site Allocations	WMSP	14	Adopted
SP2	Areas of Opportunity on Previously Developed Land	WMSP	15	Adopted
SP3	Areas of Search	WMSP	16	Adopted
SP4	Physical Extension of Existing Waste Site	WMSP	17	Adopted
SP5	Existing Industrial Estates	WMSP	19	Adopted
WMP8a	Land Disposal of Non-Inert Waste	WMP	67	Adopted
WMP8b	Deposit of Inert Waste on Land for Beneficial Uses	WMP	69	Adopted
WMP8c	Management of Landfill Gas	WMP	70	Adopted
WMP9a	Hazardous Waste	WMP	72	Adopted
WMP9b	Low Level Radioactive Waste	WMP	75	Adopted
WMP10	Management of Waste Water and Sewage Sludge	WMP	77	Adopted
WMP6	Safeguarding Waste Sites	WMP	58	Adopted

2 Summary of Policy Review

Policy Number	Policy Title	Document	Page	Status
SP6	Safeguarding Waste Sites	WMSP	22	Adopted
SP7	Waste Consultation Areas	WMSP	23	Adopted
Providing for Minerals				
WMP11	Provision of Aggregates	WMP	81	Adopted
RM0	Sustainable Use of Aggregates	RPD	24	Draft
RM1	Provision of Aggregates	RPD	31	Draft
WMP12	Provision of Gypsum	WMP	83	Adopted
WMP13	Provision of Clay	WMP	85	Adopted
RM2	Provision for an additional extraction area at Aldershaw Farm	RPD	34	Draft
WMP14	Safeguarding Mineral Resources	WMP	88	Adopted
SP8	Mineral Safeguarding Areas for land-won minerals resources within the Plan Area	WMSP	25	Adopted
RM3	Safeguarding Mineral Resources	RPD	38	Draft
RM4	Prior Extraction of Minerals	RPD	40	Draft
WMP15	Safeguarding Wharves and Railheads	WMP	90	Adopted
SP9	Safeguarding wharves and railheads within the Plan Area	WMSP	27	Adopted
RM5	Safeguarding Minerals Infrastructure	RPD	43	Draft
SP10	Safeguarding facilities for concrete batching, coated materials...	WMSP	28	Adopted
RM6	Safeguarding facilities for concrete batching (etc)	RPD	46	Draft
SP11	Minerals Consultation Areas	WMSP	29	Adopted
RM7	Minerals Consultation Areas	RPD	47	Draft
WMP16	Exploration for Oil and Gas	WMP	92	Adopted
Overarching Policies				
WMP17	Restoration	WMP	94	Adopted
WMP18	Transport - Road, Rail and Water	WMP	97	Adopted
WMP19	Co-location of Complementary Facilities	WMP	98	Adopted
WMP20	Community Involvement and Benefits	WMP	100	Adopted
WMP21	Opportunities for Sustainable Waste Management and Minerals Production in Other Development	WMP	102	Adopted
WMP22	Expansion and Alterations Within Existing Waste Facilities	WMP	103	Adopted
Development Management policies				
WMP23a	Design Principles for Built Waste Facilities	WMP	106	Adopted
WMP23b	Operation of Sites	WMP	107	Adopted
WMP24a	Climate Change	WMP	109	Adopted
WMP24b	Resource and Energy Use	WMP	109	Adopted
WMP25	General Amenity	WMP	110	Adopted
WMP26	Traffic Impacts	WMP	112	Adopted

Summary of Policy Review 2

Policy Number	Policy Title	Document	Page	Status
WMP27	Environment and Environmental Enhancement	WMP	113	Adopted
RD1	Environment and Environmental Enhancement	RPD	51	Draft
WMP28a	Flood risk	WMP	117	Adopted
WMP28b	Water Resources and Water Quality	WMP	118	Adopted
Diagrams				
	Waste Key Diagram	WMP	156	
	Minerals Key Diagram	WMP	157	

Notes:

1. All policies within the WMLP are considered to be strategic policies. See paragraphs 20-23 of the NPPF for further information.
2. Some policies appear out of document order above so that they appear correctly grouped in the table.

3 Context

3 Context

Explanation

This section does not contain any Policy changes, and instead serves as an update to the factual information provided in the WMP, and gives an overview of the minerals produced and imported into the Plan Area which are subject to the review.

Background to the Review

3.1 *The Authorities monitor the success of the WMLP and its policies through their Annual Monitoring Reports (AMRs) and Local Aggregate Assessments (LAAs). Through this process, three areas of the Plan have been identified which the Authorities consider should be reviewed. These are:*

- *The provision of sand and gravel (aggregates);*
- *the safeguarding of minerals resources and infrastructure; and*
- *improving the effectiveness of specific policies.*

3.2 *The Authorities have also checked current WMLP policies against the latest iteration of the NPPF, proposing changes where necessary, and have factored in updated evidence, changes in relevant policy and emerging policy. The Authorities have also monitored the effectiveness of the policies in the WMLP in the determination of planning applications, and this has in turn formed part of the consideration when identifying the topics of the review.*

3.3 *The Authorities remain committed to the concept of net self-sufficiency for the management of non-hazardous waste, meaning that they plan for the management of an amount of waste which is equivalent to the amount arising in the Plan Area. The overall approach to waste policies in the WMLP is not considered to require review at this time.*

3.4 *The Authorities are committed to ensuring that the WMLP minimises and mitigates against contributory causes of climate change, as well as adapting to the changes to our climate that are likely to occur. This is especially pertinent given the Climate Emergency declared by each of the three Authorities, and emerging legislation and documents including the Government's 25 Year Environment Plan. The existing WMLP has policies concerning climate change, particularly WMP24a and WMP24b, which are considered to be still relevant and in accordance with higher level planning policy (i.e. the NPPF). The scope of the current review is largely limited to minerals provision, however the Authorities acknowledge that a review of the whole Plan in terms of climate change implications will be necessary in the future. For this reason the Authorities will commit to a future*

Context 3

full plan review in order to reassess the entire plan in the context of climate change and key legislative changes, such as the Environment Bill (once enacted) and secondary legislation, policy changes and further guidance.

Policy Context

3.5 Local Plans, including minerals and waste plans, must be prepared in the context of national policy and other relevant documents. Since the adoption of the WMP in February 2013 and the WMSP in 2017, the policy context for planning generally as well as Minerals and Waste planning has evolved, with the publication of new key documents informing the content of this review. Policies and documents which have influenced the approach taken in this Plan revision are detailed below⁽¹⁾. This is not an exhaustive list of documents, and does not include documents published before the publication of the WMP; a more complete list of documents will be available in the Sustainability Appraisal that will be published as part of this review.

National Policies and Strategies

3.6 National planning policy is set out in the '[National Planning Policy Framework](#)' (NPPF) (last updated July 2021). This document provides the framework for sustainable development in England, and contains a chapter on facilitating the sustainable use of minerals. Waste policies are set out in the [National Planning Policy for Waste](#) (October 2014). [Planning Practice Guidance](#) provides further information on how national policy should be implemented, including notes on Minerals, Waste and Plan-Making, and is updated periodically.

3.7 The following documents have also been taken into account when preparing the Review:

- The [25 Year Environment Plan](#) sets out the government's overall approach to protecting and improving the natural environment. The [Environment Bill](#), which has not yet been enacted, makes provision about targets, plans and policies for improving the natural environment.
- The [Ten Point Plan for a Green Industrial Revolution](#) sets out the government's approach to economic growth, supporting green jobs and accelerating the path to net zero.
- The [Energy White Paper](#) sets out how the UK will decarbonise its energy system and reach net zero emissions by 2050.
- The [Resources and Waste Strategy for England](#) sets out policy for the preservation of material resources in England by minimising waste, promoting resource efficiency and moving towards a circular economy where products and materials are recovered and regenerated where possible. This document is of particular relevance to the production of secondary and recycled aggregates.

¹ A list of references for this section is available in the Appendix.

3 Context

- [The Waste Management Plan for England](#) provides an analysis of the current waste management situation in England and aims to bring current waste management policies together under one national plan. The most recent iteration of the Plan, published in January 2021, includes changes relating to the promotion of a circular economy.
- [Practice Guidance on the Production and Use of Local Aggregate Assessments](#) is produced by the Planning Officers Society and the Minerals Products Association. The South East England Aggregates Working Party (SEEAWP), to which the Authorities are party, has also produced guidance on the production of LAAs. The Authorities have considered the guidance when working on this Plan Review and in preparing the LAA.
- The Planning Officers Society and the Minerals Products Association have produced [Minerals Safeguarding Practice Guidance](#) which has instructed the safeguarding of minerals resource and infrastructure in this Plan Review.

Local Plans and Strategies

3.8 The District and Borough Councils in East Sussex, as well as the South Downs National Park Authority and Brighton & Hove City Council have published, or are preparing, Local Plans which set out planning policies governing development in their areas. There are also a number of Neighbourhood Plans in place or in preparation in the Plan Area, which contain planning policies for smaller-scale areas, although these cannot plan for strategic matters such as waste and minerals.

3.9 The following local documents have been taken into account when preparing the Plan Review:

- The Authorities are required to prepare a [Local Aggregate Assessment \(LAA\)](#) annually which reports on all aggregate supply options and forecasts demand in the Plan Area.
- The South Downs National Park Authority (SDNPA) have produced a [Sustainable Construction Supplementary Planning Document](#) which expands upon the guidance provided in The South Downs Local Plan and sets out what the expectations are for different forms of development when applying the Local Plan policies relating to construction.
- Lewes District Council have produced a [Circular Economy Technical Advice Note](#) which encourages a circular economy approach involving the recovery and reuse of construction materials, for the development sectors within Lewes District.
- The Marine Management Organisation (MMO) is responsible for managing the seas around England through marine planning, which includes providing licenses for marine dredging that are necessary for the marine extraction of minerals. The MMO [South Marine Plan](#), adopted July 2018, covers the areas of sea which border the Plan Area.
- West Sussex County Council and the SDNPA adopted their [Joint Minerals Local Plan](#) in 2018. A [Soft Sand Review](#) of the Plan was subsequently undertaken, which identified changes to the Plan, and was formally adopted in March 2021. The supply of soft sand is an important cross-boundary issue between Minerals Planning Authorities in the south of England.

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- The [Joint Area Action Plan](#), which sets out the future vision and development policies for the Shoreham Harbour area, has been adopted by Brighton & Hove City Council, Adur District Council and West Sussex County Council. Minerals wharves at Shoreham Harbour within West Sussex are known to import significant amounts of marine dredged aggregate and crushed rock into the WMLP Area.
- The Shoreham Port Authority adopted their most recent [Port Masterplan](#) in 2021, setting out the Port's plans for future growth.
- The [Environment Strategy](#) for East Sussex was published in 2020, and sets out a long term goal for East Sussex to remain within its science-based carbon budget. The document focuses on five key themes: climate change, natural capital, air quality, water, and resource efficiency. East Sussex County Council have also agreed a [Climate Emergency Action Plan](#) which covers the Council's corporate carbon emissions, sets out the scale of the carbon footprint, describes the carbon budget that the Council will aim to keep within, and proposes an initial 2 year delivery plan for 2020-22. Brighton & Hove City Council adopted the [Carbon Neutral 2030 Programme](#) in 2021, setting out the direction for action on climate change for the Council, its partners and residents, in response to the climate and biodiversity emergency. The SDNPA also adopted a [Climate Change Adaptation Plan](#) in 2015 which sets out how the authority intends to meet the challenges and opportunities of climate change.
- The SDNPA [Partnership Management Plan](#) sets out a vision for what the National Park should look like by 2050. The SDNPA [People and Nature Network](#) sets out aims to create a connected network of green infrastructure.
- The [High Weald AONB Management Plan](#) sets out long term objectives for conserving the High Weald Area of Outstanding Natural Beauty.
- Two Local Enterprise Partnerships (LEPs) cover the Plan Area. These are cross-boundary economic partnerships between Local Authorities and businesses. The [Coast to Capital LEP](#) includes Brighton & Hove, whilst East Sussex is part of the [South East LEP](#).
- The [Newhaven Enterprise Zone](#) is a designation which covers a number of sites in Newhaven which are identified and/or safeguarded in the WMP, including North Quay which contains a number of safeguarded mineral wharves.
- [Transport for the South East](#) is a cross-boundary partnership which aims to improve the transport network and benefit the economy throughout the South East of England.
- The [Local Transport Plan for East Sussex](#), which includes the areas of the National Park, covers the period 2011-2026 and sets out the future direction for transport infrastructure and services in the County. The [Local Transport Plan for Brighton & Hove](#), which also includes areas of National Park, contains a long-term strategy for delivering transport improvements until 2030.

Industry Best-practice Guidance

3.10 The following documents provide guidance on construction practices, and have been useful in developing policies for the Plan review:

3 Context

- The Royal Institute of British Architects (RIBA) have developed a [2030 Climate Challenge](#) which aims to ensure architects meet net zero carbon standards for new and retrofitted buildings by 2030.
- The Royal Institute of Chartered Surveyors (RICS) have produced the [Whole Life Carbon Assessment for the Built Environment](#) which is a professional statement that aims to standardise carbon assessments in development, and which all RICS members must act in accordance with.
- The UK Green Building Council (UKGBC) have produced a [framework definition on net zero carbon buildings](#) in order to provide the industry with clarity on how to achieve net zero carbon in construction. The UKGBC have also set out [Circular Economy Guidance for Construction Clients](#), which provides practical guidance for the construction industry.
- The Green Construction Board have set out the [Buildings Mission 2030](#) report, which demonstrates how achieving the 2030 target to halve all new building energy use over 2018 standards is achievable.

Cross-boundary and Partnership Working and the Duty to Cooperate

3.11 The Duty to Cooperate (DtC) is a statutory requirement set out in Section 110 of the Localism Act 2011 that requires councils and other prescribed bodies to work together on strategic matters when preparing Plan documents. The Authorities have worked in partnership with others in preparing the WMLP review. Details of the steps taken by the Authorities in relation to the DtC can be found in the Plan [Monitoring Reports](#).

3.12 The National Planning Policy Framework also requires authorities to produce and maintain Statements of Common Ground (SoCG) during the plan-making process, which are written records of key cross-boundary matters and the progress made towards cooperation between authorities. A number of draft SoCGs have been prepared alongside the WMLP Review, and the Authorities have also signed up to, and actively engage with, a number of other existing and emerging SoCGs relevant to the Plan Area.

Characteristics of the Plan Area

3.13 Large parts of the Plan Area are subject to protection. Two thirds is covered by the South Downs National Park and the High Weald Area of Outstanding Natural Beauty. Several other tracts of land are designated as being of international and national environmental importance. The area to the east of the Plan Area, in the vicinity of Lydd Quarry, is designated for its ecological and geological interest at a national and international level, including the Dungeness, Romney Marsh and Rye Bay Special Protection Area (SPA), Special Area of Conservation (SAC) and Site of Special Scientific Interest (SSSI). The Pevensey Levels Ramsar site is designated for its wetland habitat. The Plan Area contains a number of other SPAs, SACs, SSSIs and ancient woodlands. There are also

Context 3

a number of locally designated sites of importance for their wildlife and/or geology (Local Wildlife Sites and Local Geological Sites). These areas are protected in order to maintain the rich and varied landscape character and biodiversity within the Plan Area.

