





Brighton & Hove  
City Council

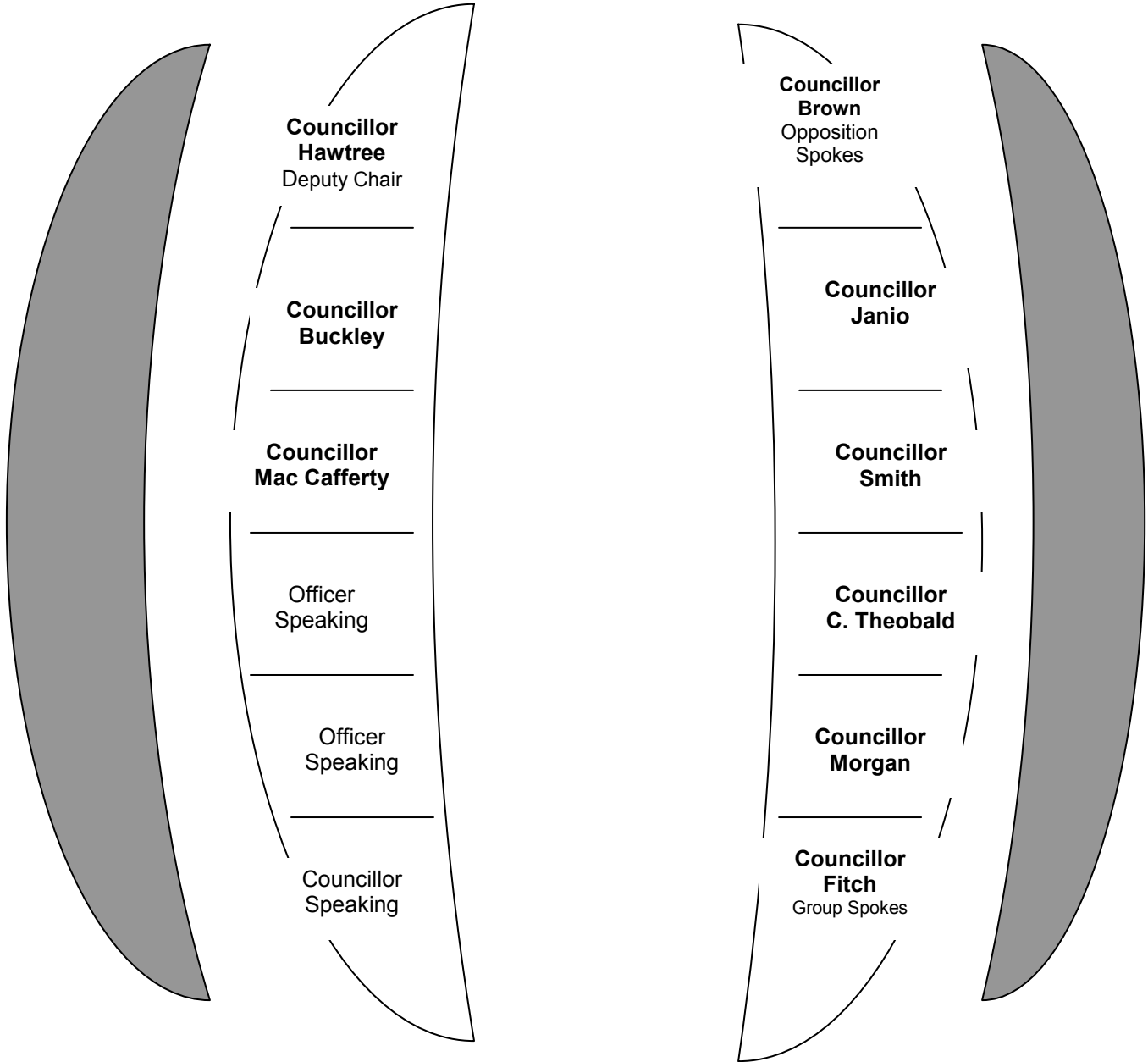
# Economic Development & Culture Committee

Title:	<b>Economic Development &amp; Culture Committee</b>
Date:	<b>23 January 2014</b>
Time:	<b>4.00pm</b>
Venue	<b>Council Chamber, Hove Town Hall</b>
Members:	<b>Councillors:</b> Bowden (Chair), Hawtree (Deputy Chair), Brown (Opposition Spokesperson), Fitch (Group Spokesperson), Buckley, Janio, Mac Cafferty, Smith, Morgan and C Theobald
Contact:	<b>Penny Jennings</b> Democratic Services Officer 29-1065 penny.jennings@brighton-hove.gov.uk

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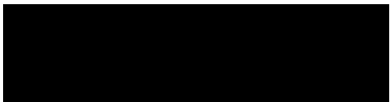
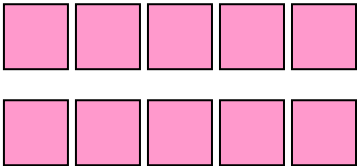
Democratic Services: Economic Development & Culture Committee

Assistant Chief Executive	<b>Councillor Bowden</b> Chair	Legal Officer	Democratic Services Officer
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Public Speaker	Public Speaker
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Public Seating



Press

## AGENDA

### PART ONE

Page

#### 44. PROCEDURAL BUSINESS

**(a) Declaration 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 not registered on the register of 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 public.

*A list and description of the exempt categories is available for public inspection at Brighton and Hove Town Halls.*

#### 45. MINUTES

1 - 16

To consider the minutes of the meeting held on 14 November 2013 (copy attached).

#### 46. CHAIR'S COMMUNICATIONS

## ECONOMIC DEVELOPMENT & CULTURE COMMITTEE

### 47. CALL OVER

- (a) Items (50 – 60) 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.

### 48. PUBLIC INVOLVEMENT

17 - 30

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

- (a) **Petitions:** to receive any petitions presented to the full council or at the meeting itself - Report of the Head of Law detailing petitions received to date (copy attached) ;
- (b) **Written Questions:** to receive any questions submitted by the due date of 12 noon on 16 January 2014- Report of the Head of Law, details of question received prior to publication (copy attached);
- (c) **Deputations:** to receive any deputations submitted by the due date of 12 noon on 16 January 2014 – Extracts and report of the Head of Law setting out Deputations referred from Full Council (copy attached).

### 49. MEMBER INVOLVEMENT

31 - 34

To consider the following matters raised by councillors:

- (a) **Petitions:** to receive any petitions submitted to the full Council or at the meeting itself;
- (b) **Written Questions:** to consider any written questions;
- (c) **Letters:** to consider any letters – Letter received from Councillor K Norman (copy attached);
- (d) **Notices of Motion:** to consider any Notices of Motion referred from Council or submitted directly to the Committee (copy attached).

### 50. SPECIAL EVENTS – MADEIRA DRIVE ROAD CLOSURES 2014

35 - 42

Report of the Assistant Chief Executive (copy attached)

*Contact Officer:* Ian Shurrock/Ian Taylor      *Tel:* 29-2084

*Ward Affected:* All

### 51. BRIGHTON SPEED TRIALS

43 - 50

Report of the Assistant Chief Executive (copy attached)

*Contact Officer:* Ian Shurrock/Ian Taylor      *Tel:* 29-2084

*Ward Affected:* All

**52. EVENTS IN PARKS AND OPEN SPACES 2014 51 - 58**

Report of the Assistant Chief Executive (copy attached)

*Contact Officer: Ian Shurrock/Ian Taylor Tel: 29-2084*  
*Ward Affected: All Wards*

**53. SHAKEDOWN MUSIC EVENT 59 - 68**

Report of the Assistant Chief Executive (copy attached)

*Contact Officer: Ian Shurrock/Ian Taylor Tel: 29-2084*  
*Ward Affected: Patcham*

**54. FEES & CHARGES 2014/15- ASSISTANT CHIEF EXECUTIVE DIRECTORATE 69 - 96**

Report of the Assistant Chief Executive (copy attached)

*Contact Officer: Ian Shurrock/Toby Kingsbury Tel: 29-2804*  
*Ward Affected: All Wards*

**55. SHOREHAM HARBOUR JOINT AREA ACTION PLAN 97 - 250**

Report of the Executive Director, Environment Development and Housing (copy attached)

*Contact Officer: Mike Holford Tel: 29-2501*  
*Ward Affected: All Wards*

**56. COASTAL WEST SUSSEX AND GREATER BRIGHTON LOCAL STRATEGIC STATEMENT 251 - 288**

Report of the Executive Director, Environment, Development and Housing (copy attached)

*Contact Officer: Mike Holford Tel: 29-2501*  
*Ward Affected: All Wards*

**57. LOCAL AGGREGATE ASSESSMENT FOR EAST SUSSEX AND BRIGHTON & HOVE 289 - 294**

Report of the Executive Director, Environment, Development and Housing (copy attached)

*Contact Officer: Steve Tremlett Tel: 29-2108*  
*Ward Affected: All Wards*

**58. REVIEW OF SECTION 106 RECESSION MEASURES 295 - 304**

Report of the Executive Director, Environment, Development and Housing (copy attached)

## ECONOMIC DEVELOPMENT & CULTURE COMMITTEE

Contact Officer: Debra May  
Ward Affected: All Wards

Tel: 29-2295

### **59. BUILDINGS AT RISK - ANNUAL UPDATE (JANUARY) 2014** **305 - 318**

Report of the Executive Director, Environment, Development and Housing  
(copy attached)

Contact Officer: Tim Jefferies  
Ward Affected: All Wards

Tel: 29-3152

### **60. BRUNSWICK TOWN PAINTING SCHEME** **319 - 328**

Report of the Executive Director, Environment, Development and Housing  
(copy attached)

Contact Officer: Lesley Johnston  
Ward Affected: Brunswick & Adelaide

Tel: 29-2104

### **61. MAJOR PROJECTS UPDATE** **329 - 346**

This is a standing item and provides an opportunity for officers to update the Committee on relevant issues (copy attached)

### **62. ITEMS REFERRED FOR COUNCIL**

To consider items to be submitted to the 30 January 2014 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*

## ECONOMIC DEVELOPMENT & CULTURE COMMITTEE

The City Council actively welcomes members of the public and the press to attend its meetings and holds as many of its meetings as possible in public. Provision is also made on the agendas for public questions to committees and details of how questions can be raised can be found on the website and/or on agendas for the meetings.

The closing date for receipt of public questions and deputations for the next meeting is 12 noon on the fifth working day before the meeting.

Agendas and minutes are published on the council's website [www.brighton-hove.gov.uk](http://www.brighton-hove.gov.uk). Agendas are available to view five working days prior to the meeting date.

Meeting papers can be provided, on request, in large print, in Braille, on audio tape or on disc, or translated into any other language as requested.

For further details and general enquiries about this meeting contact Penny Jennings, (29-1065), email [penny.jennings@brighton-hove.gov.uk](mailto:penny.jennings@brighton-hove.gov.uk) or email [democratic.services@brighton-hove.gov.uk](mailto:democratic.services@brighton-hove.gov.uk)

Date of Publication - Wednesday, 15 January 2014



**BRIGHTON & HOVE CITY COUNCIL**

**ECONOMIC DEVELOPMENT & CULTURE COMMITTEE**

**4.00pm 14 NOVEMBER 2013**

**COUNCIL CHAMBER, HOVE TOWN HALL**

**MINUTES**

**Present:** Councillors Bowden (Chair); Hawtree (Deputy Chair), Brown (Opposition Spokesperson), Fitch (Group Spokesperson), Buckley, Mac Cafferty, A Norman, K Norman, Smith and Morgan

**PART ONE**

**32. PROCEDURAL BUSINESS**

**PROCEDURAL BUSINESS**

**32a Declaration of Substitutes**

32.1 Councillor A Norman was in attendance in substitution for Councillor Janio. Councillor K Norman was in attendance in substitution for Councillor C Theobald.

**32b Declarations of Interest**

32.2 There were none.

**32c Exclusion of the Press and Public**

32.3 In accordance with Section 100A of the Local Government Act ("The Act"), the Economic Development and Culture 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.

32.4 **RESOLVED** – That the press and public not be excluded from the meeting during consideration of any item on the agenda.

**33. MINUTES**

- 33.1 **RESOLVED** - That the Chair be authorised to sign the minutes of the meeting held on 19 September 2013 as a correct record.

**34. CHAIR'S COMMUNICATIONS****Vote of Thanks, Adam Bates, Head of Tourism and Leisure**

- 34.1 The Chair explained that this would be the last meeting attended by Adam Bates the current Head of Tourism and Leisure who would be leaving the Council in December. The Chair wished to place on record his thanks and those of the Committee for the flair, enthusiasm, verve and professionalism with which Adam had always worked. He would be greatly missed and everyone who had worked with him wished him all the very best for the future.
- 34.2 Councillors Brown, Smith and Fitch wished to place on record their own specific thanks and the Committee voted unanimously to place on record their thanks and best wishes for the future.

**Chair's Communications**

- 34.3 The Chair explained that although he would be referring to a few highlights as part of his communications a full text in respect of recent and upcoming events would be recorded in the substantive minutes of the meeting.

**Economic Development****City Deal**

- 34.4 The Chair stated that he was delighted to be able to inform the Committee that the bid for a Greater Brighton City Deal was progressing well. The proposals had been developed with partners from across the City Region and the negotiation document and brochure had been finalised and submitted to Government earlier that month. The aim of City Deal was to improve productivity of the city's economy by working closely with business partners and the city's two universities to create a network of growth centres across the city specialising in creative and environmental technologies.

The proposals had concentrated on:

- Seeking support to establish a Creative Tech Growth Centre at New England House, in the heart of the city's thriving creative digital media cluster;
- Seeking support to secure flood defence funding to which would unlock the potential for developing Newhaven Port and Shoreham Harbour as centres for growth.

- 34.5 City Deal partners had also submitted a bid for a £3m business support programme which would provide businesses across the city region with the support they needed to develop and grow.

- 34.6 The City Deal had developed as the result of strong collaboration amongst partners from across the city region. A Greater Brighton Economic Board would be established in order to bring together leaders of the City Region with businesses and representatives of the, university and Coast to Capital LEP. The Council's 'pitch' team had been led by the leader of the Council and had included senior representatives from Lewes District Council, Adur & Worthing Councils, the Coast to Capital Local Enterprise Partnership, the University of Brighton, Wired Sussex and Ricardo UK Ltd who had presented the proposals to the Minister for Cities, Greg Clark MP. This 'challenge session' gone well, the proposals had been very well received and the Minister has expressed a desire for the deal to move forward quickly.
- 34.7 The team was now working hard to provide Government with the additional information and detail required to negotiate the main elements of the deal with officials, drawing on Ministerial support if necessary. These negotiations would take place throughout November and a full update would be provided to Members of the Committee at their next scheduled meeting on 23 January 2014.

### **Small Business Saturday**

- 34.8 Small Business Saturday would take place on Saturday 7 December. This national initiative had received cross party support and aimed to encourage residents to support small businesses by purchasing local goods and services.

Within Brighton & Hove many of the business networks had given their support and will be holding events on the day across the city.

Events would include: -

- Business Support Workshops at Jubilee Library;
- Music and Choral performances in London Road;
- Promotion of the Indie Christmas Card Campaign, in Hove & Portslade;
- Business Support Seminars at the Whitehawk Inn;
- Launch of the 'Shine on London Road' illuminated installations;
- Dressed for Success (a scheme that helps retailers to dress their shop windows to increase trade) will be opening the judging for the best dressed window;
- Artists Open Houses, Rottingdean Smugglers night and the Santa Dash would be highlighted in the promotion material; and
- Free Parking will be available at Regency, London Road, Norton Road, Trafalgar Street and High Street car parks on the day.

- 34.9 Councillor Morgan stated that he supported this initiative and hoped that that the availability of free parking would be well publicised. He was concerned because this did not appear to have been highlighted even on the Council's own website. Councillors Brown, Fitch and A Norman concurred in that view. The Chair explained that to ensure that both local residents and visitors were made aware of the range of events on offer street maps to the City's main retail districts and Small Business Saturday events would

be printed besides full details on the Council's website where the availability of free parking would also be highlighted. Thanks to the support of Southern Rail these maps would be distributed on the day at Brighton, Hove and Portslade Stations by helpers from Hove Business Association, Visit Brighton & the Councils Economic Development team. Brighton & Hove Buses would also be promoting the event by carrying adverts on some of the main bus routes around the city.

### **Libraries**

- 34.10 The Library Service had recently produced a brochure outlining the role of libraries as Community Hubs. "Your libraries, Support and facilities for organisations, community groups and businesses" which sought to build on current partnership work and to encourage a wide range of organisations to use public libraries to help deliver, develop and publicise their services.

### **Summer Reading Challenge**

- 34.11 The Summer Reading Challenge was a national library scheme which celebrated reading for pleasure through a themed reading experience with incentives encouraging children to keep up their reading skills and confidence during the summer holidays. The 'Creepy House' theme for summer 2013 had been particularly successful and had been linked to a range of events across the city. Arts Council England funding had been instrumental in helping to deliver a very successful young peoples volunteering project which had helped to deliver this resulting in 70 volunteering sessions delivering 491 volunteer hours.

### **Tourism & Venues**

- 34.12 The Institute of Physics and Engineering in Medicine (IPEM) had hosted the 20th International Conference on Medical Physics (ICMP2013) from the 1–4 September which brought in approximately 800 delegates and had been worth £1,123,200 in terms of its eco impact.
- 34.13 The International Migration Conference had followed shortly afterwards, running for five consecutive days and attracting approximately 300 delegates. It was the 14th annual Conference on Chemistry and Migration Behaviour of Actinides and Fission Products in the Geosphere and had been worth £728,000 to the city, this was the first time this event had been held in the UK.
- 34.14 The Annual Labour Party Conference had been held from the 22-25 September. The Brighton Centre had been delighted to welcome this conference back following the refurbishment works which had taken place there. The four-day event alone had attracted 10,000 delegates and had made a contribution £15million to the city's economy. At the recent post event debrief with the Labour Party conference team, the team at the Brighton Centre had been praised for their levels of customer service, standards and City welcome.