3.14 *The demography of the Plan Area affects the need for minerals as well as the generation of waste. The Plan area had an estimated total population of approximately 840,459 in 2017, of which about two thirds live in East Sussex and the remainder in Brighton & Hove. Approximately 4% live within the South Downs National Park. There is significant residential development expected within the Plan Area, which has been planned for up to 2034. The population in East Sussex is predicted to increase by approximately 10.86% between 2016 and 2031. The average household size is also expected to decrease from 2.22 in 2014 to 2.06 in 2039. These factors could lead to a greater demand for minerals in terms of impact on development and infrastructure and an increase in waste arisings, though a reduction in the average size of household may cause the waste generated per household to decrease.*

Minerals and Waste Context

Minerals in the Plan Area

3.15 *Minerals are natural substances which include metals, rocks, and hydrocarbons (oil and gas) that are extracted from the earth (including the seabed) by mining, quarrying, pumping and dredging. They are used in a wide range of applications related to construction, manufacturing, agriculture and energy supply.*

3.16 *The geology of the Plan Area dictates where minerals occur. The South Downs National Park, in the south west of the Plan Area, is formed of chalk hills and vales dissected by major valleys cut by the rivers Ouse and Cuckmere. The High Weald, which covers much of the northern, central and eastern parts of the Plan area, is a faulted structure comprising clays and sandstones. The Low Weald is a gently undulating clay vale which separates the High Weald from the chalk Downs to the south. The Coastal Marshes are located between Eastbourne and Bexhill, and in the Rye Bay/Camber area either side of the Rother estuary. These areas comprise large sheets of alluvium, extending inland over the Pevensey Levels and Romney Marsh.*

3.17 *Aggregates are minerals such as sand, gravel, and crushed rock, which are used in the development and improvement of infrastructure and buildings. Two types of sand and gravel are found in the Plan Area: sharp sand and gravel and soft sand, which have different uses. Historically there have been low levels of extraction of 'land-won' sand and gravel in East Sussex, and imports of aggregates extracted from the seabed (known as marine dredged aggregates) and crushed rock have been important in meeting local construction needs.*

3 Context

3.18 *Secondary aggregates are materials that are produced as a by-product of other industrial processes, and recycled aggregates are materials that have previously been used in construction. A steady supply of both, particularly recycled, is produced across the Plan area.*

3.19 *Clay is extracted in East Sussex for brick and tile manufacture. There are currently four active sites, including Aldershaw Farm in Sedlescombe near Battle.*

3.20 *Gypsum is an important raw material for the construction industry, and is used in plaster and plasterboard, cement and other industrial processes. The resource near Robertsbridge in East Sussex is the largest deposit in the UK. Gypsum can be substituted with desulphogypsum (DSG), a secondary material which is a by-product from coal fired power stations.*

3.21 *There is currently only one existing licence for exploration for oil and gas within East Sussex covering 20 square kilometres around North Chailey. There are no current planning applications or planning permissions for any oil and gas exploration and development in East Sussex.*

Waste in the Plan Area

3.22 *Waste is generally defined as materials and goods we discard because we no longer want or need them. Many different types of solid and liquid waste are produced in the Plan Area and the Plan applies to them all. Around 1.75 million tonnes of solid waste are handled in the Plan Area each year. The main types are:*

- **Local Authority Collected Waste (LACW)** which comprises about 21% of all wastes in the Plan Area;
- **Commercial and Industrial Waste (C&I)** which makes up about 27%, and;
- **Construction, Demolition and Excavation Waste (CDEW)** which accounts for about 51%.

3.23 *Other waste sources include hazardous waste, which makes up approximately 1% of the total waste stream and often requires specialist treatment facilities with tight environmental controls, low level radioactive waste, liquid waste, wastes arising from the agricultural sector, and waste water, which comprises the water and solids that flow to a waste water treatment works. There are 74 waste water treatment facilities within the Plan Area treating 90 million cubic metres of waste water each year.*

3.24 *Some waste is exported to other areas for management including non-inert waste to landfill. Approximately 47,000 tons of LACW and C&I waste was exported for land disposal at facilities outside of the Plan Area in 2018. This is an improvement on 2010/11 when approximately 147,000 tones of LACW was sent for land disposal outside the Plan Area.*

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Transport of Minerals and Waste

3.25 Road infrastructure in the Plan Area is currently constrained. There are no motorways, and the trunk road network is predominantly single carriageway. Although waste and minerals traffic movements account for only a small percentage of the total, the current limitations of the road network is a consideration in planning for new development. To accommodate additional transport demands on the strategic and major road networks, there are a number of improvements currently being implemented to the A27 east of Lewes, whilst there are aspirations for further improvements to be delivered on the A27 and A21 corridors. In addition, there are proposed improvements to the A22 in the Hailsham and Stone Cross area.

3.26 Rail Freight movement of minerals and waste consists of gypsum and DSG imported into the mine at Robertsbridge; crushed rock, sand and gravel and recycled aggregates imported into Newhaven; and Incinerator Bottom Ash (IBA) produced by the Newhaven Energy Recovery Facility exported from Newhaven to Brentford to be processed into recycled aggregate. A new railhead facility in Newhaven exports aggregates into the wider South East market.

3.27 Marine-borne aggregates are imported through the ports of Newhaven, Rye and Shoreham. Aggregate importation figures are available in the Authorities' [Local Aggregate Assessment \(LAA\)](#)

4 Overarching Strategy

4 Overarching Strategy

Explanation

The overarching strategy of the WMLP is set out in the WMP. It sets out the vision and strategic objectives ⁽²⁾ for the Plan Area, and four main overarching policies, WMP1, WMP2, WMP3a-e and WMP4. Together these policies aim to promote the movement of waste up the [waste hierarchy](#) so that waste is prevented, then reused, recycled, recovered and as a last resort disposed of safely, by enabling the provision of the required waste management facilities. The policies also seek to make provision for a steady supply of minerals by promoting the use of secondary and recycled aggregates, the use of sustainable transport methods, whilst using viable primary mineral resources as a least preferred option. Both of these aims are in the context of objectives seeking to mitigate and adapt to climate change whilst protecting and enhancing the environment, communities and human health.

In this section the Authorities propose:

- to remove the section titled Local Strategy Statement, which is now addressed through Statements of Common Ground with the relevant duty to co-operate parties.
- replace Policy WMP2 Minerals and Waste Development Affecting the South Downs National Park with Policy RV1 Minerals and Waste Development Affecting the South Downs National Park and High Weald Area of Outstanding Natural Beauty.

The overarching strategy of the WMLP itself remains unchanged.

It is proposed that the part of this section titled Local Strategy Statement - Approach to Key 'Larger than Local' Matters in the WMP (pages 25-32) is removed from the WMP because this topic is now addressed through the Statement(s) of Common Ground that accompanies this Plan.

2 See WMP pages 22-24.

Overarching Strategy 4

Minerals and Waste Development affecting the South Downs National Park and High Weald Area of Outstanding Natural Beauty (RV1)

Explanation

As part of the review of Policy WMP27, which is addressed later in this document, it has been identified that further clarity could be provided in relation to minerals and waste development affecting the High Weald Area of Outstanding Natural Beauty (AONB), particularly in respect of its purposes. Policy WMP2 currently contains similar requirements in relation to the South Downs National Park, but does not refer to the High Weald AONB. The Authorities propose to revise WMP2 to align more closely with the NPPF (2021).

The Authorities also propose the removal of criteria c) which addresses extensions to existing soft sand quarries or new quarry proposals in the National Park. This is now addressed within the following section Provision of Aggregates (RM1) and Duty to Cooperate work, see page # for further information.

Neither of these changes are intended to alter the overall strategy of the Waste and Minerals Local Plan.

Is it proposed that this section will replace Minerals and Waste Development affecting the South Downs National Park (WMP2) on pages 34-36 of the WMP.

Purpose of Policy RV1

To ensure development is sustainable and appropriate to the purposes and duty of the South Downs National Park Authority and the purposes and objectives of the High Weald Area of the Outstanding Natural Beauty Management Plan.

4.1 The South Downs National Park

4.2 The South Downs National Park was established in 2010 and the South Downs National Park Authority took up its statutory responsibilities in April 2011. The South Downs National Park covers an area of 1600km² and stretches from Eastbourne in the East to Winchester in the West. Although over 85% of the area is farmed, it has a population of over 117, 000 people and includes the towns of Lewes, Midhurst and Petersfield. The South Downs Local Plan 2019 sets out the planning policy

4 Overarching Strategy

context for the whole SDNP, replacing previous joint plans with each of the district and boroughs. The SDNPA plans jointly for minerals and waste with East Sussex County Council, Brighton and Hove City Council, West Sussex County Council and the Hampshire Authorities.

4.3 National Parks and Areas of Outstanding Natural Beauty have the highest status of protection in relation to landscape and scenic beauty and this will be given great weight in decisions.

4.4 The South Downs National Park has the following statutory purposes:

- To conserve and enhance the natural beauty, wildlife and cultural heritage of the area; and
- To promote opportunities for the understanding and enjoyment of the special qualities of the Park by the public.

4.5 Section 62 of the Environment Act 1995 requires all relevant bodies including statutory undertakers and statutory bodies to have regard to the purposes. If there is a conflict between the two purposes, the first takes precedence. In pursuing these purposes the SDNPA also has a duty to seek to foster the economic and social well-being of local communities within the National Park.

The High Weald Area of Outstanding Natural Beauty

4.6 The High Weald AONB was designated in 1983 and covers land within 4 counties and 11 district or borough councils. It is one of 46 AONBs in England, Wales and Northern Island. It covers an area of 1,461km² and 127,000 people live within its boundary. A third edition of the management plan for the High Weald AONB was published in 2019, covering the period to 2024.

4.7 The primary purpose of AONB designation is to conserve and enhance natural beauty, but the architects of the 1949 Act recognised other underlying principles which were important aspects of the designation's success. These included the need to maintain a 'thriving community life' with particular emphasis on farming and forestry, and the need to promote understanding and enjoyment of the area's special qualities. These subsidiary purposes - in effect, qualifications of the primary purpose - are those defined in the Countryside Commission statement 1991, restated in 2006 (the basis for the wording of the subsidiary purposes can be found in the Countryside Act 1968, section 37):

- In pursuing the primary purpose of designation, account should be taken of the needs of agriculture, forestry and other rural industries, and of the economic and social needs of local communities. Particular regard should be paid to promoting sustainable forms of social and economic development
- The formal legal responsibility for both development control and for management of the High Weald AONB (including the duty to prepare an AONB Management Plan) lies with the local authorities in whose area(s) the AONB exists. In addition, local authorities and all public bodies have a statutory duty under CROW Act 2000, Section 85, to '...have regard to the purpose of

Overarching Strategy 4

conserving and enhancing natural beauty...'. To 'conserve and enhance' is a single duty, therefore exercising the duty requires that both elements be addressed.

Minerals and Waste Development in the South Downs National Park and the High Weald Area of Outstanding Natural Beauty

4.8 *National Parks and Areas of Outstanding Natural Beauty (AONB) have the highest status of protection in terms of landscape and scenic beauty. Great weight, therefore, must be given towards the protection of the natural beauty of the landscape, together with conservation of wildlife and cultural heritage, when making planning decisions.*

4.9 *National planning policy for minerals and waste development in the countryside and rural areas relates to "major development" within nationally designated areas including National Parks and AONB. Within the context of national policy, the winning and working of minerals and waste development generally constitutes major development whereby due to the nature, character and scale of some proposals, there is the potential to adversely impact upon recreational opportunities and the natural beauty of protected landscapes.*

4.10 *Major minerals and waste development (including quarry restoration) can have significant adverse impacts upon such areas of natural beauty together with the recreational opportunities that they provide. In line with national policy, major minerals and waste development must not be permitted within National Parks or AONB except in exceptional circumstances. Applications must also be demonstrated to be in the public interest. Development will only be in the public interest if consideration of the proposal details gives sufficient reason/s to override the potential damage to the natural beauty, cultural heritage, wildlife or quiet enjoyment of the National Park and or AONB. Minerals and waste development can also have positive effects on the environment through restoration and aftercare (Policy WMP17 addresses restoration requirements in detail).*

4.11 *Other minerals and waste development which is ancillary to a main minerals and waste operation (e.g. weighbridge, offices, haul road and minor amendments) would not normally be considered as major development. It would be expected however that such proposals have regard for and consideration of National Park and AONB purposes, and ensure that great weight is given to the conservation of the landscape and natural beauty, conservation of wildlife, cultural heritage and recreational opportunities.*

4.12 *Quarries and quarrying operations have the potential to impact heavily upon the landscape and surrounding environment, therefore the setting of any proposed development within the context of the National Park or AONB is also an important consideration. The scale and extent of development within all these designated areas should be limited, while development within their setting should be sensitively located and designed to avoid or minimise adverse impacts on the designated areas.*

4 Overarching Strategy

4.13 *Minerals and waste development not considered to be major should be carefully assessed. Weight should be given towards conservation of the landscape's natural beauty, the conservation of wildlife and cultural heritage and the need to avoid adverse impact upon recreational opportunities within these areas.*

Policy RV1

Minerals and waste development affecting the South Downs National Park and High Weald Area of Outstanding Natural Beauty

- a) Minerals and waste development in the South Downs National Park and the High Weald AONB will have regard to the relevant Management Plan.*
- b) Major minerals and waste development in the South Downs National Park or High Weald AONB will be refused other than in exceptional circumstances, and where it can be demonstrated to be in the public interest⁽³⁾. In this respect, consideration will be given relevant information, including:

 - i. the need for the development, including in terms of any national considerations; and*
 - ii. the impact of permitting or refusing the development upon the local economy; and*
 - iii. the cost of and scope for developing outside the designated area or meeting the need in another way; and*
 - iv. any detrimental effect on the environment, landscape and/or recreational opportunities and the extent to which it could be moderated.**
- c) Small-scale waste management facilities for local needs are not precluded from the National Park or AONB where they meet the requirements of Policy RD1.*
- d) Proposals for the backfilling of redundant quarries within the National Park or AONB need to conform with (b) above and additionally demonstrate net long term benefits to the National Park or AONB and that they meet Policy WMP 8b criteria (a) to (e).*

³ *In the case of minerals and waste proposals, all applications are defined by the Town and Country Planning (Development Management Procedure) Order 2010 as 'major'. However, for the purpose of this policy, the potential for significant impacts on the National Park and AONB will be dependent on the individual characteristics of each case. When assessing what constitutes "major development" within a protected landscape the guidance set out in Footnote 60 to the NPPF will be applied*

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5 Providing for Waste

5.1 The Providing for Waste section in the WMLP sets out policies regarding the amount of waste management capacity that is planned for locations suitable for waste management development, and safeguarding arrangements for waste management facilities.

Explanation

Monitoring by the Authorities indicates that the waste strategy does not require altering at this time. There was ambiguity in Policy WMP7a "Sustainable Locations for Waste Management Development" and Policy WMP7b "More Detailed Criteria" that required clarification. Policy RW1 below combines and clarifies these policies.

All other policies within this section apart from WMP7a and WMP7b remain unchanged.

Sustainable Locations for Waste Development (RW1)

Explanation

Policy RW1 proposes to remove ambiguity and consolidate WMP7a and WMP 7b clarifying the policies intent. It retains the existing direction of policies WMP 7a and WMP 7b and all alterations to the policy are intended to only be technical in nature. Policy RW1 proposes the following alterations:

1. The preference expressed in Policy WMP7b for development on general industrial land including general industrial estates, employment land (B2/B8 uses), previously-developed land, and land already in waste management uses, has been replaced by a requirement to demonstrate that the development is located within one of these areas or, that it has been adequately demonstrated and explained why this is not possible. The exception in relation to minerals sites has been retained.
2. Text in Policy WMP 7a concerning small scale facilities in the South Downs National Park and the High Weald AONB has been removed; this was already addressed through the criteria relating to small scale facilities which are not restricted by the Area of Focus and addressed by Policy RV1 which places additional requirements on development within the South Downs National Park.
3. The 'Purpose of Policy' box and supporting text have also been updated to reflect the updated text.

5 Providing for Waste

The Authorities have focused on making the above alterations to the policy and, at this time, consider that the broad strategy does not require alteration. Consequently, no alterations to other over-arching approaches for this policy area have been considered.

No further amendments have been made to the proposed policy following the Regulation 18 consultation.

No changes are proposed to the sites already identified in the adopted WMSP nor are any additional waste sites identified.

It is proposed that this section will replace Suitable Locations for Waste Development (WMP7a, WMP7b) on pages 59-62 of the WMP. It is also proposed that Policies WMP7a Sustainable Locations for Waste Development (excluding land disposal) and WMP7b More Detailed Criteria for Development are superseded by RW1 Sustainable Locations for Waste Development (excluding land disposal).

Purpose of Policy RW1

To identify broad areas (Areas of Focus) within the Plan Area within which more sustainable opportunities for locating waste recycling and recovery facilities are more likely to be found.

5.2 *National policy requires local planning policy to give a clear indication to industry about the areas where development might be acceptable and to provide flexibility to allow for responses to changes in circumstances.*

5.3 *This policy relates to waste treatment facilities, i.e. facilities involved in processes in the waste hierarchy excluding land disposal. Transfer facilities are included because they play a fundamental part in moving waste to and from the facilities referred to in this policy, and increasingly waste transfer is being integrated with waste processing (such as that which takes place at Materials Recovery Facilities) at the same site and so there is less distinction between them. Land disposal is covered separately in Policy WMP 8.*

5.4 *This policy identifies areas hereon called 'Areas of Focus' where the best opportunities for the development of waste recycling and recovery facilities are most likely to be found. Areas of Focus indicate broadly the areas where the greatest sustainability benefits are likely to be achievable based on the application of national policy. However this policy recognises that there may be sites which are acceptable in principle but are beyond the Areas of Focus. For example, there may be*

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sites just outside of the Areas of Focus where there may be overriding sustainability reasons for permitting development, such as supporting movement up the waste hierarchy or being well-related to the strategic road network. The policy therefore does not precisely define boundaries, and the overall sustainability benefits of proposals will be considered on their merits. Consideration of locations within the Areas of Focus also needs to be balanced with ensuring the Plan is deliverable, and as such the Plan considers economic viability which is often influenced by economies of scale.

5.5 The Areas of Focus are those where the greatest sustainability benefits are likely to be achieved regarding new waste development or extensions to existing sites as they are more likely to be close to:

- waste arisings,
- better transport network,
- complementary industries and waste development for potential co-location benefits,⁽⁴⁾
- existing facilities where there is scope for physical site extension (for detail about alterations within the site boundary of existing facilities See Policy WMP 22).

5.6 The Areas of Focus reflect the fact that the majority of the population and businesses in the Plan Area are located along the coastal strip so this is where the main proportion of the largest waste streams (C&I, CDEW, and LACW wastes) is either currently generated or likely to be in the future according to predicted growth areas in Local Plans. The Areas also reflect the road, rail and water transport connections within the Plan Area. Areas outside the Areas of Focus are generally more rural and less densely populated and therefore it is likely that less waste is generated and there are fewer opportunities for maximising sustainability. Much of these areas are also covered by landscape designations of the AONB and the SDNP.

5.7 The policy also recognises that with modern design and operational techniques, waste management facilities can increasingly be accommodated in general industrial areas as a B2 use class, and even more so with the revised waste hierarchy which includes 'preparation for reuse'. Detailed criteria to manage the potential impacts of development is covered in the development management policies later in the Plan Document. Proposals will also be subject to the relevant statutory pollution control regulatory frameworks.

5.8 Applicants are expected to make reasonable efforts when seeking to demonstrate that there are no suitable sites within the preferred locations under criteria A2 and B2. The level of detail should be appropriate to the scale and type of facility being proposed.

4 See Policy WMP 19.

5 Providing for Waste

5.9 *Sites identified within the Waste and Minerals Sites Plan and Schedule of Suitable Industrial Estates are all considered to be within the Area of Focus and located on one or more of the types of land specified under criteria B1; as such these sites are considered in accordance with this Policy.*

Policy RW1

Sustainable Locations for Waste Development (excluding land disposal)

The principle of the development will be supported where:

A1. The site is located within a broad Area of Focus indicated on the Key Diagram and described in paragraph 5.5, or

A2. It has been demonstrated there are no suitable sites available within the Areas of Focus to meet identified needs, or the proposed development is a small-scale facility / extension to existing facility predominantly to meet smaller, more localised needs only⁽⁵⁾.

In addition to criteria A1 or A2 the proposed development must also demonstrate:

B1. The proposed development is located on: general industrial land including general industrial estates, employment land (B2/B8 uses), previously-developed land, or land already in waste management uses; or

B2. There are no suitable sites available within the locations listed under criteria B1; or

B3. The proposal is located at a minerals working or landfill site and the development's lifespan will be limited to the lifespan of the minerals operation or landfill site⁽⁶⁾, unless there are overriding reasons why the lifespan should be extended.

⁵ *Smaller, localised facilities can be essential in helping to provide local solutions for collecting, sorting, bulking, and transferring and treating wastes in complementing the waste treatment provided at more strategic larger-scale facilities.*

⁶ *The lifespan of a site may, but does not necessarily, include restoration phases.*

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Sustainable Use of Aggregates (RM0)

Explanation

Following the 2020 consultation on the Draft Revised Policies a further review of the likely aggregate demand (See RM1) was undertaken. As part of that review it was identified that, whilst the adopted Waste and Minerals Local Plan promotes waste minimisation, it does not specifically address the topic of resource use and that support for resource minimisation could be more explicitly expressed. Representations received during the 2020 consultation also queried whether the use of recycled and secondary aggregates should be prioritised over virgin material. The Authorities recognise that aggregates are essential for construction, but they are also a finite resource which should be used prudently. The NPPF also recognises this in its definition of Sustainable Development (paragraph 8). Policy RM0 seeks to address these omissions.

6.1 It is proposed that this section is inserted at the prior to Provision of aggregates WMP11 (pages 78-81) in the WMP.

Purpose of Policy RM0

To ensure the sustainable use of aggregates.

6.2 *Aggregates such as sand and gravel are used in construction, and are usually mined from the land, dredged from the seabed or recycled from existing construction industry waste. Secondary aggregates such as certain mineral waste can also be used in construction. As a mined or dredged material, aggregate is a primary resource of which there is a finite supply; likewise, recycled aggregate is limited by the material available to recycle. The NPPF (paragraph 8) explains that Sustainable Development includes using natural resources prudently, whilst also supporting growth, innovation, and improved productivity. This is also supported by the forthcoming [Circular Economy package](#). Policy RM0 seeks to promote that when aggregates are used in construction they are used in the most sustainable way.*

6.3 *There are now a growing number of examples of low aggregate construction developments. Originally these may have been a consequence of another design choice, for example in the form of temporary buildings, or as exemplars such as the [Glyndebourne Pavilion](#). However, more recent prefabricated building techniques and innovations in construction technology such as the [K-Brick](#)*

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may prove to be more prevalent in the future as the development industry takes on the challenge to deliver buildings which meet net zero carbon objectives. In many cases these techniques and technology also reduces aggregate consumption.

6.4 *Reducing the amount of aggregates used in construction will require changes in both construction methods and technology. And, as aggregates are just one of the materials used in construction, it is important that this is considered as just one element of the design process for any development. This will be achieved directly within the South Downs National Park and Brighton & Hove, and by working with the Districts and Boroughs within East Sussex, who are the planning authorities for most types of development by helping them to include circular economy and resource minimisation policies within their local plans.*

6.5 *After minimising the amount of aggregates, developers should seek to use recycled and secondary aggregates in place of primary materials wherever possible. However, secondary materials may not always be suitable owing to limitations relating to material specifications and availability. Where this occurs, the design choice should be explained within the proposal.*

Policy RM0

Sustainable use of aggregates

Innovative proposals that a) minimise the quantities of aggregates used in construction, and b) prioritise the use of recycled and secondary aggregate over virgin aggregate, are encouraged and will be supported.

East Sussex County Council will support Local Plan policies that promote sustainable aggregate use as part of design or Circular Economy policies within Local Plans being prepared by the District and Borough Councils within East Sussex.

6.6 *Policy RM0 is a starting point, for setting a clear direction in relation to ensuring the sustainable use of aggregates. As knowledge and experience develops into good practice it will inform future reviews of the plan, under which this policy may be refined.*

6.7 *Applicants should address the use of aggregates as part of their wider consideration of resources used when designing their developments. These design choices should be documented and presented through Design and Access, Sustainability or Circular Economy statements as applicable. Applicants are also encouraged to engage in any design panels, where available.*

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Provision of Aggregates (RM1)

Explanation

The current adopted WMLP makes provision for 0.1 million tonnes per annum (mtpa) of land-won aggregate during the plan period, and commits the Authorities to providing a land bank of 7 years permitted aggregate reserves. The permitted sites identified to contribute to this provision in the WMLP are Lydd Quarry (area in East Sussex), and Novington sandpit located within the SDNP. This provision rate is therefore a combined rate including both sharp sand and gravel and soft sand.

In coming to the 0.1 mtpa provision rate the Authorities maintained that the Plan Area was a "special case" recognising the particular circumstances of:

- low production;
- remote reserves;
- high dependence on marine landings; and
- large area affected by environmental constraints/designations

Following the Public Examination into the Waste and Minerals Sites Plan in 2016, the Inspector concluded in his report that "[...] the Plan cannot maintain provision for the production of land-won aggregates at a rate of 0.10 mtpa throughout the Plan period. There will be no permitted reserves at that date because either mineral working under the planning permissions will cease in accordance with a condition of the permission or the workable reserves will be depleted at current rates of production. For that reason alone it will not be possible to maintain a land-bank of at least 7 years". The Authorities accepted the Inspector's conclusions and recognise that the WMLP aggregate provision levels need to be reassessed.

Soft Sand

The main source of soft sand in the South East (the Lower Greensand Formation) runs through Kent, Surrey, Hampshire, West Sussex and peters out just over the border of East Sussex. There has been limited working of this material in the Plan Area in recent times. Novington Sandpit is the only permitted soft sand site and lies within the South Downs National Park in the East Sussex Plan Area. It is understood that there is a reserve of around 250,000 tonnes still to be worked as part of the extant planning permission.

However, the site has been inactive since 2013 and any reported sales figures prior to that date are considered to be confidential. On that basis it is not possible to calculate an LAA rate and it assumed that the need for soft sand in the Plan Area has entirely been met through imports for at least six years.

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The Authorities have worked with the other South East Mineral Planning Authorities to agree a Position Statement on Soft Sand. This sets out the context for soft sand provision at a regional level. Following on from that work, the Authorities have entered into a Statement of Common Ground with Kent County Council and West Sussex County Council which acknowledges the current reliance on imported materials to meet the needs of the Plan Area and explains the process each Mineral Planning Authority will go through to meet the 'steady and adequate supply of minerals' required by the NPPF⁽⁷⁾.

Future Provision

The NPPF states that mineral planning authorities should plan for a steady and adequate supply of aggregates by preparing an annual Local Aggregate Assessment (LAA) to forecast demand, based on a rolling average of 10 years sales data and other relevant local information. The LAA should include an assessment of all supply options including land won, marine dredged, secondary and recycled sources. The Authorities have carried out a review of aggregate provision, and further details and calculations are set out in the LAA 2019, and LAA 2020 (dashboard) (to be updated).

During the Call for Evidence and Sites (CfES) the operator of Lydd quarry submitted proposed extension areas for the site. These were considered for inclusion in the draft Plan but were not considered acceptable as allocations due to the significant harm mineral working would cause to the interests of designated sites located within the vicinity of the proposals. In addition, the Authorities consider that there are adequate and suitable alternative supplies of material to the proposals which would result in lesser environmental effects. No other aggregate sites were submitted at the CfES stage.

Following consultation on the draft Revised Policies in 2020 some representations were received relating to aggregates and the provision of material to the Plan Area. These include comments and queries concerning marine dredged aggregate (MDA), recycled aggregates and the calculation and methodology of provision levels. The operator of Lydd quarry also submitted a revised proposal for a quarry extension with more clarified extraction proposals. The Authorities have reassessed the proposed allocations but consider that the issues of harm to designated sites remain and alternatives exist. The proposed allocations are therefore not included in the draft Plan.

New aggregate data has been collected and published since 2020, mainly as a result of the annual aggregate monitoring surveys. Revised housing projections figures are also now available which indicate that forecasts of demand for aggregates over the Plan period may now be higher

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since the publication of the consultation document in 2020. Data is set out in the [LAA 2019](#) (and [LAA 2020 dashboard- update once 2021 LAA is drafted](#)), and the supporting documents including the Aggregate Data Technical Paper ([link](#)).

Following the consultation on the draft Revised policies in 2020, policy RM1 and supporting text have been revised to reflect the matters above. In summary, the following chapter now includes further explanation of how provision will be secured for the Plan Area together with updated information and data. Policy wording has been clarified to confirm that new rail and wharf infrastructure would be supported and where relevant minor corrections have also been made. Some issues are covered further in the Aggregates Technical Paper, which also include detailed workings of the methodology of assessing supply and demand in the Plan Area.

It is proposed that this section replaces Provision of aggregates WMP11 (pages 78-81) in the WMP, and Section 4 Providing for Minerals paragraphs 4.1 to 4.6 (page 24) in the WMSP.

Purpose of Policy RM1

To ensure sustainable provision for an appropriate level of aggregates for consumption in the Plan area over the duration of the Plan period.

Introduction

6.8 *Historically there have been low levels of extraction of 'land-won' aggregates in East Sussex, and imports of marine dredged aggregate (MDA), crushed rock and other aggregates have been important in meeting local construction needs. These have been imported via a mixture of rail, road and wharf. Within the Plan Area two types of aggregate resource are to be found: sharp sand and gravel, and soft sand, which have different uses. Sharp sand and gravel uses include concreting applications and soft sand, also known as building sand, uses include production of mortar.*

6.9 *There is currently one working sharp sand and gravel extraction site in the east of the Plan area at Lydd. Lydd quarry straddles the East Sussex/Kent border and extraction is currently taking place within East Sussex. Approximately 50% of the production is exported to Kent and it is estimated that less than a year of reserves remain. If this site were to contribute to future aggregate provision in the Plan Area, further reserves at the quarry would need to be identified. The area around Lydd*

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Quarry is constrained by both National and International environmental designations including SSSI, Special Protection Area and Ramsar site. The designations cover or are adjacent to all the sand and gravel resource in this part of the County.

6.10 *The majority of land-won sharp sand and gravel deposits in East Sussex are found in the coastal areas and river valleys. Having assessed these resources, the Authorities have concluded that identification of feasible extensions or new land - won sites in the Plan area is not possible due to the environmental constraints which are considered overriding.*

6.11 *Apart from production at Lydd quarry and road imports from outside the Plan Area, aggregate supply is currently received through the Ports of Shoreham, Newhaven and Rye, and at a railhead at North Quay in Newhaven. Marine imported material is also exported by rail from a different rail head at East Quay, Newhaven. There are also permitted CDEW sites producing recycled aggregates which can in some cases substitute for sharp sand and gravel end-uses, and secondary aggregates, such as brick waste, are also produced and imported into East Sussex.*

6.12 *A new aggregate processing plant, aggregate bagging plant, concrete batching, and rail siding extension has recently been constructed at Fishers Wharf, Newhaven Port. The operation involves the import of marine dredged aggregate (MDA). The plant has now commenced operation with both marine imports being received and rail exports taking place. Once fully implemented the development will provide up to 0.42 mtpa of new import capacity. The majority of the material will be sold and used within the Plan area and a proportion will be exported by rail.*

6.13 *The Plan Area appears to have been reliant on soft sand imports for a number of years. The Authorities have undertaken a number of surveys to confirm this assumption, and to understand where the material is imported from and how the need for soft sand is currently being met. As a partner Authority for waste and minerals plans in Hampshire, West Sussex, East Sussex and Brighton and Hove, the SDNPA is working on a unified position across the South Downs National Park relating to the provision of soft sand that is consistent with national policy within a designated landscape.*

Future Provision

6.14 *Government policy requires mineral planning authorities to plan for a steady and adequate supply of aggregates and so in undertaking the WMLP Review the Authorities have assessed how provision can be continued in the Plan Area. Much of the supporting evidence for the WMLP review is set out in the Authorities' LAA. The most recent LAA 2020 Dashboard [\(link\)](#) indicates that at current demand levels the rate for land-won material is 0.15 mtpa. This figure has been calculated on the basis of sales figures for sharp sand and gravel only as the only permitted soft sand site in the Plan area has not produced any mineral for some years. It is acknowledged that less than a years reserve exist at the only active sharp sand and gravel site in the Plan Area. The LAA also identifies rates for other types of aggregate provision including marine and rail imports. It is a*

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particular characteristic of this Plan area that over 80% of aggregates consumed are imported (based on 2014 figures). Indeed, the Plan area has a long-standing unique and particular land-won aggregate situation which has been recognised as a "special case".⁽⁸⁾

6.15 If demand for aggregates in the Plan Area were to remain constant then the total rate of aggregates considered for provision over the Plan period would be around 0.7 mtpa. The Authorities are also required to assess the effect of demand changes on provision. To do this the Authorities have used projections of homes and infrastructure over the next decade. Calculations carried out for the Review (see *Aggregates Data Technical Paper* - [link](#)) indicate that aggregate demand requirements could double, meaning that the total provision for the 15 year Plan Period (15 years from 2019, therefore to 2034) could be in the region of about 1.48 mtpa.

6.16 Unused permitted capacity remains at all infrastructure and processing facilities which could be utilised in the future with the minimum of constraints. A significant amount of aggregates imported into Shoreham Port on the West Sussex side are consumed in the Plan Area and it is understood that additional unrestrained capacity remains at the Port. There is also further capacity available for the production of recycled and secondary material (see *Aggregates Data Technical Paper* - [link](#)).

6.17 In terms of quantity the supply of MDA from Fisher's wharf, once fully operational, would effectively provide an equivalent amount of aggregate to substitute for land-won sharp sand and gravel from Lydd where resources are near exhaustion. It is also necessary to ensure that the end uses of these materials and their markets are comparable, and that sufficient reserves of MDA are available. In terms of continuing supply to the existing market area, the Fishers Wharf development at Newhaven could provide for the western side of the Plan Area, and the Authorities consider that any market variations to the east could be compensated for by, for example, further imports using existing capacity at Rye Harbour as well as from Kent. The Crown Estate advises that marine aggregate is wholly interchangeable with land based sand and gravel, and can perform the same technical tasks. Reserves off the south coast of Sussex and Hampshire are circa 80 million tonnes with a life of 24 years at 10 year average levels of extraction. New capacity is also expected to come on stream in the very near future. The environmental impact of dredging is considered at the application stage of the Marine Licencing system which is determined by the Marine Management Organisation.