### **Recent Conference Wins at the Brighton Centre:**

- 34.15 The Conference Centre had also won the following recently:

British Geriatric Society October 2014 and 2015, a 3 day conference which would welcome 600 delegates and was worth £829,800 in economic impact for each of these events. This event had returned following refurbishment of the centre;

Society of Acute Medicine, October 2014, a 2 day conference welcoming 900 delegates was also worth £829,800 in economic impact, this would be the first time this event had taken place in Brighton;

British Orthopaedic Foot and Ankle Society, November 2014, a 3 day conference welcoming 400 delegates worth £368,800 in economic impact, this would be the first time this event had taken place in Brighton;

British Orthopaedic Association, this was a brand new conference, which would be taking place for the first time in September 2014, a 2 day conference welcoming 800 delegates worth £737,600 in economic impact.

Christmas - The Christmas campaign sub-site had now gone live and press trips had taken place and as a result national coverage already achieved (Mail on Sunday). More publicity was planned for early December. More information could be accessed by going to: [www.christmasinbrighton.co.uk](http://www.christmasinbrighton.co.uk)

### **Press & PR**

- 34.16 There had been more press trips in 2013 than ever before with over 100 journalists from UK and overseas being hosted. Coverage arising during in 2013 from the Council's own PR activity had generated advertising worth in excess of £3.5 million.

### **Site stats/Mobile App**

- 34.17 This was on target to receive 2million 'unique visitors' to vb.com in 2013, there had been over 15,000 app downloads in the calendar year to date.

### **Future Press and PR Into 2014**

- 34.18 Into 2014 the City would be participating in the City Breaks and Coastal Escapes thematic campaigns with Visit England, also the 'Accessibility' campaign with Visit England. All of these initiatives were due to launch in Feb 2014. A Mini Rough Guide to Brighton & Hove would be published in March 2014. There would be a print run of 100,000 copies of these 64 page guides which would be in full colour.
- 34.19 During 2014 the 100<sup>th</sup> anniversary of WW1 would be commemorated, also the 50<sup>th</sup> anniversary of Mods & Rockers and the 40<sup>th</sup> anniversary of ABBA's "Eurovision Song Contest" win in Brighton. 8 new Visitor Information Points had gone "live" at the beginning of October throughout the city centre. All staff at the VIPs had been trained in city product/information and were excited about working so closely with VisitBrighton.

### **Royal Pavilion, Arts & Museums**

### **Subversive Design**

- 34.20 This major new exhibition at Brighton Museum & Art Gallery had opened on 12 October. The show explored how designers, makers and manufacturers subverted our expectations of everyday objects by playing with form, function and materials to create objects that provoked and amused. From the quirky to the stunning, exhibits included work by Alexander McQueen, David Shrigley, Philippe Starck, Grayson Perry, Richard Slee, Vivienne Westwood, Leigh Bowery and others. There was an entry fee for the exhibition which would contribute to the service's income generation.

### **Turner in Brighton**

- 34.21 The "Turner in Brighton" exhibition had opened at the Royal Pavilion on 2 November, and had provided an opportunity to showcase the city's recent Turner acquisition "*Brighthelmston, Sussex*", capturing Brighton's history as a seaside resort, the work had previously been out of sight in private ownership for over 100 years. In January 2012 the work had been put up for auction and the Royal Pavilion & Museums had successfully acquired it with external support. The exhibition showed how Turner and his contemporaries had perceived the town at the height of its development in the 1820s, during the reign of George IV, and included loans from national galleries such as the Tate, the Victoria and Albert Museum, and private collectors. Winter exhibitions at the Royal Pavilion offered valuable marketing opportunities which encouraged new and repeat visits, and showcased collections relating to the building's history.

### **The Keep**

- 34.22 The Keep was due to open to the public on Tuesday 19 November. Her Majesty the Queen, accompanied by the Duke of Edinburgh, had launched this new historical resource centre for East Sussex and Brighton & Hove on Thursday 31 October. This represented a major partnership project between East Sussex County Council, Brighton & Hove City Council and the University of Sussex. The new facility would offer state of the art storage for archives and had excellent visitor facilities. Uniting the complementary resources of the three partners would mean greater public access and the opportunity for more collaborative learning and engagement activity using these collections.
- 34.23 All of the exhibitions mentioned had received very favourable and widespread press coverage, representing an impressive collaborative approach to publicity involving, variously, Royal Pavilion & Museums, the corporate Communications Team, VisitBrighton, and the Keep partners.

### **London Road**

- 34.24 London Road was being transformed as a result of the various regeneration initiatives and private developments underway in the area. This included the Portas project and the Town Team cultural partnership celebrating the area's independent spirit by commissioning 5 artists to create installations in the area as an alternative to Christmas lights. The works included a London Road jingle made from the voices of the local community, a sculpture of bicycles mounted high on the wall, polystyrene trees reflecting on the waste generated by Christmas packaging, toy hacking with local young people and an interactive heart sculpture. This would be launched during an afternoon

of special events on Small Business Saturday on 7 December from 2pm – 6pm. The events would include music, talks and workshops and would showcase some of the changes taking place in London Road.

- 34.25 The final piece of public art from the original NEQ development had now been installed. It now formed part of the transformation of the London Road area which had undergone significant changes including the provision of new housing. Jon Mills' "The Ghost Train" had been sited over the pedestrian viaduct at the bottom of New England Road within the greenway which would eventually go all the way to the station. The sculpture celebrated the railway heritage of the city and had been produced by one of the city's most prolific and talented public artists.

### **Sports and Leisure**

#### **Withdean Athletics Track**

- 34.26 The new athletics track at Withdean Sports Complex had been provided as a result of £150,000 of support funding which had been received from Sport England. The new state of the art track had been extremely well received by the athletics clubs and was a great example of the how the Olympic legacy was being delivered in Brighton & Hove.

#### **Saltdean Lido**

- 34.27 Negotiations with the Saltdean Lido Community Interest Company had progressed well and a providing an update on the future operation of the site would be taken to the Policy & Resources Committee in December.

#### **FA Women's World Cup Qualifying Match**

- 34.28 Continued partnership working with Brighton & Hove Albion had resulted in the Council being shortlisted as one of two possible venues to host an England Women's World Cup Qualifying match at The American Express Community Stadium in April 2014. It was hoped that the outcome of this would be known in December. This latest selection demonstrated the City's further development as a sporting city following the successful bid to host matches in the Rugby World Cup in 2015.

#### **2013 City Sports and Physical Activity Awards**

- 34.29 This event held at the Royal Pavilion had been a great success and volunteers, coaches, clubs and talented athletics had been recognised and presented with a locally produced award.

#### **Healthwalks**

- 34.30 The new Autumn/winter programme had been produced, and included over 40 one off walks. An event celebrating 10 years of Healthwalks had taken place at Rali Hall earlier that week attended by 150 people.

### **TAKEPART**

- 34.31 Takepart had been awarded the Big Society Award for 2013, the 2014 planning event was due to take place on Thursday 14<sup>th</sup> November at Withdean Sports Complex and would be attended by many partners and clubs.
- 34.32 External funding had been sourced to deliver the “Street Games” programme in the city for young people and to support the Healthwalks Volunteers programme.
- 34.33 **RESOLVED** – That the contents of the Chair’s Communications be received and noted.

### **35. CALL OVER**

- 35.1 All items on the agenda were called for consideration.

### **36. PUBLIC INVOLVEMENT**

#### **36a Petitions**

- 36.1 There were none.

#### **36b Written Questions**

- 36.2 The following written question had been submitted by A Morris:

#### **Brighton Dome & Brighton Festival Capital Redevelopment Project / Lottery Funding Application and Redesign of Pavilion Gardens**

“For over 70 years the Sewell family have been serving tea and cakes in Brighton’s Pavilion Gardens from their unique cafe to both the local community and visitors alike.

With the aid of Lottery Funding, there’s also a proposed redesign of the gardens that could threaten the cafe’s existence.

Can the council confirm that plans, designs and proposals for the Pavilion Gardens and its cafe will be available to the public prior to the first round application to The Big Lottery and the Heritage Lottery Fund?”

- 36.3 The Chair, Councillor Bowden responded in the following terms:

“The project is a Masterplan with a future vision to reunite the entire Royal Pavilion Estate (not just Brighton Dome & Brighton Festival and redesign of the Gardens).

#### **70 Years - Sewell Family**

The present day café building operated by the Sewell family has been in operation since the early 1950s. Before this, the Sewell family operated a take away café business from a temporary building placed at the north side of the Royal Pavilion and before that on the seafront.

#### **Threat to the Cafe’s Existence**

The café service is not under threat. The feasibility study currently being undertaken is seeking to solve a number of existing difficulties within the garden including an obvious lack of visitor arrival and orientation; serious issues with anti-social behaviour; ongoing damage to the garden/planting and lack of night-time use. The study has so far identified the western/New Road boundary of the Estate as a major interface with the rest of the City and in particular all of the local businesses in the area, particularly in the Business Improvement District. The study has so far identified that the Estate and its visitors would benefit significantly from the creation of a new gateway building, including café and retail facilities. Consultation is taking place with the Sewell family to try and reach agreement on ideas for a new purpose built building, including a café, as part of an improved visitor welcome to the Garden and the Estate.

### **Plans, Designs and Proposals for the Public**

There is no application currently being prepared or submitted to The Big Lottery. A first round application to the Heritage Lottery Fund is focused on identifying the challenges the organisation (Royal Pavilion Estate) is facing; why it needs the funding, and how the funding will address or justify investment. It will include a small selection of artists impressions which show what could and may be possible with substantial investment into the Estate. The application is to secure funding to enable a 2 year development period where a number of design options will be explored through detailed stakeholder engagement and public consultation. This will be followed, in 2016, by a Stage Two application where detailed designs will be considered.”

36.3 Mr Morris was invited to ask one supplementary question and whilst commending the work that had been carried out by the Council's officers to date he sought confirmation that a full consultation would take place and that the public and all interested parties would be kept in the loop. The Chair confirmed that this would be the case reiterating that the process was at a preliminary stage, that an application for lottery funding had yet to be made and was not imminent, although preparatory work was being undertaken. Detailed plans had not yet been drawn up and lottery funding was not in any event guaranteed. The Chair also explained that the artist's impressions accompanying the HLF bid documents will be made available on the B&H Council web site.

36.4 **RESOLVED** – That the question and response given be noted and received.

### **36c Deputations**

36.5 There were none.

## **37. MEMBER INVOLVEMENT**

### **37a Petitions**

37.1 There were none.

### **37b Written Questions**

37.2 There were none.

**37c Letters**

37.3 There were none.

**37d Notices of Motion**

37.4 There were none.

**38. TOURISM ADVISORY BOARD**

38.1 The Committee considered a report of the Assistant Chief Executive seeking member support to establish a Tourism Advisory Board for Brighton and Hove.

38.2 The Head of Tourism and Leisure explained that the Board would provide advice, support and guidance to Brighton & Hove City Council, ensuring that the Tourism Strategy and activities of Officers was aligned with the needs of the tourism industry in Brighton & Hove. The establishment of this Board would facilitate deeper engagement and collaboration between Brighton & Hove City Council and tourism stakeholders within the City.

38.3 Councillor Brown stated that although she generally welcomed the proposals, overall the number of Board Members did seem to be high, she believed that it had been envisaged originally that this body would have an independent Chair rather than being chaired by the Chair of the Committee which could be anomalous in that the Chair could bring forward recommendations from Board meetings he had chaired to the Council Committee of which he was also Chair. Councillor Buckley enquired regarding the frequency at which Membership of the Board would change, also stating that she was disappointed that a relatively small number of women had been appointed.

38.4 The Chair, Councillor Bowden responded that it was the intention to have an independent Chair for the Board and that would be put into place after the first meeting. Membership of the Board took account of the interest groups it was deemed could provide valuable input to the Board and in recognition that Members were unlikely to be able to attend every meeting. It was anticipated that smaller sub groups would be set up to "task and finish" on certain topics. In such instances if groups or individuals who were not represented on the Board were considered to possess particular knowledge or expertise they would be invited to give their input.

38.5 The Head of Tourism and Leisure explained that it was intended that the existing arrangements would remain in place for a two year period, although this would be kept under review.

38.6 Councillor Hawtree sought clarification regarding the role and accountabilities of the Board and it was explained that its role was advisory, whilst it could bring recommendations to the Committee it lay with elected Members (the Committee) to approve or reject them.

- 38.7 **RESOLVED** - That the Tourism Advisory Board is established with the Terms of Reference at Appendix 1 and with the composition as included in Appendix 2 to the report.

### 39. SPORT AND PHYSICAL ACTIVITY STRATEGY 2013-2018

- 39.1 The Committee considered a report of the Assistant Chief Executive setting out the Sport and Physical Activity Strategy 2013–18.
- 39.2 It was explained that Sport and physical activity was very important to Brighton & Hove and that a Strategy was needed to ensure that resources were used effectively to achieve the key outcomes which had been identified as a result of widespread consultation. The vision driving the Strategy was to create a more active city, a healthier city, greater equality of opportunity, better facilities and a higher standard of sports performance delivered through strong partnerships between sport and health providers.
- 39.3 It was noted that Citywide Needs Assessments had been undertaken for Children and Young People, People with Disabilities and in respect of Childhood Obesity as well as Sport and Physical Activity. All of these assessments had identified a direct link between health, general well-being, sport and physical activity and added a new dimension to the context in which the new Strategy must be delivered.
- 39.4 Mr Brindley from Public Health showed a short DVD of the recent "Take Part" part event followed by a presentation picking out the headlines from the strategy, namely initiatives to encourage more people to be more active, more often, for adults and children to take part in increased regular and sustainable participation in sport and physical activity. In addition to the highly successful annual "Take Part" initiative" it was also hoped to increase participation in existing events and to encourage new activities and events, also to capitalise on the lead up to and legacy of the Rugby World Cup.
- 39.5 Mr Brindley further explained that in order to achieve the strategy's desired outcomes it was intended to explore the potential for obtaining additional grant funding, opportunities for volunteer development, partnerships and to maximise existing resources. The importance of putting together the "Sports Development Action Plan" and the importance of setting targets and measurable outcomes were highlighted as crucial "next steps" as were devising joint working plans.
- 39.6 Councillor Mac Cafferty welcomed the report noting that in the past schools had been encouraged to make their facilities available to community and other groups outside the school day, he hoped that this was continuing.
- 39.7 Councillors Fitch and Smith also commended the report and in particular its emphasis on encouraging all to engage in exercise and other healthy activities on a regular basis.
- 39.8 Councillor Buckley referred to the planned re-location of the Brighton Gymnastics Club. The Assistant Chief Executive explained that although on going dialogue had taken place, ultimately, this was a privately owned facility.
- 39.9 Councillor Brown was concerned to note that the level of engagement in sport and other exercise by those in the 14-15 age group appeared to be declining and hoped that

measures proposed would address this. It was explained that measures were in place to provide training and support and to access funding opportunities.

39.10 Councillor Morgan whilst welcoming the strategy stated that many in the city who were on a low/fixed income were unable to afford to pay fees to engage in activities, which was why initiatives like “Take Part” were so valuable. It was very important to highlight those activities which were free.

39.11 **RESOLVED** – (1) That Members approve the Sport & Physical Activity Strategy 2013-18; and

(2) That Members approve the production of an annual report to be considered by the committee to update on progress towards achieving the key objectives.

#### 40. MAJOR EVENTS - CONSENTS

40.1 The Committee considered a report of the Assistant Chief Executive seeking approval to grant longer term approvals for a number of major events as set out in the report.

40.2 The Head of Tourism and Leisure explained that event organisers would still need to meet statutory requirements e.g. licensing as appropriate. It was important however to recognise that these events brought significant benefits to the City in terms of sport, culture, tourism and employment. The recommendations set out in the report sought to facilitate the ability for these events to develop and to increase the range of benefits that they brought to the city. It was considered that this would be enhanced through granting longer term commitments than was currently contained in annual cycles of permissions.

40.3 The Head of Tourism and Leisure stated that it was proposed that the following events be granted consent for the period identified:

- Brighton Marathon (5 Years. 2014 – 2018 inclusive);
- Sussex Beacon Half Marathon (5 Years. 2014 – 2018 inclusive);
- BHF London to Brighton Bike Ride (3 Years. 2014 – 2016 inclusive);
- BHF London to Brighton Night Ride (3 Years. 2014 – 2016 inclusive); and
- Screen on the Beach (3 years. 2014 – 2016 inclusive).

40.4 Councillor Brown stated that she supported the approach suggested which represented a sensible way forward although she enquired why a period of three years had been suggested for some events and five for others. The Head of Tourism and Leisure explained that the proposed time frames had been arrived at following detailed discussions with the event organisers and also reflected those events which were held solely within the city boundary and others which started outside the city.

40.5 Councillor K Norman enquired whether there were likely to be other events for which longer consents would be required. The Head of Tourism and Leisure replied that this could be the case in future as the length of permission granted would be kept under review. It was important to note that all of the planning/health and safety and other requirements needed to be met for each individual event on an annual basis irrespective of the period of time for which permission had been granted.

- 40.6 The Head of Tourism and Leisure also explained that the City Safety Advisory Group had an overview of all the major events that took place in the city that had the potential to attract significantly large numbers of people. A protocol and good working partnerships between the council and emergency services were in place in the city and these were integral to both the planning and delivery of events. Where required, specific Safety Advisory Groups were convened for any major event taking place in the city. Sussex Police were involved in both the planning and consultation on all major events
- 40.6 **RESOLVED** – (1) That events described in paragraph 3.8 of the report and below are granted landlord's consent for the terms identified;
- (2) That consent is provided for the associated road closures on Madeira Drive; and
- (3) That officers are authorised to enter into formal agreements with event organisers to determine conditions including fees, levels of support, event locations, event routes, and event management plans as appropriate.