8 During the review process for the Secretary of State's Proposed Changes to the Review of Policy M3 of the South East Plan the Councils requested to be treated as a special case. This recognised the particular circumstances of low production; remote reserves; and high dependence on marine landings; in an area largely affected by environmental constraints/designations.

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6.18 An assessment of the existing capacity at permitted import and processing facilities in the Plan Area indicates that adequate capacity exists to accommodate at least double the current levels of demand. Recent revised housing projections (2020 data) however point to a possible higher level of demand, (although this assumes current building methods endure). All details are set out in the LAA and the Aggregate Data Technical paper [\(links\)](#).

6.19 It is acknowledged that if demand were to exceed these levels, there could potentially be shortfalls in supply during the Plan period. However, the Authorities consider that the market is likely to respond in such circumstances to enable additional provision by, for example, diverting exports. In the past regardless of the aggregate demand at that time, supply has occurred and construction has taken place in the Plan Area. In addition, if demand is high enough it could be that market conditions are favourable for new import and recycling infrastructure and/or sites which, where appropriate, would be supported by RM1 and other policies in this Plan. Furthermore, the amount of aggregates needed in new buildings may reduce over time as construction methods change in response to net zero carbon requirements. The sustainable use of aggregate is supported in policy RM0.

6.20 With regards to soft sand it is considered that the most appropriate approach is to safeguard the soft sand resource and not allocate any further sites in the Plan Area. It is not appropriate to designate Areas of Search in a protected landscape and no aggregate sites have been put forward during the consultation process in either the National Park or the AONB. ⁽⁹⁾⁽¹⁰⁾⁽¹¹⁾

6.21 The Authorities consider that based on current evidence there are no acceptable or feasible land-won sites available, and that in the context of the Plan Area's long established "special case", future provision in the Plan Area has to be supplied from a combination of recycled and secondary material, and rail, wharf and other aggregate imports. This provision strategy does not therefore include land-won material from within the Plan Area and does not require the allocation of sites or setting of a specific "landbank" for aggregates.

9 Any future applications for soft sand extraction in the National Park will need to address paragraph 177 of the NPPF and Policy SD3 of the South Downs Local Plan.

10 Mineral extraction is considered to be 'major development' as defined in the Glossary of the NPPF and the Town and Country Planning (Development Management Procedure) (England) Order 2015. Paragraph 177 of the NPPF states that planning permission should be refused for major development in National Parks other than in exceptional circumstances, and where it can be demonstrated that the development is in the public interest. Footnote 60 of the NPPF states that the question of whether a development proposal is 'major' in a National Park is a matter for the decision maker, taking into account its nature, scale and setting, and whether it could have a significant adverse impact on the purposes for which the area has been designated or defined.

11 Paragraph 177 of the NPPF relates primarily to the determination of planning applications in protected landscapes. However, to ensure that all local plan allocations are deliverable, it is also necessary to consider the issue of major development at the plan making stage.

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6.22 The Plan strategy for meeting the sand and gravel needs of the Plan Area is therefore through supporting and encouraging imports through existing permitted facilities, as well as utilising permitted recycled and secondary aggregate capacity, and encouraging sustainable usage of aggregates. Proposals for new rail and wharf import infrastructure will be supported, where appropriate. To ensure that that supply is secured and maintained through import facilities it is important that minerals infrastructure including wharf and rail heads are adequately safeguarded. This is covered in policy RM5. In addition, any extensions or improvements to existing safeguarded sites which improve the operation and/or efficiency of the landing, processing, handling and storage of minerals will normally be supported. The reuse of existing infrastructure will be supported where appropriate.

6.23 The strategy aims to protect and support every mechanism for enabling supply. This will allow provision for at least a doubling of current demand which equates to just over 22 million tonnes (mt) of aggregates over 15 years at an average of approximately 1.48 mtpa, peaking at 2.02 mtpa in 2025/26. Of the 22mt, between 14.43 mt & 16.56 mt will be sourced from imports, using existing permitted facilities. Aggregate supply and demand in the Plan area, including the annual provision figure, will be continually monitored via the Authorities' Monitoring Report and the Local Aggregate Assessment, and will be reviewed when required by national legislation.

6.24 In the event that land-won aggregate proposals are received they will be considered against existing Development Plan policies. All Plans should be read as a whole and criteria based policies within the WMLP ensure that there is complete policy coverage for any future proposal.

6.25 Proposals for new sites and additional capacity for aggregate importation infrastructure and recycled and secondary aggregate production will also be subject to the environmental protection requirements set out in other plan policies.

6.26 Proposals which may involve marine operations should also consider Policies S-AGG-3 and S-AGG-4 from the MMO South Marine Plan. These policies refer to proposals in areas where high potential aggregate resource occurs, and local sourcing of aggregates respectively.

Policy RM1

Provision of aggregates for consumption in the Plan Area

The Authorities will enable the provision of at least 22 million tonnes (averaging 1.48 mtpa) of aggregate material over the the Plan period by seeking to protect, maintain and enhance existing:

- a) aggregate importation infrastructure and capacity; and

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b) recycled and secondary aggregate production

Proposals for new rail and wharf import infrastructure, and additional capacity for a) and b) (including increased operational capacity within the site boundary of existing infrastructure) will be supported. In particular, support will be given to proposals which further enable sustainable provision of aggregates by sea and/or rail.

Provision for an additional extraction area at Aldershaw Farm (RM2)

Explanation

An extension to the Aldershaw Tiles extraction site was promoted by the operator in response to the Call for Evidence and Sites 2017 and was included in the 2020 consultation draft (Regulation 18) version of the Revised Policies Document (RPD). The tile works is a small-scale operation which primarily produces handmade tiles, many of which are used in the restoration of historic buildings. Clay supplies are now running low at the extraction site and an extension could extend the lifetime of the facility by providing a potential minerals reserve of between 25 and 30 years.

Since publishing the Regulation 18 RPD, the site assessment has been updated in accordance with the revised NPPF 2019 and the subsequent revised NPPF 2021 which now places higher protection on the AONB, ancient woodland and irreplaceable habitats. Paragraph 180 and Footnote 63 states that development resulting in the loss or deterioration of ancient woodland should be refused unless where wholly exceptional circumstance exist and where by a suitable compensation strategy exists.

Mineral extraction is a type of operation regarded as major development in the NPPF and in legislation[1]. Though, under Footnote 75 of the NPPF (2021), for the purposes of Paragraphs 176 and 177, the decision maker must determine whether the development constitutes major development.

Under paragraphs 176, 177 and Footnote 60 of the NPPF (2021), where a decision maker judges a proposal to represent major development, permission should not be granted other than in exceptional circumstances and where the development is demonstrably in the public interest.

As the previously promoted extension would extend into an area of ancient woodland, the extension site proposed in response to the Call for Evidence and Sites is therefore no longer being allocated. Sites outside of areas of ancient woodland may be available and further information on site selection and feasibility of extraction is anticipated from the landowner/operator.

Providing for Minerals 6

The Authorities believe that development for clay extraction could take place outside the area of ancient woodland. Any proposal for extraction within or within the vicinity of ancient woodland would be subject to further consideration in light of paragraphs 176, 177 and 180 and Footnotes 60 and 63 of the NPPF, as set out above.

The ultimate decision on exceptional circumstances and the public interest can only be taken when a planning application is submitted as exemplified by the following case:

R (Advearse) v. Dorset Council paragraph 46[2]⁽¹²⁾ sets out the successive stages for the consideration and implementation of the NPPF, particularly in relation to paragraph 177 of the NPPF (2021).

Since 2020, the Policy has therefore been revised in response to key responses, as follows:

- No longer allocating a specific site.
- Inclusion of a criteria based policy in line with national policy.

[1] Town and County Planning (Development Management Procedure)(England) Order 2015

[2] R (Advearse) v Dorset CC et al [2020] EWHC 807 (Admin) Paragraph 46

It is proposed that this section is appended to Provision of Clay (WMP13) on pages 84-85 of the WMP.

Purpose of Policy RM2

To ensure a continued supply of specialist clay.

12 46. Consideration and application of a policy such as the one stated at (what is now) paragraph 172 of NPPF 2019 [paragraph 177 of NPPF 2021] will not always be a oneoff event. The expectation is that policies in the NPPF will be considered at successive stages: for example, not only at the time a Local Plan is formulated, but also when subsequent decisions are taken on applications for planning permission. As the decisions in issue become more specific, the information relevant to the application of any particular policy is likely to change.

6 Providing for Minerals

6.27 *It has been identified that an additional extraction area for the Aldershaw Tiles site is required to ensure continued provision of clay for use in the production of specialist tiles. The products made at the Aldershaw Tile works include specialist clay tiles used in the restoration of historic buildings. The tiles may need to match original features, and so the colour and quality of these products is an important consideration.*

6.28 *The Policy aims to make provision for the specialist clay product, to meet the need from outside of areas of ancient woodland where possible, and to only allow development within designated ancient woodland in wholly exceptional circumstances, where a suitable compensation strategy exists and where it is in the public interest, in accordance with national policy. A final decision on whether exceptional circumstances exist can only be made when proposals come forward.*

Policy RM2

An area of additional clay extraction may be proposed in connection with the specialist tile manufacturing facility at Aldershaw Farm as identified on Map 10.2 [Minerals Sites and Infrastructure Map].

To be acceptable in principle, proposals for an additional extraction area must demonstrate that the following criteria are met:

- i. An assessment of the impact on the Ancient Woodland (Screen Wood and Lane Wood) must be carried out. Where necessary and in accordance with Natural England and the Forestry Commission's standing advice, appropriate buffers should be incorporated, and mitigation provided, to the satisfaction of both bodies.
- ii. The impact on the High Weald Area of Outstanding Natural Beauty must be assessed and appropriate mitigation should be included, if required, in consultation with the High Weald AONB Unit.
- iii. An assessment of the impact on the Beauport Park Local Wildlife Site must be carried out; and where necessary appropriate mitigation provided, in consultation with and to the satisfaction of the County Ecologist.
- iv. Access to the site is through the existing brickworks.

An appropriate mitigation and environmental enhancement scheme for the operations and restoration of the entire extraction site would be required as part of any permission.

Proposals must demonstrate how they have considered relevant Policies in the WMP, WMSP and the Development Plan (relevant Local Plan). Any application will be assessed in accordance with relevant development plan policies taking into account any material considerations.

Providing for Minerals 6

6.29 *Protected and notable species may be present within or in the vicinity of any future additional area of extraction. Appropriate assessments and surveys should be carried out in accordance with standing advice and development management policies within this Plan.*

6.30 *Any restoration plan should be supported by a landscape and ecological management plan.*

Safeguarding Mineral Resources (RM3)

Explanation

The provision of aggregates (minerals used for the construction and improvement of buildings or infrastructure) is important in ensuring that planned development in the Plan Area can be delivered. Directly linked to the provision of aggregates is the safeguarding of minerals resources and the safeguarding of minerals infrastructure. Safeguarding helps to ensure that minerals resources, which are finite in their supply, are not sterilised by other development.

Separate policies relating to safeguarding of mineral resources are contained within the Local Plan and Sites Plan. To avoid duplication of policy content, it is proposed that policies WMP14 and SP8 are combined into a single policy within the Waste and Minerals Local Plan.

It is also proposed that a list of exempt development relating to Minerals Safeguarding Areas (MSAs), Minerals Consultation Areas (MCAs) and prior extraction is included for clarity. This establishes the concept that not all development should be constrained by mineral designations.

The list of safeguarded resource sites will be moved to the policies map. The list of safeguarded sites has been included below for information. The strike-through indicates sites which are no longer being safeguarded.

Gypsum:

- Brightling Mine/Robertsbridge Works, Mountfield

Sand and Gravel (inclu. soft sand):

- Novington Sandpit
- Ditchling/Plumpton Reserve ⁽¹³⁾
- ~~Scotney Court Farm, Jury's Gap Road, Camber, near Lydd~~

13 This is a new safeguarded resource.

6 Providing for Minerals

- ~~Scotney Court Extension and Wall Farm, Jury's Gap Road, Camber, near Lydd~~⁽¹⁴⁾
- ~~Broomhill, near Lydd~~⁽¹⁵⁾

Clay:

- Ashdown Brickworks, Bexhill
- Little Standard Hill Farm, Ninfield
- Chailey Brickworks, Chailey
- Hastings Brickworks, Guestling
- Aldershaw Farm, near Hastings
- Horam Brickworks, Horam

Since the consultation in 2020, the wording of the policy has been updated to ensure that 'potentially' viable resources are safeguarded to address the issue of viability changing overtime.

This section replaces Safeguarding Mineral Resources (WMP14) on pages 86-88 of WMP and paragraphs 4.1 - 4.11 and Policy SP8 on pages 24-25 of the Waste and Minerals Sites Plan. Policies WMP14 and SP8 are superseded by Policy RM3.

Purpose of Policy RM3

To ensure known mineral resources of local importance are safeguarded.

6.31 *The National Planning Policy Framework requires MPAs to prevent mineral resources from being unnecessarily sterilised. Sterilisation of known or potential resources would reduce the ability and flexibility to supply future demand. However, it is also important to find a balance between protecting mineral resources for the future and allowing for necessary development of some of those areas.*

- 14 Permitted extraction sites (Scotney Court Farm, Scotney Court extension and Wall Farm) are currently being worked and near exhaustion at Lydd Quarry. The continued safeguarding of these sites is therefore not considered necessary. Furthermore, the area around Lydd Quarry is constrained by both National and International environmental designations and further working is not feasible due to the environmental constraints which are considered overriding.
- 15 The area around Lydd Quarry which includes Broomhill is constrained by both National and International environmental designations. Mineral working at Broomhill would therefore not be feasible due to the significant harm mineral working would cause to the interests of designated sites which are considered overriding. Broomhill is therefore no longer safeguarded.

Providing for Minerals 6

6.32 Government advice contained in the NPPF and other guidance ⁽¹⁶⁾ requires mineral planning authorities to define Mineral Safeguarding Areas (MSAs) which should contain resources that are of local and national importance to warrant protection for future generations. Mineral safeguarding allows for potential resource to be examined; however, there is no presumption that resources defined in MSAs will be worked.

6.33 Minerals Consultation Areas are areas where Local Planning Authorities will consult with the Authorities on alternative development proposals, not including excluded development. They have been identified using information on known minerals resources and existing permitted extraction and transport infrastructure sites.

6.34 Where non-mineral development is proposed which could potentially sterilise minerals resource, developers will be required to carry out investigation work to ascertain whether economically viable mineral resources are present and whether prior extraction is practicable. The results of this work should be reported in a 'Minerals Resource Assessment' which should be proportionate to the nature and scale of the proposal (for more detail see separate guidance on safeguarding). For the Authorities to raise no objection to the non-mineral development, they will need to be satisfied that either minerals sterilisation will not occur (either because the mineral resources are not economically viable or that an appropriate and practicable level of prior extraction can take place) or because there is an overriding need for the development.

6.35 Clay sites, permitted Gypsum reserves and soft sand are safeguarded. No strategic need for chalk extraction was identified in the WMP, and there is no evidence to suggest that the situation has altered. No areas have therefore been identified to safeguard chalk resource within the review.

Soft Sand

6.36 When considering proposals for mineral extraction, national policy ⁽¹⁷⁾ requires planning authorities to 'provide the provision of non-energy minerals outside of National Parks, the Broads, Areas of Outstanding Natural beauty and World Heritage Sites, scheduled monuments and conversation areas' where practicable. However, the soft sand resource within East Sussex lies entirely within the boundary of the South Downs National Park. This soft sand resource then extends through the SDNP and its boundary in West Sussex and Hampshire.

6.37 As soft sand resource in the south east is relatively limited and constrained by a number of designated landscapes ⁽¹⁸⁾, the Plan safeguards the extent of the soft sand resource in East Sussex.