#### 41. FUTURE PLANS FOR PRIDE

- 41.1 The Committee considered a report of the Assistant Chief Executive requesting that the Committee continue to support Pride events over the first weekend of August and that the Committee grant Landlord's consent for three successive years, commencing from August 2014, to the Brighton Pride Community Interest Company to stage both the Parade through the city and a fenced and ticketed Pride Festival in Preston Park, with both elements subject to the conditions as set out in 3.28 -3.33 of the report.
- 41.2 The Head of Policy and Performance explained that Pride ranked as one of the City's most significant events, in 2013 it had attracted approximately 160,000 attendees generating an estimated £13.5 million for the city's economy. Pride 2013 had been a very successful event and its organisers wanted to build on that success to improve its relevance both to the LGBT community and the city. The report set out proposals for the future of Pride; seeking agreement for landlord consent to stage Pride Festival activities in Preston Park over the first weekend in August for three successive years starting in 2014.
- 41.3 The Head of Policy and Performance went on to explain that consent was also sought to extend usage of the Park on Friday evening, for longer on Saturday and also during the day on Sunday; the overall objective of which was to ensure the sustainability of the core Pride event. Each event would be subject to conditions and guidance as detailed in the Health & Safety Executive (HSE) Purple Guide. The guidance set out the requirements that must be met in full and signed off by the responsible lead agency and, where applicable, the City Safety Advisory Group.
- 41.4 The Chair welcomed the report, referring to the fact that Pride 2013 had been one of the most successful events to date. There had been minor difficulties, for instance lengthy queues to gain entry to the park, public transport and problems which had arisen as a result of dispersing groups of young people who had been drinking excessively in various locations across the city, these were being addressed and it was considered that staggered entry in the manner proposed, by increasing the duration of the festival and by having an additional event on the Friday would be beneficial in that respect.

Partnership work had taken place with the Police and the Alcohol Programme Board to address the broader public disorder and under age drinking problems. The overall quality of organisation by BPCIC, the organisers, had been highlighted and commended.

- 41.5 Councillor Brown stated that having given the report thorough consideration, the Conservative Group wished to put forward the amendment (proposed by Councillor Brown and seconded by Councillor Smith):

“2 Recommendations:

2.1 That the Economic Development and Culture Committee continue to support Pride events over the 1<sup>st</sup> weekend of August **including through the continuation of the grant that was offered last year to the Brighton Pride Community Interest Company should this be required in order to run a successful LGBT Community Parade.**”

- 41.6 The Legal Adviser to the Committee explained that a grant had not been required for the 2013 event and it was anticipated that in-kind support of the type referred to in paragraph 3.11 of the report would be made available for 2014, although this would be subject to review. The BPCIC organising Committee had agreed with that approach. The BPCIC financial model included ticket sales, corporate sponsorship and in-kind support.
- 41.7 The Head of Policy and Performance stressed that it was important to note that it was the responsibility of the organiser's to ensure that all documentation was submitted on time to enable the appropriate level of planning to take place and for a comprehensive event plan to be drawn up.
- 41.8 Councillors Morgan and Fitch supported the recommendations set out in the report stating that they considered they represented a reasonable way forward.
- 41.9 Councillor Buckley referred to the need for Preston Park to be returned to use by the general public as soon as possible following the event and for the need for detailed early consultation to take place with local residents. It was confirmed that measures were in place to ensure that happened.
- 41.10 In view of the clarification which had been given in respect of this matter Councillor Brown stated that the Conservative Group wished to withdraw their proposed amendment. A vote was therefore taken on the recommendations as set out in the officer's report. Members voted unanimously that those recommendations be approved.
- 41.11 **RESOLVED** – (1) That the Economic Development & Culture Committee continue to support Pride events over the 1<sup>st</sup> weekend of August;
- (2) That the Committee grant Landlord's consent for three successive years, commencing August 2014, to Brighton Pride Community Interest Company to stage both the Parade through the city and a fenced and ticketed Pride Festival in Preston Park, with both elements subject to the conditions as set out in 3.28 -3.33 of this report;

(3) That the Committee grant landlord's consent to Brighton Pride Community Interest Company for the extension of the Pride Festival in Preston Park; extending opening times from 1200hrs–2000hrs to 1000hrs -2200 hrs, subject to the conditions as set out in 3.28-3.33 of this report;

(4) That the Committee grant landlord's consent to Brighton Pride Community Interest Company for the extension of the Pride Festival in Preston Park programme to include arts and community based events on the Friday before Pride and the Sunday after Pride, subject to the conditions as set out in 3.28-3.33 of this report;

(5) That the Committee authorises officers to enter into formal agreements with the respective event organisers to determine fees, charges and conditions as appropriate;

(6) That the Committee requests officers to explore with Pride organisers and other stakeholders plans and arrangements to seek to ensure that spin off Pride related events are coordinated and negative impacts minimised;

(7) That the Committee agrees that landlord's consent may be withdrawn should any organiser fail to comply with the conditions and recommendations as set out in this report;

(8) That the Committee agrees that, following past practice, a guarantee against damage to the park will be sought and evidence of adequate insurance cover will be required; and

(9) That the Committee delegates authority to the Assistant Chief Executive to agree any necessary permissions associated with any other events planned for the Pride weekends in 2014, 2015 and 2016.

## **42. MAJOR PROJECTS UPDATE**

- 42.1 The Head of City Regeneration drew the Committees attention to that part of the schedule which included updates in respect of New England House, the Open Market, the proposed permanent traveller site and the Preston Barracks site.
- 42.2 Councillor Morgan referred to the information contained in the schedule in relation to the 1360 he thought that the financial information was erroneous in that it did not reflect the decision made at the meeting of the Policy and Resources Committee in July 2013.
- 42.3 The Head of City Infrastructure confirmed that the commercial loan from the Council remained at £14.8m, as reported to Policy and Resources in July 2013. It was confirmed that the Council were not providing any equity funding to i360 and the position remains exactly as it was last reported to committee in September and to the Policy and Resources committee in July 2012. Also there wouldn't be any change without a committee report going through the democratic process to P and R. Amended and updated information would be provided for the next scheduled meeting of the Committee. Everything possible would be done to ensure that this error was not repeated in future reports.
- 42.4 **RESOLVED** – That the contents of the schedule be noted and received.

**43. ITEMS REFERRED FOR COUNCIL**

43.1 There were none.

The meeting concluded at 6.25pm

Signed

Chair

Dated this

day of

<b>Subject:</b>	<b>Petitions</b>		
<b>Date of Meeting:</b>	<b>23 January 2014</b>		
<b>Report of:</b>	<b>Head of Legal &amp; Democratic Services</b>		
<b>Contact Officer:</b>	<b>Name:</b>	<b>Penny Jennings</b>	<b>Tel: 29-1065</b>
	<b>E-mail:</b>	<b>Penny.jennings@brighton-hove.gov.uk</b>	
<b>Ward Affected</b>	<b>All</b>		

### FOR GENERAL RELEASE

#### 1. SUMMARY AND POLICY CONTEXT:

- 1.1 To receive any petitions presented at Council, any petitions submitted directly to Democratic Services or any e-Petition submitted via the council's website.

#### 2. RECOMMENDATIONS:

- 2.2 That the Committee responds to the petition either by noting it or writing to the petition organiser setting out the Council's views, or where it is considered more appropriate, calls for an officer report on the matter which may give consideration to a range of options, including the following:

- § taking the action requested in the petition
- § considering the petition at a council meeting
- § holding an inquiry into the matter
- § undertaking research into the matter
- § holding a public meeting
- § holding a consultation
- § holding a meeting with petitioners
- § referring the petition for consideration by the council's Overview and Scrutiny Committee
- § calling a referendum

#### 3. PETITIONS

##### (i) Save the Hippodrome for Live Performance

"We the undersigned petition the council to use its best endeavours and take every opportunity to bring the Hippodrome in Middle Street back into use as a versatile space for live performance in accordance with aspirations expressed in the CP5 Culture and Tourism section of the proposed City Plan (February 2013).

##### Justification

As a Grade II\* listed building with an interior of national historical importance, the Hippodrome is the only surviving space of its kind and size in the city. It is top of the Theatre Trust's list of English theatre buildings at risk.

In seeking to promote cultural tourism, the City Council should be aware of the need for a larger theatre capable of attracting top-class theatrical, musical and dance productions. The Hippodrome could be used in a variety of modes; as a proscenium theatre, as a theatre-in-the-round or with a thrust or open stage, for 'circus' type of performances similar to the Roundhouse in Camden, London.

Such a venue would significantly enhance the city's appeal to visitors, attracting audiences from across a wide area, including London, helping to make Brighton the principal cultural hub of the south-east region. It should be recognised that converting the space into a multi-screen cinema would not contribute anything to this aspiration. Indeed, over-provision of cinemas, leading to unsustainable competition, could lead to a net loss of venues.

### **3. Save Brighton Speed Trials**

"We the undersigned petition the council to accept the application by the Brighton and Hove Motor Club to run the 2014 Brighton Speed Trials on Madeira Drive.

#### **Justification:**

The Speed Trials is part of Brighton's heritage having run in the area since 1905. Thousands of people come down to the seafront for an entertaining fun-packed day out for the whole family to watch race cars and motor bikes compete along Madeira Drive.

The event has grown over the years and now even enjoys international acclaim. It has the full support and backing of the Motorsport Association and adheres to their strict rules of safety.

The end of the Speed Trials will be the end of an era for Brighton. It will have a major negative financial impact on tourism and trade in the area and mean the loss of one of the highlights on Brighton's seafront entertainment calendar.

Please sign the petition and help keep the Speed Trials going.

A decision will be made by the council's Economic Development and Culture Committee at a meeting on 23 January 2014."

# **ECONOMIC DEVELOPMENT & CULTURE COMMITTEE**

## **Agenda Item 48(b)**

Brighton & Hove City Council

**Subject:** Public Questions

**Date of Meeting:** 23 January 2014

**Report of:** Head of Legal & Democratic Services

**Contact Officer:** Name: Penny Jennings Tel: 29-1065

E-mail: Penny.jennings@brighton-hove.gov.uk

**Ward Affected** All

### **FOR GENERAL RELEASE**

#### **1. SUMMARY AND POLICY CONTEXT:**

- 1.1 Set out below are details of a question received from a member of the public prior to publication of the agenda.

#### **2. Ultra Fast Broadband**

- 2.1 Question received from Rohan Lowe

“How will the ultra fast broadband work in practice, will it cover the whole city, or is it only provided to businesses/companies at present?”



**Subject:** Deputations from Members of the Public – Article 4  
Planning Requirements & HMOs  
**Date of Meeting:** 12 December 2013/23 January 2014  
**Report of:** Head of Law  
**Contact Officer:** Name: **Ross Keatley** Tel: **29-1064**  
E-mail: ross.keatley@brighton-hove.gov.uk  
**Wards Affected:** All

**FOR GENERAL RELEASE**

***Action Required of the Economic Development & Culture Committee:***  
To receive the deputation referred from Council and take any action as necessary:

**COUNCIL**

**4.30 pm 12 December 2013  
COUNCIL CHAMBER, BRIGHTON TOWN HALL**

**DRAFT MINUTES**

**Present:** Councillors Cobb (Chair), Randall (Deputy Chair), Barnett, Bennett, Bowden, Brown, Buckley, Carden, Cox, Davey, Deane, Duncan, Fitch, Gilbey, Hamilton, Hawtree, Hyde, Janio, Jarrett, Jones, A Kitcat, J Kitcat, Lepper, Littman, Mac Cafferty, Marsh, Meadows, Mears, Mitchell, Morgan, A Norman, K Norman, Peltzer Dunn, Phillips, Pissaridou, Powell, Robins, Rufus, Shanks, Simson, Smith, Summers, Sykes, C Theobald, G Theobald, Wakefield, Wealls, Wells, West and Wilson

**PART ONE**

**49. DEPUTATIONS FROM MEMBERS OF THE PUBLIC.**

- 49.1 The Mayor reported that two deputations had been received from members of the public and invited Ms Harding as the spokesperson for the first deputation to come forward and address the Council.

- 49.2 Ms Harding thanked the Mayor and presented her deputation: 'As you can see from the deputation in front of you, I'm concerned about the quality and completeness of the data that we hold in the city about houses of multiple occupation.'

Under the Article 4 Planning Rule we make decisions based on this data; if there are too many recorded houses of multiple occupation in certain areas, no one will be allowed. This affects me because I live in Hollingbury Road. When we did a quick assay of our road we find about twice as many houses of multiple occupation as are recorded on the Council's Licensing List but why should it concern you?

I think the reasons that it should concern you are that as an organisation committed to open data; you should try to ensure that your data is as clear, complete and concise as possible. By underestimating the number of houses of multiple occupation, we run the risk as a city on missing out on rebates for houses where Council Tax is not paid, this should be a real concern in these times.

The Article 4 arrangement for allowing planning permission for HMO's is a 5 year trial. If we do not base this on correct data, we do not make our decisions on correct and accurate data. We cannot fairly evaluate the trial and see if it has been successful or not also if we do not hold the list which is accurate about houses of multiple occupation we will not be able to protect the tenants therein which is a responsibility that we hold.

I would ask that we make better use of the data that we hold and encourage more preparation between private sector housing group and the planning services so that we can provide a better service.'

- 49.3 Councillor Mac Cafferty replied: 'I fully appreciate, especially given the location where you live, why this is a particular concern to you. Where I will start with is some figures.'

The Licensing regime that you refer to in your deputation began in 2012 and by April this year we had 1747 applications and 1420 draft approvals, 733 had full licensing and of those 250 had been identified by local people for the Article 4.

I can confirm that the data collected by the Private Sector Housing Team as part of a Licensing regime is shared with, primarily, mapped by colleagues in planning. Any reciprocal information obtained by planning is shared with housing.

The Council has mapped private sector housing records of HMO's up to October this year. All properties that have applied for or have been granted licenses vary mixed either licensing regime. With mapped consultation records for the last 4 years since 2009, that was actually done before the Article 4 was introduced as part of evidence that we were required to bring in the Article 4.

We've mapped the Council Tax records as well of this year, that's a manual process so that has been re-commissioned which has about 5000 bits of information and we've checked that those that have overlapped, nevertheless that's a slower process and we have to get it right not least because of concerns that you and indeed others have raised and it's interesting that you have voiced this question this week, only yesterday at Planning Committee we had a similar concern to yours raised with us. I'm happy to take a supplementary and as I said I will make sure that you get a full written response sent to you as well.'

- 49.4 Councillor Mac Cafferty offered to take a supplementary question in relation to his response, and Ms Harding asked: 'I would just observe that when myself and my neighbours canvassed our road we found 21% of HMO's that were definitely HMO's and a further 20% of houses that we could not identify. You've got the City stick there where as in the Council's map it shows us between 10 and 20% of HMO's and I think there is a serious underestimation.'
- 49.5 Councillor Mac Cafferty replied: 'I'm happy to agree with you that the stance of this particular regime will require the co-operation of people like your good self to help us get it right, it's not perfect by any stretch of the imagination whether that be how to make sure that housing and planning share the information.'
- 49.6 The Mayor thanked Ms Harding for attending the meeting and speaking on behalf of the deputation. She explained that the points had been noted and the deputation would be referred to the Economic Development & Culture Committee for consideration. The persons forming the deputation would be invited to attend the meeting and would be informed subsequently of any action to be taken or proposed in relation to the matter set out in the deputation.



**Subject:** Deputations from Members of the Public – the Brighton Speed Trials  
**Date of Meeting:** 12 December 2013/ 23 January 2014  
**Report of:** Head of Law  
**Contact Officer:** Name: **Ross Keatley** Tel: **29-1064**  
E-mail: ross.keatley@brighton-hove.gov.uk  
**Wards Affected:** All

**FOR GENERAL RELEASE**

***Action Required of the Economic Development & Culture Committee:***  
To receive the deputation referred from Council and take any action as necessary:

**COUNCIL**

**4.30 pm 12 December 2013  
COUNCIL CHAMBER, BRIGHTON TOWN HALL**

**DRAFT MINUTES**

**Present:** Councillors Cobb (Chair), Randall (Deputy Chair), Barnett, Bennett, Bowden, Brown, Buckley, Carden, Cox, Davey, Deane, Duncan, Fitch, Gilbey, Hamilton, Hawtree, Hyde, Janio, Jarrett, Jones, A Kitcat, J Kitcat, Lepper, Littman, Mac Cafferty, Marsh, Meadows, Mears, Mitchell, Morgan, A Norman, K Norman, Peltzer Dunn, Phillips, Pissaridou, Powell, Robins, Rufus, Shanks, Simson, Smith, Summers, Sykes, C Theobald, G Theobald, Wakefield, Wealls, Wells, West and Wilson

**PART ONE**

**49. DEPUTATIONS FROM MEMBERS OF THE PUBLIC.**

- 49.7 The Mayor then invited Mr Taylor as the spokesperson for the second deputation to come forward and address the Council; before the deputation was submitted Councillor G. Theobald requested that the notice of motion on the same topic listed as Agenda Item 61(c) be brought forward and considered after the deputation; the matter was put to the vote and the Council agreed, by simple majority, to take the associated notice of motion following on from Mr Taylor's deputation.

- 49.8 Mr Taylor thanked the Mayor and presented his deputation: 'The City of Brighton and Hove is somewhere we can all be very proud of, I'm particularly proud of Brighton and Hove being one of the newer Cities. One of Brighton's greatest assets is that it is a City of great diversity. It welcomes everyone no matter what their background or lifestyle, it allows a freedom of expression that gives power to the individual. It doesn't criticise, pass judgement or persecute minority interests. In simple words; no matter who you are, what you like or even dislike you will find it somewhere in the City of Brighton and Hove.

A decision has been taken by Brighton and Hove Council not to accept the Brighton and Hove Motor Club application to run the 2014 Brighton speed trials on Madeira Drive. From the comments passed on to the club, this is predominantly due to a view that this event does not fit in with a modern Brighton. We believe this decision would be detrimental to the City both now and in the future.

A great City is not judged solely on the present day which by its nature is transitory and fast moving, but it builds on the foundation of its past to create an exciting future, Brighton is renowned as the City of many cultures and prides itself on its longstanding combination of both the modern and the old. Its history is known throughout the United Kingdom and Worldwide.

The Brighton speed trials is at the very heart of that heritage, Brighton has the very real and unique privilege of being the only holder of a specific act of Parliament that enables a motorsport trial of speed to take place on the public highway. It is ironic that at the same time as Brighton's considering this decision there is work taking place at Westminster by the Motorsports Association to campaign for greater access to the public road network on mainland Britain for motorsport activities.

Progress is being made in this regard with enthusiastic support from Local Authorities that recognise the huge benefits accrued by such events. Brighton has the enviable advantage but must surely seek to retain it's unique position with the valuable legislation that it enjoys.

The idea for the speed event in Brighton was first suggested in 1902 however it wasn't until 2 years in 1905 that a local man Sir. Harry Preston persuaded the town corporation to surface Madeira Drive using the pioneering material of tarmac as its surface and this was in fact the first of it's kind.

The Town Council collaborated with the Automobile Club of Great Britain and Ireland later to become known as the Motorsports Association, to organise an event know as Brighton Motorweek which ran from the 19<sup>th</sup>-22<sup>nd</sup> July and consisted of a series of Motor races.

The first event ran westwards from Black Rock to the Aquarium, the opposite direction to which the race currently runs, it attracted over 400 entries timed by the flying Kilometre. During the first event there were 3 world records set. The BHMC believe the trials have and continue to bring considerable economic benefit to the town resulting in hoteliers, restaurateurs and all manner of retailers enjoying the impact of the event.

Motorsport is often misunderstood as a sport casually dismissed as an environmental catastrophe which in fact the opposite is true. Motorsport and it's engineering challenges

have driven the development of all major environmental benefits to the internal combustion engine allowing ever greater efficiency in the power extracted, furthermore the rate of change within the sport enabled progress of mainstream technologies to be significantly sped up.

This has included hybrid technology and kinetic energy recovery systems. We urge the Council not to throw away history but instead to look for inspiration to their forefathers on the Town Council. The loss of this even will also result in the closure of Brighton and Hove Motorclub after nearly 100 years and the loss to the Council of a tenant.'

- 49.9 Councillor Bowden replied: 'We have a notice of motion which is being brought forward which tackles the same subject. Can I say first of all the recommendation not to proceed with your event next has absolutely nothing to do with ideology or this administration and I speak as someone who probably, maybe one of the only people, who have taken a motorcycle around Donnington Park at high speed and has been a passenger going round the Isle of Man TT circuit so there is no ideology involved in this but, very conveniently out of the notice of motion that is being presented by the opposition and in your submission, no mention has been made of the death in 2012 and the serious injury sustained by a motorcycle and sidecar combination.

This is for purely safety grounds that officers are making this recommendation as the notice of motion makes clear; this will come to my Committee as a matter of report and those members of Committee will then take a vote on it. So until that report has been debated within in my Committee no decision on the future of your event is being taken but it is purely on safety grounds, and if I were to comment also on your deputation; businesses have to close.

My inbox and fellow Ward Councillors and the Ward Councillors neighbouring Ward are inundated with complaints from residents who cannot access the beach. Businesses like Yellow Wave, the Volk's Railway all have to close as a result of this event so we have to take into consideration, access issues as well as traditional. So I will not say anymore now because we are coming to a notice of motion which we will debate.'

- 49.10 The Mayor thanked Mr Taylor for attending the meeting and speaking on behalf of the deputation. She explained that the points had been noted and the deputation would be referred to the Economic Development & Culture Committee for consideration. The persons forming the deputation would be invited to attend the meeting and would be informed subsequently of any action to be taken or proposed in relation to the matter set out in the deputation. The Mayor noted that concluded the item.



## **ECONOMIC DEVELOPMENT & CULTURE COMMITTEE**

## **Agenda Item 48 (c ) (iii)**

Brighton & Hove City Council

**Subject:** Deputations from Members of the Public – Article 4  
Planning Requirements & HMOs  
**Date of Meeting:** 12 December 2013  
**Report of:** Head of Law  
**Contact Officer:** Name: **Ross Keatley** Tel: **29-1064**  
E-mail: ross.keatley@brighton-hove.gov.uk  
**Wards Affected:** All

### **FOR GENERAL RELEASE**

***Action Required of the Economic Development & Culture Committee:***  
To receive the deputation referred from Council and take any action as necessary:

### **COUNCIL**

**4.30 pm 12 December 2013  
COUNCIL CHAMBER, BRIGHTON TOWN HALL**

### **DRAFT MINUTES**

**Present:** Councillors Cobb (Chair), Randall (Deputy Chair), Barnett, Bennett, Bowden, Brown, Buckley, Carden, Cox, Davey, Deane, Duncan, Fitch, Gilbey, Hamilton, Hawtree, Hyde, Janio, Jarrett, Jones, A Kitcat, J Kitcat, Lepper, Littman, Mac Cafferty, Marsh, Meadows, Mears, Mitchell, Morgan, A Norman, K Norman, Peltzer Dunn, Phillips, Pissaridou, Powell, Robins, Rufus, Shanks, Simson, Smith, Summers, Sykes, C Theobald, G Theobald, Wakefield, Wealls, Wells, West and Wilson

### **PART ONE**





c/o King's House  
Grand Avenue  
Hove  
BN3 2LS  
Tel: 01273 291182

Councillor Geoffrey Bowden  
Chairman  
Economic development & Culture  
Committee  
King's House  
Grand Avenue  
Hove BN3 2LS

Date: 11<sup>th</sup> January 2014

Our Ref: KN/ST

Your Ref:

Dear Councillor Bowden

I write to express my serious concern that the Brighton and Hove Motor Club will be denied the closure of Madeira Drive, Brighton, on one Saturday each year to run the world famous and historic Brighton National Speed Trials.

My understanding is that this refusal is being recommended because of the very unfortunate and extremely rare death of a participant during the event in September 2012.

Your recommendations are based purely on the totally inaccurate accusations that the event will go against health and safety regulations! This is absolutely untrue as the Speed Trials has always been run and will continue to be run under well tested rules and regulations that govern all motor sport events in the UK.

Any claims made regarding the condition of the road surface, the close proximity of the general public, closure of all businesses are all untrue. The road surface is always checked by the motor sport governing body prior to each speed trials event and the motor club would not go ahead with the Speed Trials if there was any suspicion that the road surface was not suitable for the speeds attained by the participants.

General public are all either in the pits area behind the start line or the upper viewing level on Marine Parade.

The small businesses under the Colonnade are not closed for the Speed Trials and benefit greatly from the event because they have a captive audience of hundreds of people who either participate or help with the event and who almost all use the business facilities throughout the day.

This prestigious event must not be unceremoniously dumped from the hugely popular list of events that take place on Madeira Drive each year which attract large numbers of visitors to the City and which consequently also bring in very large sums of money to the City.

Yours sincerely  
Councillor Ken Norman

Tel/Fax: (01273) 291182  
Email: [ken.norman@brighton-hove.gov.uk](mailto:ken.norman@brighton-hove.gov.uk)  
Conservative Member for WITHDEAN Ward

<b>Subject:</b>	<b>Notice of Motion – Brighton Speed Trials Referred from Full Council meeting held on 12 December 2013</b>
<b>Date of Meeting:</b>	<b>23 January 2014</b>
<b>Ward(s) affected:</b>	<b>All</b>

**FOR GENERAL RELEASE**

**NOTICE OF MOTION**

**BRIGHTON NATIONAL SPEED TRIALS**

“This Council notes that the historic Brighton National Speed Trials event, organised by the Brighton & Hove Motor Club, has been an integral part of the city’s outdoor events calendar since 1905, when Sir Harry Preston persuaded the Town Corporation to lay a tarmac motor racing track between Black Rock and the Aquarium. This much-loved event attracts many visitors to Brighton & Hove and hence makes a significant contribution to the local economy.

This Council notes the proposals to stop supporting the Brighton National Speed Trials on Madeira Drive.

Therefore, this Council resolves to ask the Economic Development & Culture Committee to give consideration to the staging of the Brighton National Speed Trials event in 2014 and beyond as part of setting its annual Events Programme for 2014.”



# **ECONOMIC DEVELOPMENT & CULTURE COMMITTEE**

## **Agenda Item 50**

Brighton & Hove City Council

<b>Subject:</b>	<b>Special Events – Madeira Drive Road Closures 2014</b>		
<b>Date of Meeting:</b>	<b>Thursday 23<sup>rd</sup> January 2014</b>		
<b>Report of:</b>	<b>Assistant Chief Executive</b>		
<b>Contact Officer:</b>	<b>Name:</b>	<b>Ian Shurrock</b>	<b>Tel: 292084</b>
		<b>Ian Taylor</b>	
	<b>Email:</b>	<b>ian.shurrock@brighton-hove.gov.uk</b>	
		<b>ian.taylor@brighton-hove.gov.uk</b>	
<b>Ward(s) affected:</b>	<b>All</b>		

### **FOR GENERAL RELEASE**

#### **1. PURPOSE OF REPORT AND POLICY CONTEXT**

- 1.1 To set out the proposed programme of special events on Madeira Drive in 2014 and to seek approval for the associated road closures.

#### **2. RECOMMENDATIONS:**

- 2.1 That the committee grants consent for the 2014 programme for special events on Madeira Drive and the associated road closures as listed in Appendix 1.
- 2.2 That the committee authorises officers to enter into formal agreements with event organisers to determine conditions, fees and levels of support as appropriate.
- 2.3 That the committee authorises the Assistant Chief Executive, after consultation with the Chair of the Committee, to make any alterations to the events programme as necessary and to approve new applications.

#### **3. CONTEXT/ BACKGROUND INFORMATION**

- 3.1 Most of the events listed in Appendix 1 have taken place on Madeira Drive before and retain their traditional place in the events calendar and their usual format. Outdoor events play a major role in the city being a leisure destination and therefore contribute significantly to the economic impact that tourism brings to the city. The latest economic impact assessment values the contribution of tourism to the city's economy at £800m per year and supports 18000 jobs (13500 full time equivalents).
- 3.2 **Tour of Britain. Saturday 13<sup>th</sup> September**

- 3.2.1 The Tour of Britain is Britain's leading professional cycle race. Won in 2013 by Sir Bradley Wiggins, the event attracts leading professional riders from around the world. The Brighton finish would be the penultimate stage before the finale in London the following day. The race would enter Brighton via Ditchling Beacon with a route to the finish being Coldean Lane, Lewes Road, Elm Grove, Warren Road, Wilsons Avenue, Marine Parade and Madeira Drive. The race takes place on rolling road closures (apart from Madeira Drive) and is expected to take a maximum of 20 minutes past any single point. The event draws large numbers of spectators with crowds of up to 40,000 people attending some of last year's stages.
- 3.2.2 The finish in Brighton & Hove would be the end of a Sussex stage that would go through West Sussex and East Sussex before reaching the city. Bringing The Tour of Britain to Sussex is a partnership including Brighton & Hove City Council, West Sussex County Council and East Sussex County Council. In addition, this partnership will extend to include the district and borough local authorities in West and East Sussex that the route will pass through
- 3.2.3 The Tour of Britain in 2013 attracted substantial media coverage which is a reflection of the development of the event as it has grown over the last 10 years. There was 24 hours of coverage on ITV4, free to view terrestrial television plus live coverage of all 8 stages on British Eurosport with nightly re-runs. The ITV4 coverage included a minimum of 2 hours live coverage of each stage plus a 1 hour highlights programme each evening, repeated the following daytime
- 3.2.4 At the first meeting of the newly formed Tourism Advisory Board, the positive benefit that a high profile professional cycling event could bring to the city was expressed. Particularly, as elite cycling in this country is currently experiencing a golden period with success in the Tour de France and the Olympics.

### **3.3 Color Run. Saturday 20<sup>th</sup> September**

- 3.3.1 This event first took place in 2013 and was a resounding success. 6000 people took part in what the organisers describe as 'the happiest 5km on the planet'. Initial concerns regarding colour being left on the seafront were unfounded with the organisers orchestrating a very effective and quick clean up operation, which they paid for. The organisers are looking to double the number of entries for 2014 being achieved by having two waves starting at different times in the day.

## **4. ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS**

- 4.1 Not applicable

## **5. COMMUNITY ENGAGEMENT & CONSULTATION**

- 5.1 Consultation has taken place with Ward Councillors, Sussex Police, East Sussex Fire & Rescue Service, South East Coast Ambulance Service and NHS Trust. Internal officer consultation has taken place with the Seafront Office, Environmental Health & Licensing, City Parks, Civil Contingencies and Highways.

- 5.2 Consultation has taken place and there have not been any substantive issues raised on the programme of special events for Madeira Drive in 2014.

## **6. CONCLUSION**

- 6.1 Landlord's consent is required for the staging of all major outdoor events within Brighton & Hove.
- 6.2 Events continue to form an increasingly significant part of the council's overall tourism strategy and contribution to the city's economy. People experience civic pride and satisfaction when major recreational, sporting and entertainment events take place in their locality. These help to bring regional and national recognition to the city and enhance the reputation and identity of the area, as well as bringing significant economic benefits.

## **7. FINANCIAL & OTHER IMPLICATIONS:**

### Financial Implications:

- 7.1 In accordance with the existing Outdoor Events policy, fees are charged for commercial events and any costs incurred are the responsibility of the organiser. In addition, a reinstatement deposit is usually held and evidence of adequate insurance cover is required. The fees charged are determined by negotiation based on a number of factors including, capacity, whether a new or established event, whether an admission fee is to be charged and infrastructure required; all of these are subject to agreement by Officers as per the recommendations of this report.
- 7.2 The income generated from fees charged for commercial events contribute to the costs of the Outdoor Events Team and enables charitable and community events and free public entertainments to be supported at reduced rates or free of charge. The target income for outdoor events in 2013/14 is £217k. This is expected to increase to £222k in 2014/15 after allowing for the 2.5% inflationary increase in accordance with the budget strategy.

*Finance Officer Consulted: Name Michelle Herrington Date: 13/12/13*

### Legal Implications:

- 7.3 The Council is empowered under the East Sussex Act 1981 to use Madeira Drive for up to 28 days a year in order to facilitate the staging of major outdoor events.
- 7.4 The proposals in this report are made in accordance with the Outdoor Events Policy. The policy incorporates relevant considerations in respect of convention rights incorporated by the Human Rights Act 1998. The policy is clear that a balancing act is required between the competing interests of those who attend the events and those who do not wish to attend and consultation is suggested to ensure that this balancing exercise is properly carried out.

- 7.5 The terms of the agreements with the event organisers, the ongoing consultation process and the long lead-in periods ensure that the events are safe and well managed and that disruption is kept to a minimum.

*Lawyer Consulted: Bob Bruce Date: 12/12/13*

Equalities Implications:

- 7.6 The Events programme caters for people from all sectors of the community as there is a diverse range of events that are staged in the city each year. Issues such as physical access to an event and designated viewing areas are developed and detailed in event plans where applicable.

Sustainability Implications:

- 7.7 All events are planned and staged in accordance with the statutory powers and planning obligations as set out in the Outdoor Events Policy.
- 7.8 The nature of outdoor events means that they often involve a range of potential sustainability impacts (both positive and negative) from travel, energy and water use, food, local economic and social impacts, use of outdoor spaces and production of waste. For this reason, there is significant potential to publicly demonstrate how outdoor events contribute to Brighton & Hove becoming a more sustainable city. Through the Sustainable Events Programme, events organisers are supported to improve sustainability at their events, focusing on the areas with the highest potential impact. The programme is certified to the international standard for environmental management ISO 14001.
- 7.9 The Sustainable Events Programme gained certification to the International Standard for Sustainable Events ISO 20121 in October 2013. The programme helps deliver visible sustainability initiatives, particularly around event waste recycling and encouraging people to use public transport. The Sustainable Events Programme contributes to the culture and community principle of the One Planet Sustainability Action Plan.

Any Other Significant Implications:

- 7.10 The City Safety Advisory Group has an overview of all the major events that take place in Brighton & 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 events. Where required an event specific Safety Advisory Group can be convened for any major outdoor event taking place in Brighton & Hove that has the potential to attract significantly large numbers of people.

- 7.11 Sussex Police are involved in both the consultation and planning of all major events.
- 7.12 All events will be subject to full site-specific, suitable and sufficient risk assessments.