16 British Geological Survey (BGS) guidance for Mineral Safeguarding published in 2011.

17 NPPF paragraph 211

18 South East Soft Sand Position Statement

6 Providing for Minerals

6.38 *The Authorities consider that the following categories of development/application type are exempt from the Policy requirements of RM3, RM4, RM5 and RM7. The exemptions would apply to sites located in MSAs and MCAs; to the requirements for prior extraction; and for consultations relating to both mineral resources sites and minerals infrastructure sites. Those listed would also be exempt from the requirements of Mineral Resource and Infrastructure Assessments.*

Excluded Development

- *Householder planning consent: Applications for alterations to existing single buildings including works within the boundary/garden of a house i.e. domestic extensions, conservatories, loft conversions, dormer windows, garages and similar structures (car ports, outbuildings) within the curtilage of an existing dwellinghouse*
- *Applications for Advertisement Consent*
- *Applications for Listed Building Consent*
- *Lawful Development Certificate (LDC) for existing use, proposed use, or operation or activity in breach of a planning condition*
- *Applications for Tree Works (including consent under Tree Preservation Orders and notification of proposed works to trees in conservation areas)*
- *Application for non-material amendments*
- *Applications for small-scale urban infill development within existing built-up areas i.e. the development of a small gap between existing buildings/enclosed by other types of development*
- *Developments within a conservation area within existing urban areas*

Policy RM3

Minerals Safeguarding Areas

Mineral Safeguarding Areas (MSAs), as shown on the Policies Map, identify potentially viable land-won mineral resources and sites.

Proposals for non-minerals development on or near the MSA that would sterilise or prejudice the extraction of the mineral resource, or result in incompatible development, should not be permitted.

Development proposals within areas shown as Mineral Safeguarding Areas on the Policies Map or that may affect a mineral operation or resource, must demonstrate that mineral resources will not be sterilised and the development is not incompatible with any permitted minerals operations.

The Authorities will periodically review and update Mineral Safeguarding Areas as required.

Providing for Minerals 6

Prior Extraction of Mineral Resources (RM4)

Explanation

Prior extraction of minerals resources is required by the NPPF (2021) to be promoted and considered for development proposals which would sterilise resources. Following an assessment of viability of sand and gravel resource within the Plan Area, it is proposed that no additional sharp sand and gravel resource will be safeguarded. A prior extraction policy is required to ensure that soft sand resource (all of which is to be safeguarded), clay and gypsum reserves are appropriately safeguarded and does not become sterilised. A separate policy requiring prior extraction where feasible and practicable has been included.

No changes to the direction of this Policy have been made since the 2020 consultation. For clarity, some minor updates to the supporting text have been made.

Purpose of Policy RM4

To ensure the best and most sustainable use of minerals by seeking their extraction prior to development.

6.39 *The NPPF requires that MPAs should set out policies to encourage the prior extraction of minerals, where practical and environmentally feasible, if it is necessary for non-mineral development to take place. Where non-mineral development is proposed, developers may be required to carry out investigation work to ascertain whether there are economically viable mineral resources present and whether prior extraction is practicable. The results of this work should be presented within a Minerals Resource Assessment (MRA) which should be proportionate to the nature and scale of the proposal. Guidance on preparing a MRA can be found within the separate guidance document on safeguarding. The Minerals Resource Assessment may conclude that prior extraction is not practicable due to constraints and location, delay to construction timetable, and effect on landform thereby making the site not viable for the proposed development.*

6.40 *The Mineral Planning Authority will consider the conclusions of the Minerals Resource Assessment, including on prior extraction, in forming its view on the proposed development and provide advice to the Local Planning Authority.*

6 Providing for Minerals

6.41 *Where planning permission is granted for the prior extraction of minerals, conditions will be imposed to ensure that the site can be adequately restored to a satisfactory after-use should the main development be delayed or not implemented.*

6.42 *Policy RM4 must be read in conjunction with the Excluded Development list, please refer to paragraph 6.38 for further details.*

Policy RM4

Prior Extraction of Mineral Resources

All developments permitted within Mineral Safeguarding Areas should undertake prior extraction unless it can be demonstrated to the satisfaction of the MPA that:

a)The mineral resource would not be sterilised by the proposed development.

and/or

b)The mineral cannot be practically or feasibly extracted.

Safeguarding Minerals Infrastructure (RM5)

Explanation

Safeguarding protects existing and planned infrastructure, such as railheads and wharves, which are integral to the supply, storage and transportation of minerals. Within the Plan Area, wharves at the ports of Newhaven, Shoreham and Rye are safeguarded in order to preserve mineral landing capacity, along with railheads at Newhaven and the British Gypsum rail facility near Robertsbridge. It is, therefore, important to review safeguarding arrangements at the same time as a review of mineral provision.

The introduction of sensitive land uses in close proximity to minerals operations can have a detrimental impact on their ability to effectively operate. Issues such as noise and dust from existing infrastructure sites can affect incompatible development such as residential uses negatively. It is necessary to protect these mineral facilities from encroachment of non-minerals development to support continued effective working of these facilities, therefore it is proposed that reference to the Agent of Change principle (para 187 of NPPF) is added to the Policy. *The list of safeguarded minerals infrastructure sites will be moved to the Policies Map.*

Providing for Minerals 6

The Newhaven Enterprise Zone, and its Strategic Framework, which includes the Port of North Quay has been considered as part of the review. However, it is considered that there is no need to change the direction or wording of the policy.

Since the 2020 consultation, the direction of the policy has not changed, however amendments have been made to the supporting text. The term 'disturbance' is now defined within the supporting text. The wording within the policy has also been amended to ensure consistency with other policies.

It is proposed that this section replaces Safeguarding Railheads and Wharves Policy (WMP15) on pages 89-90 of WMP and pages 26-27 of the Waste and Minerals Sites Plan, and that Policies WMP15 and SP9 are superseded by RM5.

Purpose of Policy RM5

To ensure the continued provision of minerals to the plan area by protecting essential minerals infrastructure from encroaching development.

6.43 National Policy requires Mineral Planning Authorities (MPAs) to assess the need for existing, planned and potential wharf and rail facilities to be safeguarded and to encourage and promote the use of sustainable transport modes for the movement of minerals. Sustaining imports of marine aggregates through local wharves is particularly important in the Plan Area because of the scarcity of viable land based mineral resources in this area.

6.44 Marine borne aggregates are currently imported at the Ports of Rye, Newhaven and Shoreham. Material for the plasterboard factory at Robertsbridge is imported by rail. Bottom ash produced by the Newhaven Energy Recovery Facility is exported by rail to a processing facility outside the County. Crushed rock and other aggregates are imported by rail into the Plan Area at Newhaven. The majority of aggregates movements within the Plan Area are currently made by road.

6.45 There are currently no active chalk sites in the Plan Area and more recently chalk has been imported by road from West Sussex. Clay resources are linked to brickworks and none of these sites are close to rail facilities or ports to transport bricks within or out of the Plan Area. More detailed support for a modal shift in transportation of minerals is covered in Policy WMP 18.

6 Providing for Minerals

6.46 *Proposals for other uses at minerals wharves must demonstrate that sufficient alternative mineral wharf capacity (tonnage) is deliverable and available to ensure no net loss of capacity within the port before the Authorities would accede to alternative development of the site. Proposals for new residential, business or amenity development in proximity to aggregate wharves should be assessed to ensure the impact of existing operations is fully addressed. The safeguarding arrangements would apply to all existing permitted, planned and potential (e.g. when new sites come forward or when suitable sites are released from their previous use) sites regardless of whether they are currently in use.*

6.47 *Proposals affecting safeguarded mineral infrastructure sites or within MCAs around these, including rail depots, wharves, concrete batching and asphalt plants, and aggregate recycling sites should be supported by a Mineral Infrastructure Assessment (MIA). This should provide sufficient evidence which is proportionate to the nature and type of development, to enable the MPA to assess whether the proposed development is likely to have an adverse effect on the facility including its capacity. Further guidance on preparing the MIA can be found within the separate guidance document on safeguarding.*

6.48 *The NPPF requires that existing businesses and facilities should not have unreasonable restrictions placed on them as a result of development permitted after they were established. Development proposals in the vicinity of safeguarded wharves (including vacant wharves) and railheads should be designed to minimise the potential for conflicts of use and disturbance (e.g. light disturbance, noise pollution, dust, odour, other emissions, impact on visual amenity of potential occupiers and impacts arising from traffic movements associated with Minerals Infrastructure sites), in line with the Agent of Change principle as set out within the NPPF⁽¹⁹⁾.*

6.49 *The Joint Area Action Plan (JAAP) for Shoreham Harbour which was adopted in October 2019 sets out the future vision and planning policies for the Shoreham Harbour regeneration area. The intention is to consolidate port related uses in the eastern harbour arm. It is important that wharf safeguarding policies are applied to ensure capacity is maintained whilst regeneration proposals come forward.*

6.50 *Shoreham Port is partly within West Sussex, so landings at wharves in the West Sussex part may also help meet demand in the western part of the Plan Area. On that basis, provision of equivalent capacity (tonnage) of minerals wharfage within either part of Shoreham Port may be acceptable subject to similar safeguarding by West Sussex County Council as Minerals Planning Authority. Future joint working by authorities on the JAAP has been addressed through a Statement of Common Ground which has been agreed between the Shoreham Harbour Planning Authorities and the Shoreham Port Authority.*

¹⁹ Paragraph 187 of the NPPF (2021)

Providing for Minerals 6

6.51 *The wharves and railheads safeguarded for the purposes of minerals transportation are listed on the Policies Map. A list of the permitted mineral infrastructure sites is published alongside the Annual Monitoring Report (AMR) on the County Council's website. It is updated periodically outside the Annual Monitoring Report process. Updated GIS layers are re-issued accordingly.*

6.52 *Policy RM5 must be read in conjunction with the Excluded Development List, please refer to paragraph 6.38 for further details.*

Policy RM5

Safeguarding Minerals Infrastructure

Existing, planned and potential minerals wharf and railhead facilities (including rail sidings) and their consequential capacity are safeguarded in order to contribute towards meeting local and regional supply for aggregates and other minerals as well as supporting modal shift in the transport of minerals. The need for railheads and minerals wharves will be monitored.

Capacity for landing, processing and handling and associated storage of minerals at wharves in Shoreham, Newhaven and Rye Ports is safeguarded. Alternative use proposals should demonstrate that there is no net loss of capacity for handling minerals within a port.

Proposals for non-minerals related uses within the vicinity of an infrastructure site should be designed to minimise the potential for conflicts of use and disturbance in accordance with the Agent of Change principle. Proposals for incompatible non-minerals development should not be permitted.

The Authorities will support the co-location of railheads and minerals wharves with processing capacity subject to it being demonstrated that this does not adversely affect space requirements for operational use.

The Authorities will periodically review and update Mineral Infrastructure Safeguarded Areas as required.

6 Providing for Minerals

Safeguarding facilities for concrete batching (etc.) (RM6)

Explanation

To ensure the plan remains relevant throughout the plan period, it is proposed that the list of safeguarded facilities is removed from the policy wording and is moved to the Policies Map. The policies map would be periodically reviewed and updated as necessary.

Since the 2020 consultation, the direction of the policy remains the same. The Policy wording has been amended to strengthen the wording and emphasise the limited circumstances in which permission may be granted. Reference to the agent of change principle has been added to supporting text to ensure consistency with other policies.

It is proposed that this section replaces pages 27-28 of the Waste and Minerals Sites Plan. Policy SP10 is proposed to be superseded by RM6, as drafted below.

Purpose of Policy RM6

To ensure adequate provision of minerals of the plan area by protecting infrastructure facilities from encroaching development.

6.53 *Whilst the development management of concrete batching and similar facilities are generally district and borough council planning matters, in order to provide a comprehensive safeguarding mechanism for minerals infrastructure in the Plan Area it is considered appropriate to safeguard such sites in the WMLP.*

6.54 *The NPPF requires that planning policies safeguard existing, planned and potential sites for: the bulk transport, handling and processing of minerals; the manufacture of concrete and concrete products; and the handling, processing and distribution of substitute, recycled and secondary aggregate material. No such sites were received in response to the Call for Evidence and Sites consultation, and a need for additional facilities has not been identified.*

6.55 *Development proposals within the vicinity of safeguarded concrete batching, coated materials manufacture and other concrete products must be compatible with the operations at the safeguarded concrete and concrete products sites in accordance with the Agent of Change Principle and national*

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policy⁽²⁰⁾. *Proposals should be accompanied by a proportionate Minerals Infrastructure Assessment (MIA) comprising a compatibility assessment. Further guidance on preparing the MIA can be found within the separate guidance document on safeguarding.*

6.56 *Safeguarded concrete batching facilities are listed on the Policies Map.*

Policy RM6

Safeguarding facilities for concrete batching, coated materials manufacture and other concrete products within the Plan Area

Facilities for concrete batching, coated materials manufacture and other concrete products are safeguarded against development that would unnecessarily sterilise the facility or prejudice its use. The safeguarded facilities are identified in the Policies Map.

Proposals for non-minerals development on or near the site that would prejudice the use of the facility, or result in incompatible development, should not be permitted. Planning permission will only be granted where it is demonstrated that:

- *the proposed development is in accordance with a site allocation in an adopted local plan or neighbourhood plan;*
- *the site is no longer needed;*
- *the proposal is of a temporary nature; or,*
- *the capacity of the site can be relocated elsewhere.*

The Authorities will periodically review and update safeguarded facilities as required.

Minerals Consultation Areas (RM7)

Explanation

Based on local constraints and changes to the surroundings of safeguarded sites, it is proposed that the extents of Mineral Consultation Areas are altered dependent on the constraints of each site. These can be found in the Policies Map.

²⁰ Paragraph 187 of the NPPF states that proposals must ensure that the new development can be integrated effectively with existing businesses and existing facilities should not have unreasonable restrictions placed on them as a result of development permitted after they were established.

6 Providing for Minerals

The proposed wording of this policy would allow the MPA discretion to raise concern in cases where the minerals sites and facilities may be adversely affected by non-minerals development.

In response to representations received during the 2020 consultation, to avoid confusion, reference to MSAs has been removed from the supporting text and the exemptions list has been moved earlier in the document.

It is proposed that this section replaces Minerals Consultation Areas (SP11) on pages 28 & 29 of the WMSP.

Purpose of Policy RM7

To ensure appropriate consultation is undertaken by Local Planning Authorities on alternative development proposals.

6.57 Policies RM3 and RM5 seek to safeguard land-won minerals resources and minerals infrastructure from sterilisation and incompatible development. Minerals Consultation Areas (MCAs) are required to be defined by National Policy ⁽²¹⁾. They are a means to ensure that, in determining non-minerals development by another local planning authority within the Plan Area, account is taken of the need to safeguard such assets. Brighton & Hove City Council and the South Downs National Park Authority can achieve this consideration within their own decision taking. In the County of East Sussex outside the South Downs National Park, local planning authorities need to consult the Minerals Planning Authority on relevant applications. To ensure a manageable process, Policy RM7 below sets out how the consultation process will be implemented.

Policy RM7

Minerals Consultation Areas

Within the County of East Sussex outside the South Downs National Park, the local planning authority will consult the Minerals Planning Authority on non-minerals development affecting, or potentially affecting, existing minerals sites and facilities identified in the Policies Map. Neighbourhood planning groups will also need to consult the relevant MPA where allocating land affecting MSAs in their Neighbourhood Plan.

21 Paragraph 210 of the NPPF (2021)

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Types of planning applications not included within the excluded development list which fall into a Mineral Consultation Areas (MCA) will require the consultation of the Minerals Planning Authority. MCAs will be updated when necessary and included in Annual Monitoring Reports, and the local planning authorities informed accordingly.

6.58 *Minerals Consultation Areas do not apply to development considered unlikely to affect MSAs. Please see paragraph 6.38 for further details.*

7 Development Management Policies

7 Development Management Policies

7.1 The Development Management Policies section in the WMLP sets out policies to be used in the determination of waste and minerals applications covering a range of topics such as environmental enhancement, transport, design and operation.

7.2 The Authorities' monitoring indicated that these policies are broadly operating as expected, and do not require altering at this time. However, it was identified that the supporting text of Policy WMP27 was factually incorrect and requires alteration. All other policies within this section apart from WMP27, which is to be replaced by Policy RD1 below, remain unchanged.

Environment and Environmental Enhancement (RD1)

Explanation

Policy WMP27 and its supporting text seeks to conserve and enhance the environment. This is a development management policy and is intended to be a general policy that can be applied to a wide range of proposals. Several changes are being proposed to this policy and its supporting text:

1. Addition of specific reference to net gain in biodiversity

In the NPPF it is identified that plans must contribute to net gain of biodiversity. Presently, WMP 27 seeks to maximise opportunities to increase biodiversity and habitat creation. The NPPF now requires almost all development to result in net gains in biodiversity. The policy has been updated to reflect this new emphasis. The policy text has also been shortened and made more flexible by identifying environmental and historic designations as a whole, instead of listing specific designations.

2. Alteration of supporting text in relation to Habitats Regulation Assessments

The supporting text of WMP27 provides guidance in a grey box to be used when undertaking Habitats Regulations Assessments (HRA), ⁽²²⁾ which the Authorities are required to undertake at specific times set out in law. The first part of the HRA process is called screening, which identifies if further assessment is required.