### **SUPPORTING DOCUMENTATION**

#### **Appendices:**

1. Madeira Drive road closures 2014

#### **Documents in Members' Rooms**

None

#### **Background Documents**

None



## Appendix 1

### SPECIAL EVENTS –

#### Events requiring the closure of Madeira Drive 2014

DATE	EVENT	CLOSURE	ATTENDANCE
Sun 16 February	Brighton & Hove Half Marathon	Sat 15 Feb 0600-0400 hrs LP9-LP20 Sun 16 Feb Aquarium to Black Rock 0400-1800 hrs	10,000
Sun 23 March	Sport Relief	Aquarium to Black Rock 0600 – 1800 hrs	5,000
Sun 6 April	Brighton Marathon	Fri/Sat 4/5 Apr LP8-LP20 from 0500 hrs Sun 6 Apr Aquarium to Black Rock 0400-2200 hrs Mon 7 Apr LP8-LP20 until 2200 hrs	40,000
Sun 13 April	Pioneer Motorcycle Run	Aquarium to Black Rock 0600-1800 hrs	20,000
Sat 26 April	InCarNation	Aquarium to Black Rock 0600 – 1800 hrs	2,000
Sun 27 April	Jaguar Car Run	LP9-LP20 0600-1800 hrs	1,500
Sat 3 May	Children's Parade	Aquarium to base of Duke's Mound 0800- 1500 hrs	20,000
Sun 4 May	Historic Commercial Vehicle Run	Aquarium to Black Rock 0600-1900 hrs	5,000
Sun 11 May	MG Regency Run	Aquarium to base of Duke's Mound 0600-1800 hrs	2,000
Sun 18 May	Mini Owners Rally	Aquarium to Black Rock 0600 – 1800 hrs	10,000
Sun 1 June	Classic Car Run	Aquarium to Black Rock 0600 – 1800 hrs	2,500
Sun 15 June	British Heart Foundation's London to Brighton Bike Ride	LP7-LP19 Sat 0600-Sun 0400 hrs Aquarium to Black Rock, Sun 0400-2230 hrs	50,000
Sat 12 – 13 July	British Heart	LP10-LP20 Sat 1600 –	8,000

(night time)	Foundation's London to Brighton Bike Night Ride	0000 hrs, Sun 0900 – 1500 hrs Aquarium to LP20 Sun 0001- 0900 hrs	
Sat 2 August	Pride Parade	Aquarium to LP20 0600 – 1200 hrs	50,000
Sat 6 <sup>th</sup> Sept	Speed Trials * *(subject to separate report on the Agenda)	Aquarium to Black Rock 0600 – 2200 hrs	4,000
Sun 7 Sept	Do it for Charity London to Brighton cycle event	Base of Duke's Mound to Black Rock 0600 – 1800 hrs	3,000
Sat 13 Sept	Tour of Britain	Aquarium to Black Rock 0430-2200 hrs	20,000
Sun 14 Sept	Ace Café Reunion	Aquarium to Black Rock 0600 – 2200 hrs	20,000
Sat 20 Sept	Color Run	Aquarium to Black Rock 0600 – 2000 hrs	15,000
Sat 4 October	Volkswagen Classic Run	Aquarium to Black Rock 0600-1800 hrs	6,000
Sun 5 October	Landrover Run	Aquarium to Black Rock 0600-1800 hrs	3,500
Sun 12 October	Brightona	Aquarium to Black Rock 0600 -1800 hrs	5,000
Sun 2 November	Veteran Car Run	Aquarium to Black Rock 0600-0000 hrs	10,000
Sun 16 November	10K Road Race	Aquarium to Black Rock 0700-1300 hrs	5,000
Sun 21 December	Burning the Clocks	1600-2100 hrs	20,000

**NB This list is subject to change**

# **ECONOMIC DEVELOPMENT & Agenda Item 51 CULTURE COMMITTEE**

Brighton & Hove City Council

<b>Subject:</b>	<b>Brighton Speed Trials</b>		
<b>Date of Meeting:</b>	<b>Thursday 23<sup>rd</sup> January 2014</b>		
<b>Report of:</b>	<b>Assistant Chief Executive</b>		
<b>Contact Officer:</b>	<b>Name:</b>	<b>Ian Shurrock</b>	<b>Tel: 292084</b>
		<b>Ian Taylor</b>	
	<b>Email:</b>	<a href="mailto:ian.shurrock@brighton-hove.gov.uk">ian.shurrock@brighton-hove.gov.uk</a>	
		<a href="mailto:ian.taylor@brighton-hove.gov.uk">ian.taylor@brighton-hove.gov.uk</a>	
<b>Ward(s) affected:</b>	<b>All</b>		

## **1. PURPOSE OF REPORT AND POLICY CONTEXT**

- 1.1 To set out the proposal from Brighton & Hove Motor Club (BHMC) to stage the Brighton Speed Trials on Madeira Drive in 2014 and outline reasons for the recommendation to not grant landlord's consent.
- 1.2 The BHMC is a tenant of the council and occupy premises in Madeira Drive as a private club with 200 members. The review of the Speed Trials event has focussed on the unique circumstances of the event itself and not the club's occupation of these premises, or the wide range of motor rallies that take place on Madeira Drive each year.

## **2. RECOMMENDATIONS:**

That the Committee consider which of the following options is appropriate:

- 2.1 That the committee does not grant landlord's consent to stage the Brighton Speed Trials on Madeira Drive in 2014.
- 2.2 That the committee grants initial landlord's consent subject to the advice of the Safety Advisory Group and further subject to a condition requiring the organisers to fund all associated costs including essential safety requirements needed for the event to take place on the basis that the organisers will retain income from the event.
- 2.3 That the committee defers any decision to enable officers to seek further advice from the Safety Advisory Group so that a further report can be provided to the committee as soon as possible.
- 2.4 That in the event of option 2.2 being agreed the committee approves a payment of a hire fee for the event by the organisers if it takes place.

## **3. CONTEXT/ BACKGROUND INFORMATION**

- 3.1 The initial stage in the approval process for an event is to receive initial landlord's consent from the council to use council parks and open spaces or Madeira Drive with an associated road closure. Even if an event receives initial landlord's consent, it does not mean that it will necessarily take place. An event may have particular licensing or health and safety requirements that must be met before the event can take place. For example, the Speed Trials have to be authorised by the relevant motor sports organisations and any initial consent would be subject to the views of the city's Safety Advisory Group (SAG).
- 3.2 SAG has a remit to advise on whether an event should proceed on safety and not any other grounds and initial landlord's consent may be withdrawn upon advice by SAG on safety grounds. The SAG comprises of external representatives from Sussex Police, East Sussex Fire & Rescue Service, South East Coast Ambulance Service and NHS Trust. Council representatives are from Environmental Health & Licensing, Health & Safety, Civil Contingencies, Highways and Sport & Leisure.
- 3.3 The National Speeds Trials, organised by BHMC Ltd, has been held on Madeira Drive in September for many years (the first was held in 1905) but did not take place in 2013. This was due to an inquest taking place into a fatality at the 2012 event and it was inappropriate for the 2013 event to take place with the inquest on-going.
- 3.4 The Speed Trials involves cars and motorbikes racing individually along a 0.25 mile section (this has reduced over the years to improve safety) of Madeira Drive as a sprint track. The participants are timed, with the event being a "time trial" to record the fastest time. The event attracts approximately 4000 spectators.
- 3.5 The event is required by law to be authorised by the relevant organisations. The authorisation relates to the safety of the event and it provides the competitors (who must compete within the rules set down by the authorising body) exemption from Road Traffic legislation. For cars, the authorising body is the Motor Sports Association (MSA) and for motorcycles it is the Auto-Cycle Union (ACU).
- 3.6 As part of the process to gain a permit for the 2012 event, both the MSA and ACU inspected the course. These inspections were carried out on 28<sup>th</sup> July 2011 (MSA) and 22<sup>nd</sup> July 2012 (ACU). Both inspections resulted in a permit being issued for the 2012 event and neither inspection raised any issues with the road surface.
- 3.7 A Sussex Police forensic collision investigation specialist investigated the fatality at the 2012 event involving a Honda sidecar (with driver and passenger). This machine is designed solely for motor sport use and was not road legal. It is a 3 wheeled 'sidecar' but it is not a motorcycle and sidecar combination in the traditional sense, where a motorcycle has a side car attached to it, but rather a machine where the area for the passenger is integral to the machine as a whole.
- 3.8 The specialist was of the opinion that the most likely scenario of the accident was that the Honda had 'grounded' i.e. touched the road surface, and at the speeds at which it was travelling (final speed -110 mph) the impact between the frame and the road could be sufficient to de-stabilise the machine, induce an

involuntary reaction by the driver i.e. rapid closing of the throttle, which in combination could result in a significant change of course.

- 3.9 At these speeds there would not have been sufficient time for the driver to react, let alone regain the intended path, prior to impact with a tyre barrier. Tragically this resulted in the passenger's untimely death with the driver sustaining serious injuries. The inquest concluded that the death was caused by an accident and no recommendation followed in relation to the road surface.
- 3.10 Following the inquest the Motor Club indicated their desire to hold the event in 2014. The opportunity was taken by officers to review the Speed Trials in the light of the event not being held in 2013. A meeting was held with the organisers and for a range of reasons, indicated in 3.11, one of the recommendation options is to decline the request to hold the event in 2014.
- 3.11 Reasons for a recommendation to decline the 2014 request are as follows:

#### Safety

- 3.11.1 Although the report from the Coroner's Inquest certainly cleared the event organisers or any other party of any blame for the fatality that occurred in 2012, officers are very mindful of the safety issues in relation to this event. While motor sport is inherently dangerous, the council cannot ignore that a fatal accident and serious injury occurred at the Speed Trials in 2012 and if the event takes place again there is the potential for further loss of life and serious injury.
- 3.11.2 Madeira Drive is a public highway, which is not a purpose built modern sprint track. Highways have confirmed that the surface of the road is designed and maintained for normal road traffic ie at 30 mph, not vehicles racing at speeds exceeding 100 mph. As Madeira Drive is not a purpose built modern sprint track and includes items such as street furniture appropriate for a public highway, it is inevitable that the level of risk for such an event is enhanced. While there is a level of risk at purpose built motor sport facilities, it is a risk that can be more easily managed at such venues.

#### Closure of Businesses

- 3.11.3 The Speed Trials is the only event, which results in the closure of businesses on Madeira Drive. This is due to the health and safety requirements of the track licence granted by the MSA. These include Yellowwave, Adventure Golf, Grace's Place Café, Concorde II, Beach Cruiser Bike Hire as well as the Volks Railway. In addition, the Martlet Kayak Club, boat lockers, and beach chalets are not able to be used on the event day. These businesses would clearly benefit if they were able to stay open.

#### Beach Closure

- 3.11.4 The safety requirements for the event also mean that the council has to close the beach for the duration of the event. The closure has given rise to numerous complaints over the years from residents and visitors who have been prevented from accessing the beach in that area, at a weekend when the seafront can be very busy.

### Financial Risk

- 3.11.5 The council previously took a financial risk on the event as the council received the income from spectators to cover its expenditure on the event. Other events that pay a straight hire fee do not involve any financial risk for the council, as such events either have minimal or no direct costs and the hire fee represents a fee for the use of council land. It should be noted that the Speed Trial organisers have now offered to pay a straight hire fee for a future event (£10,000), which would alleviate any financial risk to the council, provided they also fund all associated costs including essential safety requirements needed for the event to take place, on the basis that they take the risk on recovering all such expenditure from the income generated.

### Events Calendar

- 3.11.6 If the Speed Trials did not take place there would not be a gap in the Outdoor Events calendar in September as there are on-going requests for events to come to the city. Officers do not believe that the major negative financial impact on tourism and trade referred to by the petitioners would materialise, given that the adjoining beach and businesses could remain open whilst another event took place.
- 3.12 If members grant landlord's consent for the Speed Trials in 2014, as indicated in 3.2 there would still be a role for SAG to advise on the safety of the event. As a fatality occurred when the Speed Trials were last held the SAG have indicated it would need to be completely satisfied that the event has the appropriate event planning documentation in place (such as the event management plan including risk assessments). If the SAG are not satisfied about the safety of a proposed event, they could advise that the event should not go ahead or that any landlord's consent previously given should be withdrawn.
- 3.13 In addition, if landlord's consent is granted, in the light of the fatality in 2012, there may be additional measures required to comply with licensing requirements e.g. if it was deemed necessary to re-surface the road for the event. This could be at a considerable cost estimated to be at least £100k for a quarter of a mile section and significantly more if other areas are required to be resurfaced. This would just be to replace the road surface and Highways do not have provision within their budget for such work.

## **4. ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS**

- 4.1 This is included in the body of the report, including the legal implications set out in section 7.

## **5. COMMUNITY ENGAGEMENT & CONSULTATION**

- 5.1 Initial consultation has been undertaken with the SAG and the role of the SAG has been included in the body of report. The SAG requires significant information including the full event plan to be provided before it can advise any further on

safety requirements. The Ambulance Services have concurred with the initial view of council officers and would support the recommendation not to grant landlord's consent to this event.

- 5.2 Agenda item 48(a) refers to the petition which asks that the event be allowed to take place in 2014.

## **6. CONCLUSION**

- 6.1 The option to refuse landlord's consent for the Brighton Speed Trials to take place in 2014 is based on the reasons laid out in 3.2.
- 6.2 Given the nature of the petition and the history of the event it is recognised that there are sufficient grounds to either defer the decision and refer the matter to the SAG with the request for a further report, or to grant conditional approval subject to advice from the SAG and other appropriate agencies.

## **7. FINANCIAL & OTHER IMPLICATIONS:**

### Financial Implications:

- 7.1 The financial risks associated with staging this event are detailed in the main body of the report.

*Finance Officer Consulted: Name Mike Bentley Date: 16/12/13*

### Legal Implications:

- 7.2 The Council is empowered under the East Sussex Act 1981 to use Madeira Drive for up to 28 days a year in order to facilitate the staging of major outdoor events. The council needs to act reasonably when exercising this power and to have regard to its Outdoor Events Policy, which incorporates relevant considerations in respect of convention rights incorporated by the Human Rights Act 1998. The policy is clear that a balancing act is required between the competing interests of those who attend events and those who do not.
- 7.3 There is an inherent risk of accident with this type of event and were there to be a further injury or fatality, although the council would look to the organisers to indemnify it against any claim, it may not be possible in all of the circumstances to achieve total indemnity for the authority.
- 7.4 As indicated in the preceding paragraphs of this report, the SAG are a key advisor on events, but require further documentation before being able to express a definitive view on whether or not the event should not be allowed to go ahead on safety grounds. Given this, unless it is considered that all or some of the reasons set out in paragraph 3.11 of the report clearly justify refusal, the committee are asked to consider either deferring the decision, which would enable the SAG to further consider the matter or granting initial approval subject to the SAG advice and the other condition set out in 2.2.,... In addition if option 2.2 is agreed, the basic hire fee should be delegated to officers to negotiate further.

Equalities Implications:

- 7.4 The Events programme caters for people from all sectors of the community as there is a diverse range of events that are staged in the city each year. Issues such as physical access to an event and designated viewing areas are developed and detailed in event plans where applicable.

Sustainability Implications:

- 7.5 All events are planned and staged in accordance with the statutory powers and planning obligations as set out in the Outdoor Events Policy.
- 7.6 The nature of outdoor events means that they often involve a range of potential sustainability impacts (both positive and negative) from travel, energy and water use, food, local economic and social impacts, use of outdoor spaces and production of waste. For this reason, there is significant potential to publicly demonstrate how outdoor events contribute to Brighton & Hove becoming a more sustainable city. Through the Sustainable Events Programme, events organisers are supported to improve sustainability at their events, focusing on the areas with the highest potential impact. The programme is certified to the international standard for environmental management ISO 14001.
- 7.7 The Sustainable Events Programme gained certification to the International Standard for Sustainable Events ISO 20121 in October 2013. The programme helps deliver visible sustainability initiatives, particularly around event waste recycling and encouraging people to use public transport. The Sustainable Events Programme contributes to the culture and community principle of the One Planet Sustainability Action Plan.

Any Other Significant Implications:

- 7.8 The City Safety Advisory Group has an overview of all the major events that take place in Brighton & 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 events. Where required, event specific Safety Advisory Groups can be convened for any major outdoor event taking place in Brighton & Hove that has the potential to attract significantly large numbers of people.

**SUPPORTING DOCUMENTATION**

**Appendices:**

None

**Documents in Members' Rooms**

Police Forensic Investigation Report on the fatality at the Speed Trials in 2012

## Background Documents



<b>Subject:</b>		<b>Events in Parks and Open Spaces 2014</b>	
<b>Date of Meeting:</b>		<b>Thursday 23<sup>rd</sup> January 2014</b>	
<b>Report of:</b>		<b>Assistant Chief Executive</b>	
<b>Contact Officer:</b>	<b>Name:</b>	<b>Ian Shurrock</b>	<b>Tel: 292084</b>
		<b>Ian Taylor</b>	
	<b>Email:</b>	<b>ian.shurrock@brighton-hove.gov.uk</b>	
		<b>ian.taylor@brighton-hove.gov.uk</b>	
<b>Ward(s) affected:</b>		<b>All</b>	

**FOR GENERAL RELEASE****1. PURPOSE OF REPORT AND POLICY CONTEXT**

- 1.1 To gain landlord's consent for events in parks and open spaces in 2014.

**2. RECOMMENDATIONS:**

- 2.1 That the committee approve the events listed in the report.
- 2.2 That the committee authorise officers to enter into formal agreements with event organisers to determine conditions, fees and levels of support as appropriate.
- 2.3 That the committee authorises the Assistant Chief Executive, after consultation with the Chair of Committee, to make any alterations to the events programme as necessary and to approve new applications in accordance with the Outdoor Events Policy.

**3. CONTEXT/ BACKGROUND INFORMATION**

- 3.1 Many of the events listed in Appendix One have taken place before and retain their traditional place in the calendar of outdoor events. The council has licensed a range of parks and open spaces including the Old Steine, Hove Lawns, the Seafront and Madeira Drive to hold events, however, a balanced approach is required to prevent over use of these areas.
- 3.2 Outdoor events play a major role in the city being a leisure destination and therefore contribute significantly to the economic impact that tourism brings to the city. The latest economic impact assessment values the contribution of tourism to the city's economy at £800m per year and supports 18000 jobs (13500 full time equivalents). The economic impact of events staged in the city is largely through hotel, restaurant and retail spend.

- 3.3 Appendix 1 shows the range of spaces and sites where proposed events are to take place. Several new or altered event applications for 2014 have been received and a summary of these follow in 3.4.

3.4 **Brighton Festival Outdoor Programme, Various, Saturday 3<sup>rd</sup> – Saturday 25<sup>th</sup> May 2014**

**‘One Million’ 23/24 May 9:45pm 5000 audience (free) Black Rock Car Park –**  
An outdoor, night time performance with a live band, physical and aerial performances. Featuring structures that move through the audience, lighting and pyrotechnics. The event was premiered as the finale to The Docklands International Festival.

**‘Sonnambulo’ 10/11 May 9pm 3000 audience (free) Queens Park –**  
Sonnambulo is a performance installation. A series of twelve scenes or images, each having its own space and being performed simultaneously. Spectators decide which scene they want to observe and for how long. The title of the piece means ‘sleepwalker’ and it is intended for the spectator to feel as if they are sleepwalking through the park.

**‘Klaxon’ 9-11 May various performances 300 audience (paid) Hove Park –**  
Presented by the company Akoreacro, this circus style event explores the alchemy between music and acrobatics.

3.5 **Thai Festival, Preston Park, Saturday & Sunday 30<sup>th</sup> & 31<sup>st</sup> August 2014 10am-7pm daily, 2500 people per day (paid)**

A celebration of all things Thai. A cultural event featuring food, music, dance and theatre from Thailand.

3.6 **Little Monsters Bash, Stanmer Park, Saturday & Sunday 9<sup>th</sup> & 10<sup>th</sup> August 2014 10am-6pm, 5000 people (paid)**

The event is in aid of the Tree of Hope Children’s Charity. It is aimed at mini festival goers under the age of 10 and their families. With a programme of live celebrity acts and shows, the event is also focused on interactive play. The site will feature a main stage, marquees, food and drink stalls (no alcohol on site), a Little Monsters Farm and play areas.

## 4. **ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS**

- 4.1 Not applicable

## 5. **COMMUNITY ENGAGEMENT & CONSULTATION**

- 5.1 Consultation has taken place with Ward Councillors, Sussex Police, East Sussex Fire & Rescue Service, South East Coast Ambulance Service, NHS Trust, Environmental Health & Licensing, City Parks, Civil Contingencies and Highways. Detailed consultation will take place as the events are developed between the respective event organiser and our partner agencies.

- 5.2 Consultation has taken place and there have not been any substantive issues raised on the calendar of outdoor events.

## **6. CONCLUSION**

- 6.1 Landlord's consent is required for the staging of all major outdoor events in Brighton and Hove.
- 6.2 Events continue to form an increasingly significant part of the council's overall tourism strategy as well as bringing significant economic benefits to the city. People experience civic pride and satisfaction when major recreational, sporting and entertainment events take place in their locality. These help to bring regional and national recognition to the city and enhance the reputation and identity of the area, as well as bringing significant economic benefits.

## **7. FINANCIAL & OTHER IMPLICATIONS:**

### Financial Implications:

- 7.1 In accordance with the existing Outdoor Events policy, fees are charged for commercial events and any costs incurred are the responsibility of the organiser. In addition, a reinstatement deposit is usually held and evidence of adequate insurance cover is required. The fees charged are determined by negotiation based on a number of factors including capacity, whether a new or established event, whether an admission fee is to be charged and infrastructure required; all of these are subject to agreement by officers as per the recommendations of this report.
- 7.1 The income generated from fees charged for commercial events contribute to the costs of the Outdoor Events Team and enables charitable and community events and free public entertainments to be supported at reduced rates or free of charge. The target income for outdoor events in 2013/14 is £217k This is expected to increase to £222k in 2014/15 after allowing for the 2.5% inflationary increase in accordance with the budget strategy.

*Finance Officer Consulted: Name Michelle Herrington Date: 13/12/13*

### Legal Implications:

- 7.2 Brighton & Hove City Council is empowered under the East Sussex Act 1981 to use each park and open space in its area for up to 28 days a year in order to facilitate the staging of major outdoor events. Some events may need planning permission, depending on whether permitted development rights are available (use of up to 28 days in any one year under the terms of Part IV Class B of Town & Country Planning (General Permitted Development) Order 1995)) and the nature of the proposals.

- 7.3 The proposals in this report are made in accordance with the Outdoor Events Policy. The policy incorporates relevant considerations in respect of convention rights incorporated by the Human Rights Act 1998. The policy is clear that a balancing act is required between the competing interests of those who attend the events and those who do not wish to attend and consultation is suggested to ensure that this balancing exercise is properly carried out.

*Lawyer Consulted:*

*Name* Bob Bruce

*Date:* 13/12/13

Equalities Implications:

- 7.4 The Events Programme caters for people from all sectors of the community as there are a diverse range of events that are staged in the city each year. Issues such as physical access to an event and designated viewing areas are developed and detailed in event plans where applicable.

Sustainability Implications:

- 7.5 All events are planned and staged in accordance with the statutory powers and planning obligations as set out in the Outdoor Events Policy.
- 7.6 The nature of outdoor events means that they often involve a range of potential sustainability impacts (both positive and negative) from travel, energy and water use, food, local economic and social impacts, use of outdoor spaces and production of waste. For this reason, there is significant potential to publicly demonstrate how outdoor events contribute to Brighton & Hove becoming a more sustainable city. Through the Sustainable Events Programme, events organisers are supported to improve sustainability at their events, focusing on the areas with the highest potential impact. The programme is certified to the international standard for environmental management ISO 14001.
- 7.7 The Sustainable Events Programme also meets the requirements of the British Standard for Sustainable Events that was developed for the London 2012 Games and helped them deliver a highly visible sustainability programme, particularly around event waste recycling and encouraging people to use public transport. Earlier this year, the standard was superseded by the new International Standard ISO 20121 and the council's programme is being amended to meet the requirements of the new standard and help the council continually improve its engagement with event organisers to improve sustainability. The Sustainable Events Programme contributes to the Culture and Community Principle of the One Planet Sustainability Action Plan.

Any Other Significant Implications:

- 7.8 The City 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.

- 7.10 Event specific Safety Advisory Groups can be convened for all major outdoor events taking place in Brighton and Hove that have the potential to attract significantly large numbers of people.
- 7.11 Sussex Police are involved in the consultation and planning of all major events.

### **SUPPORTING DOCUMENTATION**

#### **Appendices:**

1. List of proposed outdoor events in parks and open spaces for 2014.

#### **Documents in Members' Rooms**

None

#### **Background Documents**

None



## APPENDIX ONE

### SPECIAL EVENTS –

#### Events requiring the use of open spaces in Brighton & Hove 2014

DATE	EVENT	VENUE	TIMES	ATTENDANCE
Sat 5 April	Mini Mile Races	Preston Park	1000-1600 hrs	5,000
Thurs 17 – Sat 19 April	Brighton & Hove Food and Drink Festival	Hove Lawns	1000-1700 hrs daily	15,000
Sat/Sun 19/20 April	Passion Play	St Peter's Lawn	1200-1600 hrs daily	2,000
Sat/Sun 26/27 April	Brighton & Hove Food and Drink Festival	New Road	1000-1700 hrs daily	5,000
Sat 26 April – Sat 10 May	Festival Funfair	The Level	1400 - 2200 hrs daily	10,000
Sat 3 – Mon 5 May	Foodies Festival	Hove Lawns	1100-1900 hrs daily	10,000
Fri 2- Sat 31 May	Ladyboys of Bangkok	Victoria Gardens	Shows 1900 hrs & 2100 hrs each day	20,000
Fri 2 May – Sun 1 June	Spiegel tent	Old Steine	Sun- Wed 1200-0030 hrs, Thurs – Sat 1200-0200 hrs	30,000
Sat 3- Sat 25 May	Brighton Festival	Various See 3.2	Various See 3.2	N/A
Sat 3, 10, 17, 24, 31 May & Sun 4 May	Fringe City	New Road	1200-1800 hrs each day	N/A
Sat 3 May	Festival Children's Parade	City Centre	1000-1500 hrs	20,000
Sun 4 May	Stonewall Equality Walk	City Centre	1400-1600	5,000
Thurs 8- Sun 18 May	Moscow State Circus	Preston Park	Various	10,000
Sat 10 May	Moulsecoomb Fun Day	Wild Park	1000-1700 hrs	2,000
Sat 17 May	Spring Festival	St Ann's Well Gardens	1200-1900 hrs	3,500
Sat 18 May	Superheroes Run	Hove Lawns/Prom	1000-1500 hrs	600
Sun 19 May	Mackerel Fayre	Fishing Museum	1200-1600 hrs	1,000
Mon 26 May	Martlets Carnival	Hove Park	1000-1700 hrs	2,000
Thurs 19 – Sun 22 June	Funfair	Victoria Recreation Ground, Portslade	1400-2200 hrs daily	4,000
Fri 6-Sun 8 June	Rugby Sevens Event	Waterhall	1600- 2100 each day	2,000
Sun 8 June	NTC Founders Day	Preston Park	1000-1600 hrs	500
Sun 8 June	Concours D' Elegance	Stanmer Park	1000-1600 hrs	500

Fri 13 June	Martlets Midnight Walk	City Centre	2300-0600 hrs	1,000
Thurs 12 June - Sun 13 July	Big Screen	Brighton Beach alongside Madeira Drive	1000-2300 hrs	4,500 per day
Sat 21 June	Take Part Festival of Sport	Preston Park	1000-1700 hrs	5,000
Sun 22 June	Sussex Festival of Nature	Stanmer Park	1000-1700 hrs	5,000
Sun 22 June	Capital to Coast Bike Ride	Hove Lawns	0900-1800 hrs	3,500
Sun 28 June	Bikestock	Stanmer Park	1000-1600 hrs	500
Sat/Sun 5/6 Jul	Race for Life	Stanmer Park	1000-1700 hrs	5,000
Sat/Sun 5/6 Jul	Paddle Round The Pier	Hove Lawns	1000-2100 hrs	15,000
Sat/Sun 12/13 July	Brighton Kite Festival	Stanmer Park	1100-1600 hrs	2,000
Wed 16 July	Phoenix 10k Run	Hove Promenade and Hove Lawns	1700-2100 hrs	500
Sat 19 July	Saltdean Gala Day	Saltdean Oval	1000-2200 hrs	500
Sat 19 July	Shakedown* *(subject to a separate report on the Agenda)	Waterhall	1000-2300	15,000
Sun 20 July	RSPCA Open Day	Braypool Sports Field	1000-1700 hrs	2,000
Sat 9 August	Little Monsters Bash	Stanmer Park	1000-1800 hrs	5,000
Sun 10 August	999 Day	Hove Lawns	1000-1700 hrs	2,000
Thurs 14- Mon 25 August	Zippos Circus	Hove No 1 Lawn	Various show times	4,000
Sat 16 August	Big Dog	Stanmer Park	0900-1900 hrs	1,500
Fri 22 – Mon 25 August	Funfair	Hove Prom	1000-2000 hrs	2,000
Sat/Sun 30/31 August	Thai Festival	Preston Park	1000-1900 hrs each day	5,000
Thurs 4 – Sun 7 Sept	Brighton & Hove Food and Drink Festival	Hove Lawns	1000-1700 hrs daily	5,000
Thurs 4 – Sat 13 Sept	Funfair	Victoria Gardens	1000-2200 hrs	2,500
Sat 6 Sept	Stilettos on Wheels	Stanmer Park	0900-1700 hrs	500
Sat/Sun 13/14 Sept	Brighton & Hove Food and Drink Festival	New Road	1000-1700 hrs	5,000
Fri – Sun 19-21 Sept	Fiery Foods Festival	Victoria Gardens	1000-1800 hrs	2,000
Sat 20 Sept	London to Brighton off road bike ride	Hove Lawns	1100-1700 hrs	1,000
Sun 28 Sept	Apple Day	Stanmer Park	1100-1700 hrs	1,000
Sat 1 Nov	Family Fireworks Spectacular	Nevill Recreation Ground	1600-2000 hrs	2,500

**NB This list is subject to change**

<b>Subject:</b>	<b>Shakedown Music Festival 2014</b>		
<b>Date of Meeting:</b>	<b>Thursday 23<sup>rd</sup> January 2014</b>		
<b>Report of:</b>	<b>Assistant Chief Executive</b>		
<b>Contact Officer:</b>	<b>Name:</b>	<b>Ian Shurrock</b>	<b>Tel: 292084</b>
		<b>Ian Taylor</b>	
	<b>Email:</b>	<a href="mailto:ian.shurrock@brighton-hove.gov.uk">ian.shurrock@brighton-hove.gov.uk</a>	
		<a href="mailto:ian.taylor@brighton-hove.gov.uk">ian.taylor@brighton-hove.gov.uk</a>	
<b>Ward(s) affected:</b>	<b>Patcham</b>		

**FOR GENERAL RELEASE**

**1. PURPOSE OF REPORT AND POLICY CONTEXT**

- 1.1 To seek landlord's consent to stage Shakedown Music Festival at Waterhall on Saturday 19<sup>th</sup> July 2014.

**2. RECOMMENDATIONS:**

- 2.1 That the committee grant landlord's consent for Shakedown Music Festival at Waterhall on Saturday 19<sup>th</sup> July 2014.
- 2.2 That the committee authorises officers to enter into formal agreements with the event organiser to determine conditions, fees and levels of support as appropriate, subject to the organisers meeting all required conditions.

**3. CONTEXT/ BACKGROUND INFORMATION**

- 3.1 Shakedown has taken place at Stanmer Park for three years, since 2011. In 2013 the event attracted 15000 spectators on the first day and 4000 spectators on the second day. The organisers have requested a change of venue to Waterhall, having outgrown the available site at Stanmer Park. The organisers wish to focus on a one day event rather than spread the event over two days. Shakedown is one of the few events held in the city during the year that has an appeal predominantly for the 18-30 year old age group.
- 3.2 The 2013 event brought a number of challenges to both the council and its partner agencies. There were issues of drug and alcohol use, traffic management problems and public order concerns. The partner agencies will therefore be consulted as normal on the operational planning requirements for this new venue e.g. event plan, transport management plan etc. in order that the appropriate arrangements are in place. The Safety Advisory Group which includes Sussex Police will need to be satisfied that the appropriate arrangements are in place for the event to take place (see 5.2 and 5.3 for consultation responses).

- 3.3 The organisers have requested a return to just a one day format having operated over two days in 2013. The capacity would be 15,000 people. The event would be open from midday until 11pm.
- 3.4 Waterhall, is not included in the sites under the jurisdiction of the council's event licence. Therefore, the organisers would apply for a time limited Premises Licence, with pre agreed conditions, to cover the event.
- 3.5 A number of alternative venues were considered, but Waterhall has been chosen because of its proven transport links (use of Mill Road), its relative seclusion from local residents and the available capacity. The event was previously held in September but a date in July has been selected as Waterhall is a prime venue for football and rugby. In addition, the event is primarily aimed at young people and this date would enable students whose home is in the city to attend prior to leaving the city to further their education.

#### **4. ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS**

- 4.1 The city is limited in the number of suitable available sites for an event of this size. Waterhall is felt to be the only suitable alternative which is not already used for an event of this nature.

#### **5. COMMUNITY ENGAGEMENT & CONSULTATION**

- 5.1 Consultation has taken place with Ward Councillors, Sussex Police, East Sussex Fire & Rescue Service, South East Coast Ambulance Service and NHS Trust. Internal officer consultation has taken place with Environmental Health & Licensing, City Parks, Civil Contingencies and Highways.
- 5.2 South East Coast Ambulance have indicated that more detailed medical plan is required and provided it is submitted in good time, fulfils all of the requirements of the relevant guidance, and a reputable medical provider is used, then overall they would not object to the Waterhall site. The NHS Trust have indicated that the event plan will need to show how the impact on the health of those attending will be minimised and that the event will not impact on the health services available to the city.
- 5.3 Sussex Police have indicated that prior to the event taking place they would require absolute clarity in the event management plans as to how the risks around alcohol, drugs and crime would be mitigated. Sussex Police are seeking reassurance that there is effective planning for the risks and that the risk management measures will be implemented.

#### **6. CONCLUSION**

- 6.1 Having explored several sites, officers and the events organisers agree that Waterhall is the best potential venue as outlined in 3.5. In addition to landlord's consent, the organisers must apply for a site-specific, time limited premises licence that will impose strict conditions of entry, including a robust drug and alcohol policy, and tight operational controls in areas such as bars, stewarding and security and traffic management.

## **7. FINANCIAL & OTHER IMPLICATIONS:**

### Financial Implications:

- 7.1 In accordance with the existing Outdoor Events policy, fees are charged for commercial events and any costs incurred are the responsibility of the organiser. In addition, a reinstatement deposit is usually held and evidence of adequate insurance cover is required. The fees charged are determined by negotiation based on a number of factors including, capacity, whether a new or established event, whether an admission fee is to be charged and infrastructure required; all of these are subject to agreement by Officers as per the recommendations of this report.
- 7.2 The income generated from fees charged for commercial events contribute to the costs of the Outdoor Events Team and enables charitable and community events and free public entertainments to be supported at reduced rates or free of charge.

Finance Officer Consulted Michelle Herrington Date: 13/12/13

### Legal Implications:

- 7.3 The Council is empowered under Section 8 of the East Sussex Act 1981 to use Waterhall and other parks and open spaces in its area for up to 28 days a year in order to facilitate the staging of major outdoor events. Some events may need planning permission, depending on whether permitted development rights are available (use of up to 28 days in any one year under the terms of Part IV Class B of Town & Country Planning (General Permitted Development) Order 1995)) and the nature of the proposals.
- 7.4 The proposals in this report are made in accordance with the Outdoor Events Policy. The policy incorporates relevant considerations in respect of convention rights incorporated by the Human Rights Act 1998. The policy is clear that a balancing act is required between the competing interests of those who attend the events and those who do not wish to attend and consultation is suggested to ensure that this balancing exercise is properly carried out.