22 The Conservation of Habitats and Species Regulations 2017 transposes the Habitats Directive and elements of the Birds Directive into English Law. These directives seek to protect biodiversity through the conservation of natural habitats and species of wild fauna and flora and require certain assessments to be undertaken in certain circumstances.

Development Management Policies 7

Within the guidance in the grey box the third paragraph and footnote 89 makes reference to the advice given in the Design Manual for Roads and Bridges which indicates "*that if the increases in traffic [arising from a development] will amount to less than 200 Heavy Duty Vehicles (HDV) movements per day the development can be scoped out of further assessment*".

In 2017, a High Court judgement in the case of *Wealden District Council v. Secretary of State for Communities and Local Government, Lewes District Council and South Downs National Park Authority* [2017] EWHC 351 (Admin) found that in following the advice of the Design Manual for Roads and Bridges by using a 200 HDV vehicle limit as a threshold for screening, Lewes District Council, when undertaking a Habitats Regulation Assessment on their Joint Core Strategy, had failed to consider the cumulative impact of the development proposed in their local plan in combination with those proposed within the Wealden Local Plan. The judgement also undermined the use of a 1% threshold to determine if a scheme may be screened out. The supporting text in the WMP, which was based on the best advice available in 2013, follows an approach similar to Lewes District Council. The Authorities are, therefore, seeking to amend the supporting text in order to update it in light of the judgement.

3. Alteration to supporting text to include reference to soils in relation to biodiversity and climate change.

The importance of the biodiversity within soils and its potential to store carbon has significantly increased in the last few years. Measures for protecting and minimising disturbance to soils should be included in an Environmental Statement. Reference to this requirement is therefore included in the supporting text.

4. Additional changes between 2020 and 2021 version

Following the consultation on the Draft Revised Policies in 2020, Policy RD1 was revised. In summary:

- The policy text has been altered to align more closely with the NPPF (2021), and now refers to the Sussex Nature Recovery Network and any future Local Nature Recovery Strategy.
- Additional supporting text to reference the NPPF and the requirements within it have been added.
- The ambiguity in the policy text referring to 'a) above' has been clarified.
- The list of designations has been moved from the Policies Map to Appendix 3 of this document.
- Reference to landscape added; this was accidentally omitted when WMP27 was first transposed.

7 Development Management Policies

7.3 It is proposed that this section replaces Environment and Environmental Enhancement (WMP27) on pages 113-116 of the WMP. Policy WMP27 Environment and Environmental Enhancement would be superseded by RD1 Environment and Environmental Enhancement.

Purpose of Policy

To conserve and enhance the built and natural environment including: natural assets; biodiversity and geodiversity; landscapes; historic environment; geology and geomorphology; Heritage assets; and landscape character.

7.4 *The Plan Area has a range of natural and built features which are recognised for their environmental and / or historic qualities, a number of which are formally recognised via international, national, or local level designations. Within the existing policy hierarchy, sites or features designated at a national or international level receive statutory protection via legislation. Others designated at a more local level carry less policy weight in decision-making, although the Authorities recognise that such features are an important part of the local environment.*

7.5 *Policy RD1 sets out the Plan's policy in respect to proposed minerals and waste development and the natural and historic environment. This policy is based on the principles set out in the NPPF. The NPPF also details information which applicants are expected to provide and contains guidance on how planning applications that affect environmental and historic sites should be determined in certain circumstances. Applicants are expected to provide the information as set out in the NPPF and the Minerals and Waste Planning Authority will follow the policy set out when determining planning applications.*

Development Management Policies 7

Policy RD1

Environment and Environmental Enhancement

To conserve and enhance the built and natural environment development should:

- a) protect and enhance designated sites, areas and features of environmental, landscape and historic importance, as listed in Appendix 2;*
- b) provide measurable net gain in biodiversity and enhancement of natural capital, as guided by the Sussex Nature Recovery Network and any future Local Nature Recovery Strategy, following the mitigation hierarchy with gain provided on site where possible, or at the best strategic location for nature's recovery; and*
- c) maximise opportunities for functional habitat creation including inter-connectivity between habitats within and outside the site.*

Permission will not be granted where:

- x) a site or area of national or international importance is adversely affected, or an appropriate assessment has concluded that the plan or project may adversely affect the integrity of the site or area, unless there are no alternative solutions and there is an imperative overriding public interest for the development, or*
- y) the development would have a significant adverse impact on such a site, area or feature as referred to in a. above.*

7.6 *Proposals are expected to assess the topics raised under this Policy within an Environmental Statement, particularly if there are known features in the vicinity of the application site. Any proposals for net gain in biodiversity to be achieved should be proportionate to the proposed development and its location in relation to the Nature Recovery Network. Applicants are expected to follow the latest biodiversity net-gain best practice when addressing this policy.*

7.7 *The importance placed on the biodiversity within soils and its potential to store carbon has significantly increased in the last few years. Both waste and minerals development can result in a large amount of soil disturbance. The Environmental Statement accompanying such proposals should therefore include details of how soil disturbance is to be minimised. Best practice examples are set out in the Defra publication 'Construction Code of Practice for the Sustainable Use of Soils on Construction Sites'.*

7 Development Management Policies

7.8 A list of different types of designated sites, priority, legally protected and notable species & habitats, (including irreplaceable habitats) are included in Appendix 2. Where there is evidence that identifies an un-designated environmental or historic site, area or feature as important, these are considered in the same way as designated sites of similar characteristics, following best practice guidance in relation to species..

7.9 When assessing significance, the appropriate tests as set out in the NPPF, where relevant, should be applied. At the time of publication, this is paragraphs 176, 180, 181 (natural environment), 194 and 197-205 (heritage assets) of the NPPF (Feb 2021).

7.10 In the cases where proposed development may affect the integrity of sites or areas that are subject to the Habitat Regulations and Appropriate Assessment, the presumption is that development should not be permitted. This follows the broad approach set out in the NPPF and the Habitats Directive, and will be appropriate for the vast majority of proposed developments. The Habitats Regulations do make an exception in instances where, subject to a number of strict requirements, there are clear imperative reasons of overriding public interest for the development. When considering the proposal due weight will be given to the approach the applicant has taken to follow the Habits Regulations, and the reasons of overriding public interest that are put forward.

7.11 Where appropriate, the Authorities will include planning conditions that provide for notification, evaluation and (if confirmed) recording of important natural or archaeological features that may be encountered and, where relevant, the retrieval of finds and placing in recognised national collections. Agreements for restoration, after-care and after-use will be flexible to allow for active conservation of any interest, as they are discovered, throughout the life of the planning permission.

8 Implementation and Monitoring

8.1 It is proposed that the implementation and monitoring table in section 7 of the Waste and Minerals Plan (pages 120-137) is updated. Entries for policies WMP4, WMP7a, WMP7b, WMP11, WMP14, WMP15 and WMP27 would be deleted and replaced with the table below.

8.2 Monitoring and reporting on the implementation of the policies in the Plan is important to establish whether they are being successful in achieving their aims. Monitoring also allows corrective action to be taken if the aims of the Plan are not being met. Performance of the policies is currently and will continue to be evaluated yearly and reported via the Local Aggregates Assessment and Annual Monitoring Report.

Policy	Delivery Body/Mechanism	Key Delivery Partners	Delivery Target (how much, when, where)	Delivery Indicator
RW1 - Sustainable Locations for Waste Development	ESCC, BHCC, SDNPA Strategic waste facilities developed in the most sustainable locations.	Waste industry Minerals industry	Strategic facilities located consistent with the approach identified in the Plan.	Locations of waste facilities consistent with policy.
WMP4	ESCC , BHCC, SDNPA Identification of locations for mineral infrastructure, processing of secondary minerals, and for recycling of mineral resources.	Minerals industry Environment Agency Landowners Port Authorities	A proportional increase in use of secondary or recycled materials in relation to total minerals used. Sufficient primary and secondary aggregates provided to the Plan Area over plan period	Data about minerals produced in the Plan Area or imported into the Plan Area.

Implementation and Monitoring 8

8 Implementation and Monitoring

<i>Policy</i>	<i>Delivery Body/Mechanism</i>	<i>Key Delivery Partners</i>	<i>Delivery Target (how much, when, where)</i>	<i>Delivery Indicator</i>
				<i>Data about C&D waste being recycled at permitted waste sites.</i>
<i>RM0 Sustainable Use of Aggregates</i>	<i>ESCC, BHCC, SDNPA, Change in construction practices</i>	<i>District/Borough Councils Development Industry</i>	<i>Sustainable use of aggregates being a considered as a design consideration in the design of all developments.</i>	<i>Policy Citation / Consideration of aggregate usage in design in random sample review of Design and Access Statement / Planning Statements</i>
<i>RM1 Provision of Aggregates</i>	<i>ESCC, BHCC, SDNPA Importation of aggregates by sea, rail, and road. Provision of recycled and secondary aggregates for use in the Plan Area</i>	<i>Minerals industry CDEW industry Environment Agency Landowners Port Authorities</i>	<i>Sufficient primary and recycled/secondary aggregates provided to the Plan Area over plan period.</i>	<i>Data on imports of aggregates to the Plan Area. Consumption of aggregates in the Plan area.</i>

Implementation and Monitoring 8

Policy	Delivery Body/Mechanism	Key Delivery Partners	Delivery Target (how much, when, where)	Delivery Indicator
		MMO Crown Estate		Data about C&D waste being recycled at permitted waste sites.
RM2 - Provision for an additional extraction area at Aldershaw Farm	Policy RM2 is monitored under the arrangements for WMP13 Provision of Clay.			
RM3 - Safeguarding Mineral Resources RM4 - Prior Extraction of Minerals Resources	ESCC, BHCC, SDNPA Safeguarding of land-won resources and identifying consultation areas. Development industry to undertake prior extraction of minerals where feasible. Review Minerals Resource Assessments.	District/Borough councils. Minerals industry Environment Agency Natural England Development industry	No viable resources sterilised.	Number of applications for built development on safeguarded or consultation areas. Tonnage figures of prior extracted resources. Review of Minerals Resource Assessments and number of applications for prior extraction proposals

8 Implementation and Monitoring

Policy	Delivery Body/Mechanism	Key Delivery Partners	Delivery Target (how much, when, where)	Delivery Indicator
RM5 - Safeguarding Minerals Infrastructure	ESCC & BHCC Identify and safeguard sites and capacities at wharves and railheads. Review Minerals Infrastructure Assessments.	District/Borough councils and regeneration area partners Port Authorities Minerals industry Waste industry Network Rail	No net loss of wharf/rail capacity in the Plan Area.	Annual monitoring of wharf status (active or redundant) and existing rail sidings/tracks. Number of applications for built development on safeguarded wharves/rail sidings. Review of Minerals Resource Assessments and number of applications for prior extraction proposals
RM6 - Safeguarding Facilities for Concrete Batching	ESCC, BHCC, SDNPA and relevant districts & boroughs. Identify and safeguard sites. Implement consultation areas.	District & Borough Councils. Aggregates manufacturing industry.	No net loss of concrete batching facilities. Proposals should be compatible with batching plants.	Ongoing monitoring through the consultation process.

Implementation and Monitoring 8

Policy	Delivery Body/Mechanism	Key Delivery Partners	Delivery Target (how much, when, where)	Delivery Indicator
RD1 - Environment and Environmental Enhancement	ESCC, BHCC, SDNPA	Waste/minerals industry	Proposals should minimise environmental impacts where possible and mitigate where necessary.	Ongoing monitoring of conditions on waste developments.
	Industry to address environmental protection in proposals.	Environment Agency Natural England	Overall maintenance, and where possible enhancement, of environmental assets in the Plan Area.	Enforcement cases or complaints about environmental assets related to waste/minerals developments.
				Proposals resulting in net gain.

9 Summary of Proposed Amendments

9 Summary of Proposed Amendments

Document - Section [Page numbers]	Proposed Amendment(s)	Reason(s) for Review
WMP - Overarching Strategy: Local Strategy Statement - Approach to Key 'Larger than Local' Matters [p25-32]	The section Local Strategy Statement - Approach to Key 'Larger than Local' Matters is deleted .	Factual update.
WMP Minerals and Waste Development in the South Downs National Park (WMP2)	Replaced by RPD - Minerals and Waste Development affecting the South Downs National Park and High Weald Area of Outstanding Natural Beauty (RV1) [p15-18]	Clarification of policy and factual update.
WMP - Sustainable Locations for Waste Development (WMP7a, 7b) [p59-62]	Replaced by RPD - Sustainable Locations for Waste Development Policy (RW1) [p19-22]	To clarify an ambiguity in the existing policy requirements.
	New Policy RPD - Sustainable Use of Aggregates (RM0) [p23-24]	New policy introduced to ensure sustainable use of aggregate.
WMP - Provision of Aggregates (WMP11) [p78-81]	Replaced by RPD - Provision of Aggregates (RM1) [p25-32]	To reassess the approach to aggregates provision in the context of depleting permitted land-won reserves in the Plan Area. Following consideration of reasonable alternatives, the new approach does not allocate any additional sites, but will rely on imported material and recycled aggregate.
WMP - Provision of Clay (WMP13) [p84-85]	Additional Policy added RPD - Provision for additional extraction area at Aldershaw Farm (RM2) [p32-35]	To support area of additional clay extraction area for clay extraction at the existing Aldershaw Quarry in response to a submission to the 'call for sites'.
WMSP - Section 4 Providing for Minerals paragraphs 4.1 to 4.6 [p24]	WMSP - Section 4 Providing for Minerals paragraphs 4.1 to 4.6 [p24] are deleted .	Factual update to reflect proposed amendments.

Summary of Proposed Amendments 9

Document - Section [Page numbers]	Proposed Amendment(s)	Reason(s) for Review
WMP - Safeguarding Minerals Resources (WMP14) [p86-88] WMSP - Safeguarding Minerals Resources (paragraphs 4.1-4.23) and Policy SP8 Minerals Safeguarding Areas for land won minerals resources within the Plan Area [p24-25]	Replaced by RPD - Safeguarding Minerals Resources (RM3) [p35-31]	To consolidate the policy requirements into a single policy for added clarity.
	New Policy RPD - Prior Extraction of Minerals (RM4) [p32-40]	New policy requirement to require extraction of mineral resources prior to alternative development proposals commencing within Minerals Safeguarding Areas in some circumstances
WMP - Safeguarding Railheads and Wharves (WMP15) [p89-90] WMSP - Safeguarding Wharves, Railheads and Concrete Batching: Wharves and Railheads (paragraphs 4.12-4.19) and Policy SP9 Safeguarding wharves and railheads within the Plan Area, Sand [p26-27]	Replaced by RPD - Safeguarding Wharves and Railheads (RM5) [p40-44]	To incorporate reference to the 'agent of change' principle introduced in the revised National Planning Policy Framework
WMSP - Safeguarding Wharves, Railheads and Concrete Batching: Concrete Batching Plants (paragraphs 4.20-4.21) and Policy SP10 Safeguarding facilities for concrete batching, coated	Replaced by RPD - Safeguarding facilities for concrete batching, coated materials manufacture and other concrete products with the Plan Area (RM6) [p44-54]	To remove the list of safeguarded facilities from the policy wording and instead illustrate on the Policies Map, to enable easier updating.