*Lawyer Consulted Bob Bruce Date: 13th December 2013.*

### Equalities Implications:

- 7.5 The Events Programme caters for people from all sectors of the community as there are a diverse range of events that are staged in the city each year. Issues such as physical access to an event and designated viewing areas are developed and detailed in event plans where applicable.

#### Sustainability Implications:

- 7.6 All events are planned and staged in accordance with the statutory powers and planning obligations as set out in the Outdoor Events Policy.
- 7.7 The nature of outdoor events means that they often involve a range of potential sustainability impacts (both positive and negative) from travel, energy and water use, food, local economic and social impacts, use of outdoor spaces and production of waste. For this reason, there is significant potential to publicly demonstrate how outdoor events contribute to Brighton & Hove becoming a more sustainable city. Through the Sustainable Events Programme, events organisers are supported to improve sustainability at their events, focusing on the areas with the highest potential impact. The programme is certified to the international standard for environmental management ISO 14001.
- 7.8 The Sustainable Events Programme also meets the requirements of the British Standard for Sustainable Events that was developed for the London 2012 Games and helped them deliver a highly visible sustainability programme, particularly around event waste recycling and encouraging people to use public transport. Earlier this year, the standard was superseded by the new International Standard ISO 20121 and the council's programme is being amended to meet the requirements of the new standard and help the council continually improve its engagement with event organisers to improve sustainability. The Sustainable Events Programme contributes to the Culture and Community Principle of the One Planet Sustainability Action Plan.

#### Any Other Significant Implications:

- 7.9 The City 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.
- 7.10 Event specific Safety Advisory Groups can be convened for all major outdoor events taking place in Brighton and Hove that have the potential to attract significantly large numbers of people.
- 7.11 Sussex Police are involved in the consultation and planning of all major events.

### **SUPPORTING DOCUMENTATION**

#### **Appendices:**

Appendix 1 : Proposal from Event Organisers  
Appendix 2 : Economic Impact study of the event.

#### **Documents in Members' Rooms**

None

## **Background Documents**

None



## **VENUE APPLICATION**

<b>Event</b>	Shakedown Festival
<b>Date</b>	Saturday 19 <sup>th</sup> July 2014
<b>Timings</b>	12:00 – 23:00
<b>Capacity</b>	15,000 people
<b>Site</b>	Marked area of Waterhall as shown on plan

### **Proposal**

Shakedown Festival would like to return to Brighton in July 2014 with a one day event for <15,000 attendees in Waterhall.

The event would run in a similar format to the 2013 event held in Stanmer Park with the intention of hosting one outdoor stage, two big top arenas, VIP area, bars, traders, sponsors and fairground attractions.

Shakedown Festival was created in Brighton in 2011, and has evolved during this time gaining a loyal fan base of predominantly 18 – 30 year olds from within the City and South East England.

Waterhall is a large area of ground, very well suited to the size of event like Shakedown.

### **Key Issues**

#### **Event Management**

Shakedown is run by very experienced event producers. We have a good track record over our time in Stanmer Park and plan to continue that in Waterhall. We have a commitment to deliver the safest possible event for our attendees and will work closely with the statutory bodies via the Event Planning Group to deliver the best possible event. 2013's Shakedown saw concerns raised post event by the Police over a number of issues, we will be working closely with them to manage these issues in 2014.

#### **Transport**

As Waterhall has no established transport links, we plan to implement a bus operation to manage both ingress and egress.

The underpass leading into Waterhall from Mill Road is 5.3m high allowing us to operate Double Decker Buses (up to 4.4m high) on a loop service for ingress and egress. It is our intention to only use the underpass for those event goers entering and exiting the site on foot. There will be a dedicated lane separated from traffic by barriers, the other lane will be used for buses and emergency access.

Mill Road will be closed to traffic, Old London Road will have a parking ban in place.

#### **Foot Traffic**

##### **Ingress**

Pedestrians will be able to access the site from the top and bottom of Mill Road (adjacent to the BP station). Access for cars into and out of the BP garage will remain in place, pedestrians will be kept separate from vehicles by stewards and barrier. Access from the top of mill road will be along the footpath that runs the length of Mill Rd and then join those pedestrians after the railway bridge before being let into site.

After the Railway bridge a fence line will run diagonally across Mill Road to the right hand side of the Waterhall underpass and a fenced cordon will bring them through the right hand lane of the underpass. Stewards will be able to hold pedestrians on the Mill Rd side of the underpass and pulse them through in pre-determined numbers. Access by foot to the festival site will take place on the nearest corner of the field from Waterhall rd.

In order to minimise the potential for overcrowding in the underpass area, we will pulse the

audience through in fixed quantities to allow for a crowd density of no more than 1sqm per person through the pedestrian section of the underpass

### **Egress**

Pedestrians will be able to leave the site by the same manner, although as at Stanmer this will be the last option they are able to take, having walked past buses and taxis. A pedestrian queue area will be created at the edge of Waterhall Park to allow pulsing of pedestrians wanting to leave the site to take place. Pedestrians will be held by security here until the traffic team have determined access is clear along Waterhall rd. Pedestrians will not be allowed to leave Waterhall if buses are held on the section of Waterhall Rd between the exit of the underpass and the site entrance to Waterhall Park.

In order to minimise the potential for overcrowding in the underpass area, we will pulse the audience through in fixed quantities to allow for a crowd density of no more than 1sqm per person through the pedestrian section of the underpass

### **Private Vehicles/Pre-booked Taxis**

Ingress & Egress

We will designate a pickup/ drop off point at Patcham Place, with staff and barriers. Old London Rd will have a parking ban in place.

### **Buses/Taxis for Hire (egress only)**

Ingress

Buses will arrive via the top of Mill Road and turn left into Waterhall via the underpass, they will keep to the left hand lane (coming down Mill Road to Waterhall). After they have cleared the underpass and once they are clear of the pedestrian walkway on Waterhall Rd, they will then turn right onto Waterhall Park and a trackway loop road. As per Stanmer Park they will unload into channels which will direct the audience to the arena entrance.

Buses will then exit via the underpass vehicle lane – the traffic team will hold buses entering the site on Mill Rd. Buses will then exit Mill road in the left hand lane and back to Brighton.

Egress

As at Stanmer Park we will load buses onto the trackway to cope with the first departures and hold the additional buses on the left hand lane of Mill Road (again, coming down Mill Road toward Waterhall) where they will be called in as required by the traffic management team.

Empty buses will be stacked on Mill Rd and called in large numbers as they can also be held on the trackway rd on site (approx. 300m) until called to the loading area. The ability to stack and hold buses in full view of the waiting audience is much greater than at Stanmer Park, the crowd will see the bus operation working well.

Buses will then exit via the underpass vehicle lane – the traffic team will hold buses entering the site on Mill Rd. Buses will then exit Mill road in the left hand lane and back to Brighton.

Taxis will be held in the same lane until the taxi pad is empty and then fed in via the same route.

As at Stanmer bus numbers and journey times will be calculated on a maximum 90 minute waiting time for audience members.

### **Bus collection and drop off**

We will work with Brighton and Hove buses as we have for the last three years and propose the Old Steine is the drop off and collection point.

### **Emergency Access**

The route across Mill Road will be maintained with a manned barrier position at the top and bottom of the road, access to the site will be via the Waterhall underpass and the internal road and trackway system.

As well as the provision of emergency assembly points adjacent to the arena emergency exits an emergency pedestrian evacuation route is being considered to the Waterhall Golf Course, this route will have lighting and stewards added to be available during the event. In the event of an emergency that meant the A27 underpass could not be used the buses would be re directed to exit of Waterhall Golf Course.

Concerns around access from Fire Fighting appliances may make the provision of an onsite resource a consideration, we will discuss this directly with the Fire Service.

### **Security and traffic management**

It is our intention work with two separate stewarding companies both of whom we expect to source from the local area. One will be employed to manage the transport system only – the other will focus on the arena and event site.

### **Show times**

Shakedown 2013 showed three very distinct audiences in each of the three arenas – we intend to replicate that in 2014 and use that in our egress plans, the first stage will close and 2200, the second at 2230 and the mainstage at 2300 – our experience of the last 3 year shows us that will stagger the egress of the audience very effectively.

### **Local Impact**

The effective management of key factors such as noise, litter, access and security would be of the highest priority in the planning and operation of the event in order to minimize Shakedown's impact on the surrounding area, whilst offering an event whose value to the city-wide economy is significant.

### **Noise:**

A full noise management plan would be produced by acoustic consultants to show how noise would be monitored and controlled, what technology would be employed to optimize the on and off site noise balance and sound modeling diagrams produced to identify how best to reduce off site noise given the specific geography. Our initial site survey with our noise team leads us to believe that the only houses that could be affected are the ones on the actual site itself. Braypool and the properties on Mill Rd are too far away and on the other side of busy motorways to Waterhall to be affected.

### **Residents Access**

Shakedown will arrive on site on Sunday July 20<sup>th</sup>. Our event build will take place throughout the following week, all efforts will be made to minimize disruption to residents and users of the park and noise will only be made briefly on the Friday. We would expect to be free of Waterhall by Wednesday 23<sup>rd</sup> July.

All properties that use Mill Rd to access their homes will be guaranteed access via the top of Mill Rd throughout the duration of the event. They will be issued permits for the Saturday 19<sup>th</sup> July and will use the vehicle lane.

## **General Access**

The site will be open to the public throughout the build and break period, the exception being for the actual event day. Dog walkers will be able to use the area not covered by the arena and all of the surrounding areas, the transport field has infrastructure on it on the show day only. Parking will remain available on all but the actual show day.

## **Stakeholder Involvement**

Aside from specific planning detailed above to manage noise, Shakedown Festival's management team will work with Brighton & Hove City Council's event team and the City's event planning group to develop management plans that address both attendee safety and the impact of the event on the stakeholders involved.

Residents will be consulted via a series of meetings and periodic communications, always with a mechanism for feedback and discussion throughout the planning process. Access will be key to the residencies nearby and we will have a plan to facilitate that.

Prior to the landlords consent hearing we will open a dialogue with the residents of Waterhall Farm Cottages, Brigden House and the properties on the outskirts of the site on Mill Rd and Sweet Hill.

Local businesses that may be affected by the event will also be consulted to ensure any negative impact is minimized and that any opportunity for increasing the positive impact on the immediate local economy is realised. We have started a dialogue with the Rugby club to use their facilities as we did at Stanmer House.

### **Brighton rugby club**

We have been in discussion with the Brighton Rugby club about using their facilities for our artists and guests.

**Southern Water** will be a key part of the consultation process, ensuring they have the access they require during the event. A recent initial site meeting with Southern Water went very well, there is no concern from them about our plans, we need to provide more detail on security and access throughout the event for their plant, plus assurances that our generators are double banded and that no waste from Shakedown will enter the ground. We will continue to deal direct with Southern Water and report back to our event planning group.

### **Environment Agency**

Shakedown has made contact with the Environment Agency and have an initial response from them that indicates they would have no issue with Shakedown happening on Waterhall.

### **Football Pitch management**

We will work closely with Brighton City Parks to plan our event layout in order to cause as little damage to the pitches on Waterhall. We have already identified an area for our mainstage that will not be sited on the pitches. The use of trackway for plant machinery and careful planning will protect the ground and minimize any need for re-instatement, we have considerable experience of working such spaces and are confident there will be minimal damage, any minor damage will have time to be repaired before the football season starts.

<b>Subject:</b>	<b>Fees &amp; Charges 2014/15 – Assistant Chief Executive Directorate</b>		
<b>Date of Meeting:</b>	<b>23<sup>rd</sup> January 2014</b>		
<b>Report of:</b>	<b>Assistant Chief Executive</b>		
<b>Contact Officer:</b>	<b>Name:</b>	<b>Ian Shurrock Toby Kingsbury</b>	<b>Tel: 29-2084 29-2701</b>
	<b>Email:</b>	<a href="mailto:ian.shurrock@brighton-hove.gov.uk">ian.shurrock@brighton-hove.gov.uk</a> <a href="mailto:toby.kingsbury@brighton-hove.gov.uk">toby.kingsbury@brighton-hove.gov.uk</a>	
<b>Ward(s) affected:</b>	<b>All</b>		

**FOR GENERAL RELEASE****1. PURPOSE OF REPORT AND POLICY CONTEXT**

- 1.1 The fees and charges for services are reviewed annually in line with the Corporate Fees & Charges Policy. As a minimum, all fees and charges are increased by the corporate rate of inflation which has been set at 2.5%. This is the same percentage by which income budgets will be increased. For the Sports Facilities and Golf Courses Contracts there is a formula to calculate the inflationary price increase linked to the All Items Retail Prices Index Excluding Mortgage Interest Payments (RPIX). The increase calculated for 2013/14 is 3.43%.
- 1.2 The council's Financial Regulations require that any increases proposed over and above inflation are agreed by the council, they also state that it is good practice to report on fees and charges that are rising by inflation only.
- 1.3 This combined report presents the review of fees and charges across five service areas: Venues, Seafront, Sports Facilities including Golf Courses, Outdoor Events and Royal Pavilion and Museums. The changes would be implemented from April 2014.

**2. RECOMMENDATIONS:**

- 2.1 That the committee approves the fees and charges for Venues for 2014/2015 in Appendix 1.
- 2.2 That the committee approves the fees and charges for Outdoor Events for 2014/15 in Appendix 2.
- 2.3 That the committee approves the fees and charges for the Seafront for 2014/15 in Appendix 3.
- 2.4 That the committee approves the fees and charges for Sports Facilities for 2014/15 in Appendix 4.

- 2.5 That the committee approves the next 3 years fees and charges for Golf Courses in Appendix 5.
- 2.6 That the committee approves the fees and charges for the Royal Pavilion & Museums for 2014/15 in Appendix 6.
- 2.7 That the committee grants delegated authority for officers to negotiate hire fees where commercially necessary outside the approved fees & charges.

### **3. CONTEXT / BACKGROUND INFORMATION**

- 3.1 The fees and charges proposed in the attached appendices have been increased by the base line of 2.5% (or 3.43% in the case of sports facilities and golf courses) unless indicated otherwise. However, the amounts have been rounded for ease of administration and therefore the actual percentage increase is often not exactly 2.5% or 3.43%. Where a percentage increase above inflation is proposed an explanation is given in this main report. The proposals for each of the service areas are now considered.

#### **3.2 VENUES**

- 3.2.1 Venues include the Brighton Centre and Hove Centre and the range of proposed charges for 2014/15 are included in Appendix 1. These proposed charges take in to account the requirement to achieve an overall increase in income of 2.5% in line with the Authority's 2014/15 budget proposals.
- 3.2.2 Some of the hire fees for the Brighton Centre have been set slightly higher than 2.5% for the major areas to allow for negotiations where necessary but to maximise income wherever possible.
- 3.2.3 The hire fees for the Hove Centre generally attract a lower inflation increase to reflect the local use and type of booking at that venue.

#### **3.3 OUTDOOR EVENTS**

- 3.3.1 It is proposed to increase the charges by inflation for 2014/15 as per Appendix 2.

#### **3.4 SEAFRONT**

- 3.4.1 There are a range of fees and charges linked with the Seafront including those for the Beach Chalets, Beach Huts, Volks Railway and the Bandstand. The proposal is to increase the charges by inflation except the ceremony hire fee for the Bandstand.
- 3.4.2 Over the past few years the Bandstand has become a very popular venue for Weddings and Civil Ceremonies. The venue is available for ceremonies between April and September and bookings are made via the council's Outdoor Events Office. In 2013 66 ceremonies took place on the Bandstand and there are already close to 50 ceremonies booked for 2014. The current hire fee for the Bandstand top deck is £500 for a 2 hour booking. Couples can add to this by also hiring the west wing area on beach level for an inclusive price of £675. These prices have remained constant since the first ceremony on the Bandstand in

2010 and the proposal is to now set these prices for the next 2 years. The proposal is to increase the hire for the Bandstand from £500 to £550 and the Bandstand and west wing from £675 to £750.

3.4.3 The Volks Railway is owned and operated by the council. It is proposed that ticket prices increase by inflation for 2014/15

3.4.4 Beach Chalets are owned by the council and tenants pay an annual rent. It is proposed that the rents increase by inflation for 2014/15.

### **3.5 SPORTS FACILITIES & GOLF COURSES**

3.5.1 Six council sports facilities and two golf courses are operated on behalf of the council by the social enterprises, Freedom Leisure and Mytime Active respectively. Under the terms of the contracts these service providers retain the income generated and are responsible for all of the operational costs associated with the delivery of the service.

3.5.2 The fees and charges that Freedom Leisure and Mytime Active implement are controlled by the contracts which both allow for an annual uplift in line with inflation. The All Items Retail Prices Index Excluding Mortgage Interest Payments (RPIX) is used to provide the relevant percentage uplift. Increases over and above this amount must be agreed separately and are included in this report.

#### Sports Facilities (Freedom Leisure contract)

3.5.3 The majority of fees and charges for the sports facilities operated by Freedom Leisure on behalf of the council are proposed to be increased by the contractual rate of 3.43%.

3.5.4 There are two all-weather pitches at Stanley Deason Leisure Centre. An above inflation uplift of approximately 7% is proposed for the recently installed 3<sup>rd</sup> generation pitch. This uplift reflects the better quality of the new pitch and is more in line with other similar local facilities. It is proposed that there will be no uplift to the price of the other all-weather pitch.

3.5.5 It is proposed that charges for Health & Fitness memberships be increased by approximately 1.5% above the contractual inflationary uplift. This reflects the improved quality of facilities at Withdean Sports Complex, King Alfred Leisure Centre and Prince Regent Swimming Complex following recent investment. This additional uplift would not apply to charges for Leisure Concessionary Card holders or for 'pay and play' activities.

3.5.6 It is proposed that the Leisure Concessionary Card be extended to include full-time students allowing them to enjoy 40% discount on selected activities.