9 Summary of Proposed Amendments

Document - Section [Page numbers]	Proposed Amendment(s)	Reason(s) for Review
minerals manufacture and other concrete products within the Plan Area		
WMSP - Minerals Consultation Areas (paragraphs 4.22-4.23) and Policy SP11 Minerals Consultation Areas [p28-29]	Replaced by RPD - Minerals Consultation Areas (RM7) [p46-47]	To revise the extents of Mineral Consultation Areas to take into account the constraints of each site.
WMP - Environment and Environmental Enhancement (WMP27) [p##-##]	Replaced by RPD - Environment and Environmental Enhancement (RD1) [p48-52]	<ol style="list-style-type: none"> 1. To add a requirement for a net gain in biodiversity. 2. To update the policy requirements to take into account the judgement in Wealden District Council v. Secretary of State for Communities and Local Government, Lewes District Council and South Downs National Park Authority [2017] 3. Factual update to incorporate reference to soils conservation

Table 1

Maps 10

10 Maps

10.1 Location of Waste Management Facilities Map

Locations of Existing Permitted Waste Management Sites Within the Plan Area

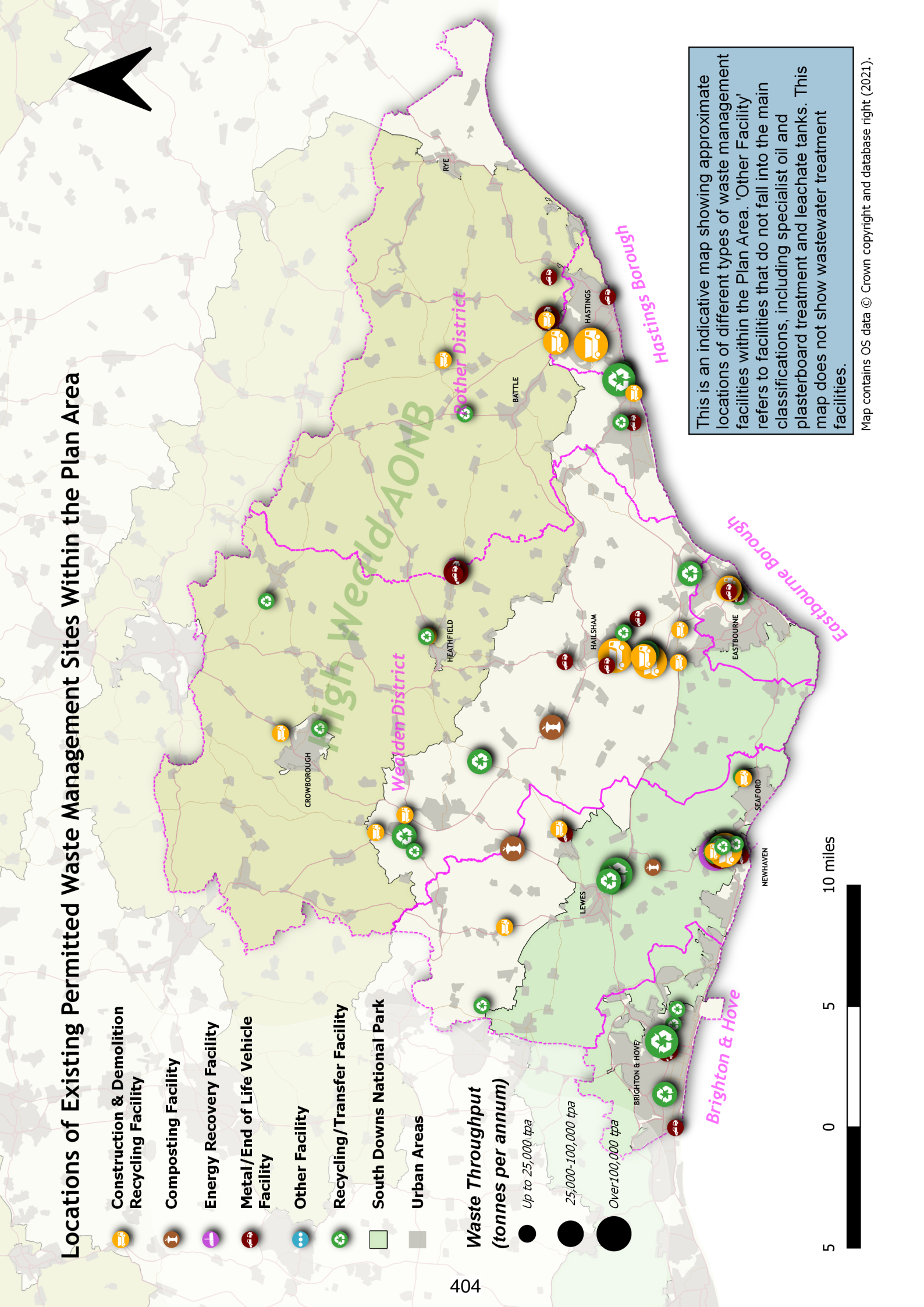
- Construction & Demolition Recycling Facility
- Composting Facility
- Energy Recovery Facility
- Metal/End of Life Vehicle Facility
- Other Facility
- Recycling/Transfer Facility
- South Downs National Park
- Urban Areas

Waste Throughput (tonnes per annum)

- Up to 25,000 tpa
- 25,000-100,000 tpa
- Over 100,000 tpa

This is an indicative map showing approximate locations of different types of waste management facilities within the Plan Area. 'Other Facility' refers to facilities that do not fall into the main classifications, including specialist oil and plasterboard treatment and leachate tanks. This map does not show wastewater treatment facilities.

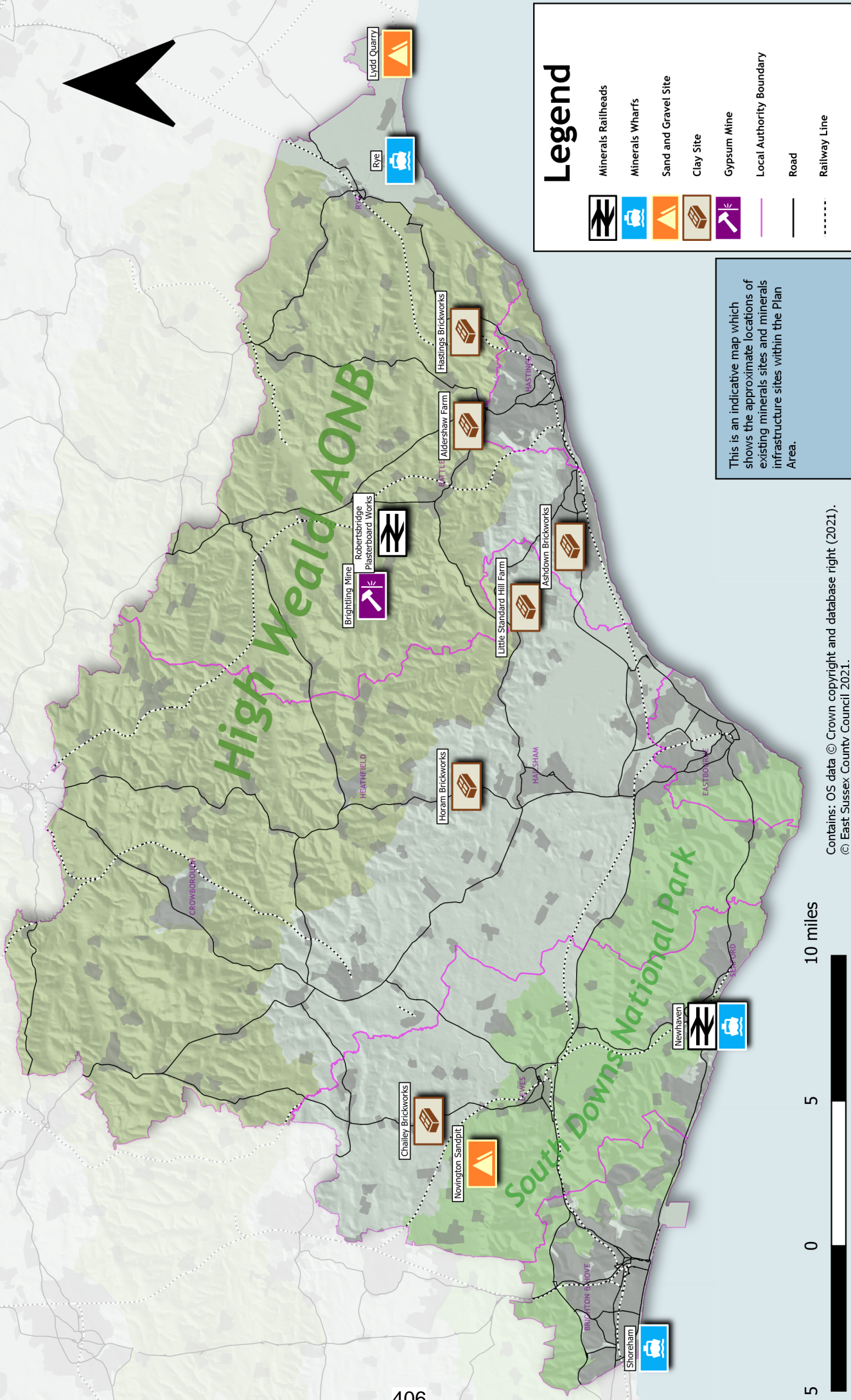
Map contains OS data © Crown copyright and database right (2021).



Maps 10

10.2 Minerals Sites and Infrastructure Map

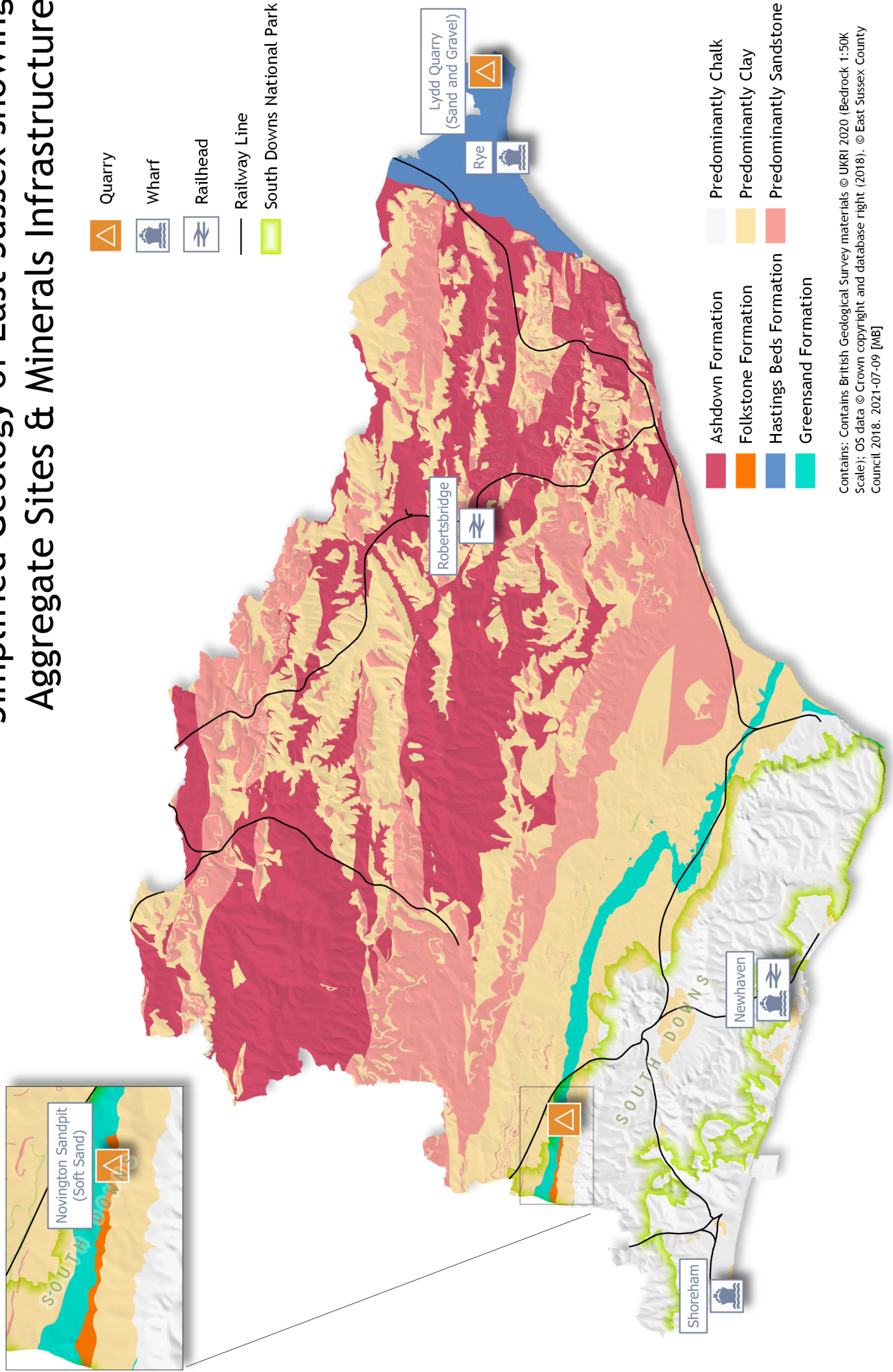
Locations of Existing Minerals Sites and Infrastructure Within the Plan Area



Maps 10

10.3 Simplified Geology Map

Simplified Geology of East Sussex showing Aggregate Sites & Minerals Infrastructure



List of Designated Sites, Areas and Features (RD1) 11

11 List of Designated Sites, Areas and Features (RD1)

Historic

- Scheduled Monuments
- Registered Parks and Gardens
- Registered Battlefields
- Designated Wreck Sites
- Listed Buildings
- Conservation Areas

Environmental

- Areas of Outstanding Natural Beauty (AONB)
- South Downs National Park
- Special Areas of Conservation
- Special Protection Areas
- Ramsar Site
- National Nature Reserves
- Sites of Special Scientific Interest
- Ancient Woodlands
- Marine Conservation Zones
- High Quality Agricultural Land
- [UK BAP Priority Habitats \(JNCC - Adviser to Government on Nature Conservation\)](#)
- The habitats of [Section 41 Species](#) (naturalengland.org.uk)
- Local Nature Reserves
- Local Wildlife Sites
- Biodiversity Net-Gain Sites

Landscape

- [East Sussex Landscape Character Areas](#)

12 Glossary

12 Glossary

Annual Monitoring Report (AMR) - a yearly report produced by the Authorities which monitors the effectiveness of the Local Plan and its policies.

Area of Focus - broad locations that are considered suitable, in principle, for the development of waste recycling and recovery facilities as defined in paragraph 5.7 of this document.

Area of Outstanding Natural Beauty (AONB) - area with a statutory national landscape designation, the primary purpose of which is to conserve and enhance natural beauty.

Call for Evidence and Sites (CfES) - a public consultation event where a council or authority asks for landowners, developers or any other interested parties to submit a site to be considered for inclusion in a Local Plan.

Commercial and Industrial Waste (C&I) - waste produced by business and commerce, which includes waste from restaurants, offices, retail and wholesale businesses, and manufacturing industries.

Construction, Demolition and Excavation waste (CDEW) - Waste arising from the construction and demolition of buildings and infrastructure. Materials arising in each of the three streams (i.e. Construction; Demolition; Excavation) are substantially different: construction waste being composed of mixed non inert materials e.g. timber off cuts, plasterboard, metal banding, plastic packaging; demolition waste being primarily hard materials with some non inert content e.g. bricks, mortar, reinforced concrete; and excavation waste being almost solely soft inert material e.g. soil and stones.

Energy Recovery - covers a number of established and emerging technologies, though most energy recovery is through incineration technologies. Many wastes are combustible, with relatively high calorific values - this energy can be recovered through processes such as incineration with electricity generation, gasification or pyrolysis.

Incinerator Bottom Ash (IBA) - a burnt residue produced as a by-product of burning of waste at high temperatures under controlled conditions.

Local Aggregate Assessment (LAA) - a yearly monitoring report required by the NPPF in which the Minerals Planning Authority forecast and assess the aggregates produced, imported and used within the Plan Area.

Local Authority Collected Waste (LACW) - formally known as Municipal Solid Waste (MSW), is waste that is collected by a waste collection authority. The majority is household waste, but LACW waste also includes waste from municipal parks and gardens, beach cleansing, cleared fly-tipped materials and some commercial waste.

Glossary 12

Marine Dredged Aggregates (MDA) - aggregates sourced by dredging from the sea bed.

Marine-Borne Material - minerals including aggregates transported and imported by sea, which may be either dredged from the sea bed or transported from other areas.

Materials Recovery Facility - facility which receives and sorts recyclable materials for processing.

Mineral Consultation Areas - areas of where district and borough planning authorities should notify the County Council if applications for development come forward. This should prevent mineral resource being lost ('sterilised') or minerals infrastructure being adversely affected.

Minerals Infrastructure - sites and facilities required for the landing, importation, storing, handling, sorting, processing and transportation of both land-won and marine-borne minerals.

Minerals Infrastructure Assessment - a document to assess whether the proposed development is likely to have an adverse effect on the infrastructure facility including its capacity. For further information see Minerals Product Association / Planning Officers Society guidance.

Minerals Resource Assessment - an assessment to provide sufficient information to enable the Minerals Planning Authority and Local Planning Authority to consider the potential effect of non-exempt development in MSAs/MCAs on safeguarded minerals resources, and the viability of prior extraction of mineral ahead or in conjunction with the non-mineral development. For further information see Minerals Product Association / Planning Officers Society guidance.

Mineral Safeguarding Areas - areas of known mineral resource that are of local or national importance (such as building stones) to warrant protection for the future.

Minerals Planning Authority (MPA) - the planning authority responsible for planning control of minerals development.

Mitigation - actions to prevent, avoid, or minimise the actual or potential adverse effects of a development, plan, or policy.

Non-inert Waste - Waste that is potentially biodegradable or may undergo any significant physical, chemical or biological change when deposited at a landfill site. Sometimes referred to as 'non-hazardous waste'.

Plan Area - The geographical area covered by this Plan. This encompasses the historic County of East Sussex, i.e. East Sussex, Brighton & Hove and the area of the South Downs National Park within East Sussex and Brighton & Hove.

Primary Aggregates - naturally-occurring mineral deposits that are used for the first time.

12 Glossary

Recovery - 'Recovery' refers to waste treatment processes such as anaerobic digestion, energy recovery via direct combustion, gasification, pyrolysis or other technologies. These processes can recover value from waste, for instance by recovering energy or compost, in addition they can reduce the mass of the waste and stabilise it prior to disposal. The definition of recovery set out in the EU Waste Framework Directive applies which states: " 'recovery' means any operation the principal result of which is waste serving a useful purpose by replacing other materials which would otherwise have been used to fulfil a particular function, or waste being prepared to fulfil that function, in the plant or in the wider economy."

Recycled Aggregates - are derived from reprocessing waste arisings from construction and demolition activities (concrete, bricks, tiles), highway maintenance (asphalt planings), excavation and utility operations. Examples include recycled concrete from construction and demolition waste material, spent rail ballast, and recycled asphalt.

Recycling - the processing of waste materials into new products to prevent waste of potentially useful resources. This activity can include the physical sorting of waste which involves separating out certain materials from mixed waste.

Restoration - methods by which the land is returned to a condition suitable for an agreed after-use following the completion of waste or minerals operations.

Secondary Aggregates - recycled material that can be used in place of primary aggregates. Usually a by-product of other industrial processes. Examples include blast furnace slag, steel slag, pulverised-fuel ash (PFA), incinerator bottom ash, furnace bottom ash, recycled glass, slate aggregate, china clay sand, colliery spoil.

Sustainability Appraisal - a tool for appraising policies to ensure they reflect sustainable development objectives. The Planning and Compulsory Purchase Act 2004 requires a sustainability appraisal to be undertaken for all development plan documents.

Sustainable Development - in the broadest sense, sustainable development is about ensuring well-being and quality of life for everyone, now and for generations to come, by meeting social and environmental as well as economic needs.

Transfer Facility - facility where waste is bulked up before being transported to another facility for further processing.

Waste and Minerals Local Plan (WMLP) - term used to describe the suite of Plan Documents and other items prepared by the Authorities, that outline the planning strategy for waste and minerals for the Plan Area.

Glossary 12

Waste and Minerals Plan (WMP) - the plan that sets out the long-term spatial vision for the area and the strategic policies to deliver that vision.

Waste and Minerals Sites Plan (WMSP) - the plan that details specific sites where waste and minerals development is preferred.

Abbreviations

AMR	Annual Monitoring Report
AONB	Area of Outstanding Natural Beauty
BAP	Biodiversity Action Plan
CDEW	Construction, Demolition and Excavation Waste
CfES	Call for Evidence and Sites
C&I	Commercial & Industrial Waste
DtC	Duty to Cooperate
DSG	Desulphogypsum
LAA	Local Aggregate Assessment
LACW	Local Authority Collected Waste
MCA	Mineral Consultation Area
MDA	Marine Dredged Aggregate
MIA	Minerals Infrastructure Assessment
MMO	Marine Management Organisation
MPA	Minerals Planning Authority
MRA	Minerals Resource Assessment
MSA	Mineral Safeguarding Area
NPPF	National Planning Policy Framework
RPD	Revised Policies Document
SA	Sustainability Appraisal

12 Glossary

SAC	Special Area of Conservation
SDNP	South Downs National Park
SDNPA	South Downs National Park Authority
SoCG	Statement of Common Ground
SPA	Special Protection Area
SSSI	Site of Special Scientific Interest
WMP	Waste and Minerals Plan
WMLP	Waste and Minerals Local Plan
WMSP	Waste and Minerals Site Plan

Table 1

References 13

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Table 1

Copyright Notices 14

14 Copyright Notices

Adopted:

Published: August 2021

Version: 202107-0000

ISBN: TBC

Acronyms

East Sussex County Council: ESCC

South Downs National Park Authority: SDNPA

Brighton & Hove City Council: BHCC

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Other information sourced internally from East Sussex County Council, the South Downs National Park Authority, and Brighton & Hove City Council and through submissions during the consultation process. Please reuse and recycle this document.

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Appendix 4 – Summary of New and Revised Policies

New Policy	Policies to be Replaced	Reasons for Review
RW0	n/a – new policy	To provide support for construction techniques that use fewer aggregates in order to reduce the transportation and use of minerals and mitigate against climate change.
RW1 - Sustainable Locations for Waste Development	WMP7 and 7a - Sustainable Locations for Waste Development	To clarify an ambiguity in the existing policy requirements.
RM1 – Provision of Aggregates	WMP11 – Provision of Aggregates	To reassess the approach to aggregates provision in line as the permitted aggregate reserves in the Plan Area will be exhausted before the end of the Plan period. Following consideration of reasonable alternatives, the new approach does not allocate any additional sites, but will continue reliance on the existing extraction site, imported material and recycled aggregate.
RM2 – Provision of Clay	WMP13 – Provision of Clay	To allocate a new area for clay extraction at the existing Aldershaw Quarry for a submission to the ‘call for sites’.
RM3 - Safeguarding Minerals Resources	WMP14 - Safeguarding Minerals Resources SP8 - Minerals Safeguarding Areas for land won minerals resources within the Plan Area	To consolidate the policy requirements into a single policy for added clarity.
RM4 - Prior Extraction of Minerals	n/a – new policy	New policy requirement to require extraction of mineral resources prior to alternative development proposals commencing within Minerals Safeguarding Areas in some circumstances.
RM5 - Safeguarding Wharves and Railheads	WMP15 - Safeguarding Railheads and Wharves SP9 - Safeguarding wharves and railheads within the Plan Area	To incorporate reference to the ‘agent of change’ principle introduced in the revised National Planning Policy Framework
RM6 - Safeguarding facilities for concrete batching, coated materials manufacture and other concrete products with the Plan Area	SP10 Safeguarding facilities for concrete batching, coated minerals manufacture and other concrete products within the Plan Area	To remove the list of safeguarded facilities from the policy wording and instead illustrate on the Policies Map, to enable easier updating.
RM7 - Minerals Consultation Areas	SP11 Minerals Consultation Areas	To revise the extents of Mineral Consultation Areas to take into account the constraints of each site.
RD1 - Environment and Environmental Enhancement	WMP27 - Environment and Environmental Enhancement	1. To add a requirement for a net gain in biodiversity. 2. To update the policy requirements to take into account the judgement in Wealden District

		Council v. Secretary of State for Communities and Local Government, Lewes District Council and South Downs National Park Authority [2017]
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Subject:	Saltdean Lido Restoration Update		
Date of Meeting:	16 September 2021		
Report of:	Executive Director, Economy, Environment & Culture		
Contact Officer:	Name:	Mark Croston	Tel: 07941697839
	Email:	mark.croston@brighton-hove.gov.uk	
Ward(s) affected:	Rottingdean Coastal		

FOR GENERAL RELEASE

1. PURPOSE OF REPORT AND POLICY CONTEXT

- 1.1 The council has sought to achieve the restoration of Saltdean Lido to enable the long-term sustainability of the facility following the surrender from the previous leaseholder in 2011.

Since their appointment as the preferred leaseholder by the council in 2013, Saltdean Lido CIC (SLCIC) has made remarkable progress in achieving the restoration of the outside pools. In 2020, the council granted a 63-year lease of Saltdean Lido to SLCIC, whilst agreeing to a revised schedule of repayments for an outstanding loan of £0.220m.

- 1.2 In 2019, SLCIC received the conditional award of a grant of £4.2m from the National Lottery Heritage Fund (NLHF) previously the Heritage Lottery Fund (HLF) towards the restoration of the main building. SLCIC have been given “permission to start” status for the project from NLHF. Planning permission was granted on 5th August 2021.
- 1.3 The purpose of this report is to update members on the financial arrangements and construction programme for Saltdean Lido, led by SLCIC.

2. RECOMMENDATIONS:

That the Committee:

- 2.1 Notes the content of the report.
- 2.2 Notes progress made by SLCIC with the restoration project and next steps in appointing a contractor and initiating building works.

- 2.2 Notes SLCIC have received full permission to start from the NLHF which will enable the restoration of the main Lido building to commence.

3. CONTEXT/ BACKGROUND INFORMATION

- 3.1 Since 2011 a range of reports on Saltdean Lido have been considered by the Policy & Resources Committee and other committees. These reports are listed in “Background Documents” at the end of this paper. A summary of the key developments in relation to the Lido over that period are summarised below. An overview of the funding position is detailed in section 7 Financial Implications.

Project Summary

- 3.2 SLCIC have summarised the full restoration project as:

“To restore Saltdean Lido, the only grade II* listed coastal lido in the country: SLCIC will sympathetically restore the building whilst creating a commercially viable leisure destination. The Lido will become a community resource and tourist attraction with a heated pool and poolside café, children’s pool and wet play area, multi-use function and event space, community space and a library, all incorporating features which interpret and celebrate the heritage of the building. The Lido will be managed by the SLCIC to ensure that the heritage remains protected and accessible to local people. Saltdean Lido will become a national tourist destination, its iconic design social history will be celebrated and visitors will have access to high quality facilities. New employment, volunteering opportunities, and apprenticeships will be created. Our robust Business Plan will ensure a sustainable future for the site and will act as a catalyst for economic growth.”

The restoration is being undertaken in phases:

- Phase 1 – which enabled the pools to open in 2017
- Phase 2 – Restoration of the main Lido building to commence late 2021

Funding to Completion

- 3.1 The total cost for this second phase is estimated to be £7.6m. This phase has attracted the grant of £4.2m from NHLF.
- 3.2 The main building includes a refurbished library with £0.700m of funding already committed by the council. The library will be relocated during the building works and SLCIC with the council are currently seeking an alternative location.
- 3.3 SLCIC advise that project is now fully funded, with the council’s recent commitment. Fundraising opportunities are planned that would provide fixtures, fittings and furniture. SLCIC advise that a contingency sum of £500,000 has been allocated to absorb any unforeseen pressures.
- 3.4 The restoration of the main building will provide a multi-use function and event space together with community space. This space will be made available for weddings, functions and conference/training type bookings alongside community

lets. Additionally, to achieve fixed revenues from the café operation and the gym, subletting is planned.

- 3.1 The proposals include an extension to the ground floor café, repairs to the roof, repairs to the render and balustrading, reinstatement of the chimney, and new windows and doors. The uses outlined include leisure, library, community, café/restaurant, function/events and office use.

Construction Programme

- 3.2 SLCIC's application for planning permission and listed building consent were unanimously approved the planning committee on 5 August 2021. The target opening of the building is by the end of 2023. To progress Phase 2, the SLCIC programme requires tenders to be issued by the end of August 2021, with a return date in October and appointment in November. This should allow site set up/mobilisation into January 2022. Once tenders are received the programme will set a more specific target date for reopening.
- 3.3 A landscape designer has been appointed outside of the main contract, with detailed plans in development. SLCIC are also currently responding to a detailed asbestos report and have gone out to tender for removal before the main contractor moves onto the site.
- 3.4 A priority of the Phase 2 works is to make the original 1937 part of the building structurally sound. The harsh marine environment and use of sea dredged aggregate in the original construction means the building is currently in very poor condition. This would include completion of remediation work to the wings and central rotunda, which is the unique art deco façade that is visible when looking from the A259.
- 3.5 The refurbishment of the existing library in the Lido is an essential part of the new community facilities for the Saltdean area. The library is open 7 days a week and receives around 25,000 visits a year, excluding during the pandemic. The refurbished library will have slightly enlarged public space, improved facilities and refreshed book stock. While the refurbishment is taking place, the library will move to a temporary library cabin in the adjacent car park, ensuring continued library provision, although on a more limited basis during the development works. Details to be finalised.
- 3.6 Dialogue with BHCC planning department and heritage officers continues, ensuring that conditions are being agreed and updated.
- 3.7 Council officers are present at all major project meetings providing scrutiny of the progress made and ensuring the council's aims for the site are being achieved.
- 3.8 ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS**
- Not applicable

4. COMMUNITY ENGAGEMENT & CONSULTATION

- 4.1 Restoration of important heritage buildings are rarely straightforward, nevertheless, the support for SLCIC in both the local and wider community in the city remains very strong, which is important for the remaining funds to be raised and the restoration to be achieved. The opening of the outside pools in 2017 was well received and well used, which demonstrates the value of the facility to the community.
- 4.2 SLCIC has a significant membership base and engages regularly with the local community through events and other activities. There has been on-going consultation with the NLHF Case Officer for Saltdean Lido.
- 4.3 An activity plan will be introduced when the works commence onsite, with a series of behind-the-scenes hard hat tours. The tours will allow the community and heritage enthusiasts to see the building in its current derelict form, whilst learning about the lido's social history and the plans to conserve and remediate the listed building.
- 4.4 In the New Year, further planned activity, including a nationwide appeal for Saltdean Lido images and memorabilia (part of the Lido's heritage interpretation 'living history' hub) will engage further with the community.

6. CONCLUSION

- 6.1 The restoration project is continuing to progress, meeting the requirements of all stakeholders, including the NLHF, Historic England and the city council. The achievement of full permission to start status from NLHF is a major step forward.
- 6.2 SLCIC continue to fundraise to ensure the existing and any future financial pressures are met by either private or trust sources and that no further requests for funding support are made to the city council.

7. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 7.1 The Saltdean Lido restoration project has been supported financially through a number of decisions agreed at Policy, Resources and Growth committee and Policy & Resources committee.
- 7.2 Initially the council provided a loan of £0.220m at risk, to support SLCIC in the stage 2 bid resubmission, which was successful in gaining the £4.2m NLHF grant. Loan repayments of £0.160m have been received to date in line with the loan agreement.
- 7.3 The council's capital programme also includes both the £0.700m for the replacement library, and the £1.6m funding of underwriting support for the project. The capital costs are funded from borrowing and the financing costs of the borrowing are included in the budget agreed at Budget Council.
- 7.4 In February 2021, Budget Council approved a further grant to support the project of £1.135m, funded from borrowing, bringing the total capital investment support from the council to £3.435m.
- 7.5 The Saltdean Lido CIC have commenced drawing down these resources to support the pre-construction work alongside resources provided from NLHF. To

date £0.501m has been drawn down based on planned need, quarterly in advance.

- 7.6 The CIC are due to provide an updated cashflow requirement in September 2021 informed by the latest programme timetable and estimated cost profile from their consultants. Further funding drawdowns will be provided once the updated cashflow is received which will be reviewed each quarter. Funding will be provided quarterly in advance to support their cashflow.

Finance Officer Consulted: James Hengeveld

Date: 04/08/21

Legal Implications:

- 7.7 The council has put in place a Funding Agreement with the Saltdean Lido CIC in relation to the £1.6m the Council agreed to underwrite. There will need to be some minor variations to this agreement, for example to update the cash flow schedule. The council is also finalising a new funding agreement in relation to the additional £1.135m agreed at Full Council in February. The 63 year lease of the Lido to the CIC has been completed. The Loan Agreement will also be slightly varied to reflect the agreed repayment schedule.

Lawyer Consulted:

Alice Rowland

Date: 18/8/21

Equalities Implications:

The council seeks to provide a range of opportunities for residents to participate in sport and community activities across the city and the Lido is recognised as an important part of community leisure provision. A lift is being installed, ramp access where appropriate, DDA compliant toilets and doors.

Sustainability Implications:

- 7.8 A restored Lido would include a number of improvements to the environmental sustainability of the building. As well as the concrete restoration that is fundamental to the long-term sustainability of the building, other proposed improvements include enhanced insulation, energy efficient plant, air source heat pumps, photo-voltaic cells, and heat exchange between the main building and the pool.

Brexit Implications:

- 7.9 None identified.

Public Health Implications:

- 7.11 The provision of improved sport and leisure opportunities will benefit the health and well-being of the local community and other visitors.

Covid-19 Implications

- 7.12 The long-term impact of the pandemic on the construction industry is currently not known, but the council will continue to work closely with SLCIC to understand the impact as the project develops.

SUPPORTING DOCUMENTATION

Appendices:

N/A

Background Documents

1. Reports to the Culture, Recreation and Tourism Cabinet Member meeting on 6th December 2011 and 6th March 2012.
2. Reports to the Policy & Resources Growth Committee on 30th May 2012, 24th January 2013, 5th December 2013, February 2017, 30th November 2017 and 14th February 2019
3. Reports to the Economic Development & Culture Committee on 20th September 2012 and 19th September 2013
4. Report to TECC Committee on 18 June 2021
5. Report to Policy & Resources Committee on 8 July 2021.