#### Golf Courses (Mytime Active contract)

3.5.7 The current pricing structure has been inherited from when the courses were operated directly by the council and the fees and charges are split between

green fees (pay and play) and season tickets (advanced annual payment either in full or monthly by Direct Debit).

- 3.5.8 Despite the council having approved above inflation increases for the last two years, the fees and charges for Hollingbury Park and Waterhall Golf Courses remain below the regional average. It is proposed that they are subject to a 3-year phased increase to get Hollingbury Park closer to the market rate. Waterhall would remain the cheaper alternative with season tickets and green fees still much lower than the regional average. Junior season tickets at both courses are also proposed to be held at the current year level for the next three years to encourage participation by children and young people. Junior membership is still low despite a range of golf development initiatives.
- 3.5.9 The quality of the courses has improved in recent years and by allowing higher than inflation increases, the intention is to help ensure the long-term sustainability of the courses. The intention is to continue to provide good value for money but at a price that is more reflective of the market.
- 3.5.10 It is well recognised that Hollingbury Park is a higher standard of course than Waterhall having been used in the past as a qualifying venue for The Open. This ex-championship course has also had the benefit of approximately £100K investment into the clubhouse to provide a new open-plan café/bar and pro shop downstairs with a refurbished function suite upstairs. The proposed increases at Hollingbury Park are therefore more than at Waterhall reflecting the difference in quality.
- 3.5.11 As shown in Appendix 5, the proposed fees and charges reached by the end of the 3-year phased uplift still provide good value when compared with the regional average, particularly as this figure is based on competitor rates for 2013/14.

## **3.6 Royal Pavilion & Museums**

### Admission Charges

- 3.6.1 Admission charges for the Royal Pavilion, Preston Manor and charged exhibitions were approved by Economic Development and Culture Committee in September 2012. Approval was at that time given for prices up to March 2015.
- 3.6.2 Travel Trade and group bookings make up 42% of business to the Royal Pavilion, bringing in excess of 139,000 visitors in 2012/13 and over £900,000 worth of income.
- 3.6.3 Due to booking timescales, marketing strategies for travel trade must be planned a year to 18 months in advance to fit in with industry press offers. It is therefore imperative that prices are agreed well in advance to maximise coverage in industry press, and provide correct information at trade fairs to secure bookings to allow sufficient planning for this key business area. Attached in Appendix 6 are agreed prices to March 2015 and proposed prices to March 2016.
- 3.6.4 The % increases shown in Appendix 6 relate to the inflation of prices from 14/15 to 15/16 for which the council's annual inflation figure has yet to be set. Prices have been inflated above 2.5% on ticket prices where the larger proportions of

visitors are admitted e.g. group rates. The group business has been flourishing over recent years and many groups are entitled to trade rates below the advertised group rate due to the number of visitors they bring to the venues. This strategy has been adopted to maximise potential income growth in line with expectation around level of budget savings required for 15/16 and beyond.

- 3.6.5 The charging practices and visitor trends of comparable visitor attractions are kept under review on a continuous basis.

### Comparator Pricing

Prices 2013/14			
	CHILD	ADULT	CONC
<b>Royal Pavilion</b>	<b>£5.90</b>	<b>£10.50</b>	<b>£8.50</b>
Arundel Castle	£9.00	£16.00	£13.50
Buckingham Palace	£19.50	£34.50	£31.50
Hampton Court Palace & Gardens	£8.80	£17.60	£14.85
Leeds Castle	£13.50	£21.00	£18.50
Petworth House & Park	£6.00	£12.00	NA
Sea Life Centre	N/A	£17.40	N/A
The Roman Baths, Bath	£8.50	£12.75	£11.00
Waddesdon Manor & Gardens	£9.00	£18.00	N/A
Warwick Castle	£19.80	£25.80	£21.60
Windsor Castle	£10.60	£17.75	£16.15
<b>Preston Manor</b>	<b>£3.30</b>	<b>£6.20</b>	<b>£5.10</b>
Anne of Cleves House	£2.70	£4.90	£4.50
Charleston	£5.95	£9.95	£7.50-£8.95
Michelham Priory	£4.00	£7.00	£6.50
Parham Park	£4.50	£9.00	£8.50
<b>Brighton Museum &amp; Art Gallery Exhibition</b>	<b>NA</b>	<b>£6.00</b>	<b>£5.00</b>
Towner, Eastbourne (Lyons Teashop Lithographs)	NA	5.50	4.00

- 3.6.6 Visitor research shows that the attractions are perceived as providing good value for money. In 2013/14 to date 75% of visitors to the Pavilion rate it as excellent or good value for money, with figures of 91% at Preston Manor and 88% for the 12/13 Biba Exhibition at Brighton Museum. Visitor numbers for 2013/14 are up by 1.7% at the Royal Pavilion, 0.6% at Preston Manor.
- 3.6.7 Given the need to raise funds to support the development of the Royal Pavilion estate it is proposed that visitors are also given the opportunity to make a voluntary donation to the Royal Pavilion Estate appeal at the point of ticket purchase. Income secured through this appeal will go to the Royal Pavilion & Museums Foundation Charity. Suggested donation will be £2.00 per transaction.

### Corporate Hire & Weddings

- 3.6.8 It is proposed to hold charges for corporate hires and wedding receptions at the Royal Pavilion and Museums. Key markets for the Royal Pavilion & Museums

are wedding receptions and larger corporate businesses hiring out the state rooms for evening events or drinks receptions. In 2009/10 both the corporate hire and wedding business were severely hit by the recession nationally. Wedding business at the Royal Pavilion dropped 35% and corporate hires 20% with overall income falling by 35%. 2012/13 saw income improve to 81% of pre recession levels and business for 2013/14 is currently slightly up and expected to reach 91% of pre recession levels. The market is still sensitive; other competitors for conferencing and corporate hire such as hotels have drastically cut prices to retain their market share which has had a knock on for the sector as a whole as client price expectations are therefore more demanding and corporates are frequently trying to negotiate cheaper deals. Given the continued sensitivity of the market it seems inappropriate to raise fees at this time and officers are continuing to be flexible in hire fee negotiations to encourage business where necessary.

- 3.6.9 Wedding ceremony bookings have seen less price sensitivity over the last twelve months with bookings in Dec 13 for 14/15 20% up on those in Dec 12 for 13/14. A moderate increase from £650 to £680 is recommended for wedding civil ceremonies for peak season at the Royal Pavilion Red Room. Prices for Corporate and Wedding Hires are attached in Appendix 6.

#### Image Reproduction

- 3.6.10 In line with exemplary practice in museums and our ambitions for increased digital engagement the Royal Pavilion & Museums will offer free digital images up to 1000 pixels on the largest size under a creative Commons licence (this is a standard open licence so we can allow others to reuse our content providing it is attributed and for non commercial purposes.) Pricing is attached in Appendix 6.
- 3.6.11 Research has been carried out into current pricing of other Museum image services including those of the V&A, National Portrait Gallery, British Museum.

## **4 ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS**

- 4.1 The rationale for the proposed increases in the fees and charges are indicated in the body of the report.

## **5 COMMUNITY ENGAGEMENT & CONSULTATION**

- 5.1 Consultation has been undertaken with Freedom Leisure and Mytime Active in relation to the Sports Facilities and Golf Courses charges respectively. Customers are used to the annual uplifts and are notified of them at least one month in advance of them being implemented. For the Golf Courses charges there will be consultation meetings held with the club committee and all season ticket holders will be written to advising them of the increases. There will also be opportunities for season ticket holders to discuss the increases directly with members of the Mytime Active management team.

## **6. CONCLUSION**

- 6.1 The proposed fees and charges across the five service areas are considered proportionate and reasonable. Where charges are proposed for increases above inflation there are sound business reasons.

## **7. FINANCIAL & OTHER IMPLICATIONS:**

- 7.1 The fees and charges included in this report have been reviewed in accordance with the Corporate Fees and Charges policy and reflect the 2.5% inflationary uplift, as referred to in the budget report to Policy & Resources Committee on 11<sup>th</sup> July 2013.

The proposed fees and charges are expected to achieve the income targets included in the draft 2014/15 budget strategy which are as follows: -

	£'000
Venues	893
Outdoor Events	223
Seafront	353
Sports Facilities & Golf Courses	* (income held by service provider)
Royal Pavilion & Museums	<u>2,938</u>
	<b><u>4,407</u></b>

*Finance Officer Consulted: Mike Bentley*

*Date: 17/12/13*

### Legal Implications:

- 7.2 The proposed changes to the fees and charges referred to in this report are considered to be reasonable and there are no adverse legal implications arising from the recommendations in the report.

*Lawyer Consulted: Bob Bruce*

*Date 13/12/13*

### Equalities Implications:

- 7.3 When fees and charges are proposed, a balance needs to be found to ensure services remain financially sustainable whilst still providing value for money. The proposed fees and charges provide a range of flexible pricing to minimise price being a barrier to participation.

### Sustainability Implications:

- 7.4 In order to assist with the long-term sustainability of services and to continue providing a quality service, it is necessary that the charges be set at an appropriate level.

### Any Other Significant Implications:

- 7.5 None

## **SUPPORTING DOCUMENTATION**

### **Appendices:**

1. Fees & Charges 2014/15 – Appendix 1 - Venues
2. Fees & Charges 2014/15 – Appendix 2 - Outdoor Events
3. Fees & Charges 2014/15 – Appendix 3 - Seafront
4. Fees & Charges 2014/15 – Appendix 4 - Sports Facilities
5. Fees & Charges 2014/15 – Appendix 5 - Golf Courses
6. Fees & Charges 2014/15 – Appendix 6 - Royal Pavilion & Museums

### **Documents in Members' Rooms**

None

### **Background Documents**

None





## Fees & Charges 2014/15

### Appendix 1 - Venues

#### Hove Town Hall

		2013/14	2014/15	% increase
<b>GREAT HALL (All Day)</b>				
* Weekday	EX	1218.00	1250	2.6
* Saturday / Sunday	EX	1362.00	1400	2.7
Concession <b>Weekday</b>	EX	966.00	990	2.4
Concession <b>Weekend</b>	EX	1087.00	1110	2.1
<b>BANQUETING SUITE (All Day)</b>				
* Weekday	EX	933.00	955.00	2.3
* Saturday / Sunday	EX	1059.00	1080.00	1.9
Concession <b>Weekday</b>	EX	747.00	765.00	2.4
Concession <b>Weekend</b>	EX	845.00	865.00	2.3
<b>BANQUETING ROOM (All Day)</b>				
* Weekday	EX	840.00	860.00	2.3
* Saturday / Sunday	EX	1010.00	1035.00	2.4
Concession <b>Weekday</b>	EX	675.00	690.00	2.2
Concession <b>Weekend</b>	EX	808.00	830.00	2.7
<b>RECEPTION ROOM (All Day)</b>				
* Weekday	EX	284.50	295.00	3.6
* Saturday / Sunday	EX	284.50	292.00	2.6
Concession	EX	149.00	155.00	3.9
<b>COUNCIL CHAMBER (Internal)</b>				
* Weekday	EX	472.00	485.00	2.7
* Saturday / Sunday	EX	472.00	485.00	2.7
Concession	EX	472.00	485.00	2.7
<b>COMMITTEE ROOMS (All Day)</b>				
* Weekday	EX	148.50	150.00	1.0
* Saturday / Sunday	EX	186.00	190.00	2.1
Concession	EX	122.00	125.00	2.4
<b>COMMITTEE ROOMS (per session)</b>				
* Weekday 9-12 1-5 6-10	EX	75.00	75.00	0.0
* Saturday / Sunday	EX	95.00	95.00	0.0
Concession	EX	61.00	60.00	-1.7
<b>MERCHANDISE</b>	SR	148.00	150.00	1.3
<b>AFTER MIDNIGHT HOURLY - Great Hall only</b>	EX	181.00	185.00	2.2
<b>MAIN KITCHEN Domestic</b>	EX	193.00	195.00	1.0
<b>MAIN KITCHEN Commercial</b>	EX	308.00	315.00	2.2
<b>SERVERY</b>	EX	63.00	65.00	3.1
<b>BOX OFFICE SET UP FEE</b>	SR	302.00	302.00	0.0
<b>STEWARDING per hr</b>	SR	8.82	9.00	2.0
<b>STEWARDING - per hr</b> Sundays/aftermidnight and Bank Holidays	SR	13.16	13.85	5.0
<b>SECURITY - per hr</b>	SR	17.25	17.65	2.3
<b>Normal Working Day : 0800am – 1800pm</b>				
Hove Centre Room Hire charges are Exempt (EX) from VAT				
Hove Centre services are shown net of VAT (SR).				

# Fees & Charges 2014/15

## Appendix 1 - Venues

### Brighton Centre

	2013/14	2014/15	% increase
<b>Auditorium 1</b>			
* Open Days	£ 11,100.00	£ 11,400.00	2.6
* Prep / Clearing Days	£ 7,180.00	£ 7,400.00	3.0
<b>Per hour charge after 1800pm</b>			
* 1800pm - 0100am	£ 420.00	£ 430.00	2.3
* 0100am - 0800pm	£ 525.00	£ 540.00	2.8
<b>Auditorium 2</b>			
* Open Days	£ 3,790.00	£ 3,900.00	2.8
* Prep / Clearing Days	£ 2,570.00	£ 2,650.00	3.0
<b>Per hour charge after 1800pm</b>			
* 1800pm - 0100am	£ 195.00	£ 200.00	2.5
* 0100am - 0800pm	£ 230.00	£ 235.00	2.1
<b>Syndicate 1&amp;2</b>			
* Open Days	£ 1,940.00	£ 2,000.00	3.0
* Prep / Clearing Days	£ 1,225.00	£ 1,250.00	2.0
<b>Syndicate 3&amp;4</b>			
* Open Days	£ 1,940.00	£ 2,000.00	3.0
* Prep / Clearing Days	£ 1,225.00	£ 1,250.00	2.0
<b>The Restaurant</b>	£ 1,225.00	£ 1,250.00	2.0
<b>MASS MEDIA AREA</b>			
* Open Days	£ 1,525.00	£ 1,575.00	3.2
* Prep / Clearing Days	£ 1,030.00	£ 1,050.00	1.9
<b>Meeting Room 1</b>			
* Open Days	£ 1,165.00	£ 1,200.00	2.9
* Prep / Clearing Days	£ 795.00	£ 820.00	3.0
<b>Office 2</b>	£ 235.00	£ 240.00	2.1
<b>Meeting Rooms/Office 3-5</b>			
Meeting Room 3	£ 640.00	£ 660.00	3.0
Office 4	£ 235.00	£ 240.00	2.1
Meeting Room 5	£ 465.00	£ 475.00	2.1
<b>Entire Suite</b>			
- Per day up to 4 days	£ 675.00	£ 695.00	2.9
- Per day for additional days	£ 300.00	£ 310.00	3.2
<b>Meeting Rooms/Office 6-8</b>			
Meeting Room 6	£ 235.00	£ 240.00	2.1
Office 7	£ 155.00	£ 160.00	3.1
Meeting Room 8	£ 235.00	£ 240.00	2.1
<b>Entire Suite</b>			
- Per day up to 4 days	£ 560.00	£ 575.00	2.6
- Per day for additional days	£ 280.00	£ 290.00	3.4
<b>Meeting Rooms/Offices 9-13</b>	£ 600.00	£ 620.00	3.2
<b>Meeting Room 14</b>	£ 235.00	£ 240.00	2.1
<b>Meeting Room 15</b>	£ 230.00	£ 235.00	2.1
<b>FOYER DISPLAY AREAS</b>			
* Open Days per m2	£ 10.85	£ 11.20	3.1
* Prep / Clearing per m2	£ 9.40	£ 9.65	2.6
<b>TEMP BANK</b>	£ 200.00	£ 205.00	2.4
<b>MEZZANINE BARS</b>	£ 550.00	£ 565.00	2.7
<b>Stewards</b>	£ 8.85	£ 9.00	1.7
<b>First Aid</b>	£ 16.50	£ 17.00	2.9

Normal Working Day : 0800am – 1800pm			
Brighton Centre charges are all shown net of VAT.			



## Fees & Charges 2014/15

### Appendix 2 - Outdoor Events

Outdoor Events	Current 2013/2014	Proposed 2014/2015	Increase £	Increase %
<b>Hire Of Maderia Drive</b>				
Commercial	£8,200.00	£8,365.00	£165.00	2.0%
Charity	£2,625.00	£2,680.00	£55.00	2.1%
Enthusiast	£1,550.00	£1,580.00	£35.00	2.0%
Community	£1,480.00	£1,500.00	£20.00	1.4%
<b>Advertising Sites</b>				
Poster Sites 10 Day Period	£4.75	£5.00	£0.25	5.5%



## Fees & Charges 2014/15

### Appendix 3 - Seafront

Seafront	Current Price 2013/2014 Incl VAT	Proposed 2014/2015 (rounded up to nearest 50p) Incl VAT	Increase £	Increase %
Beach Hut Licence Hove Prom	307.07	314.75	£ 7.68	2.5%
Beach Hut Transfer Administration Fee (see 3.4.4 in main report)	75.00	77.00	£ 2.00	2.7%
Winch or Capstan Site	24.50	25.50	£ 1.00	4.1%
Beaching Permit for pleasure/sailing/rowing boat	33.00	34.00	£ 1.00	3.0%
Beach Lock Site – small (self build)	24.50	25.50	£ 1.00	4.1%
Beach Lock Site – large (self build)	49.00	50.50	£ 1.50	3.1%
Beach Locker – (locker owned by council)	82.00	84.50	£ 2.50	3.0%
Beach Volleyball (court hire - peak)	22.50	23.50	£ 1.00	4.4%
Beach Volleyball (court hire – off peak)	15.00	15.50	New	New
Beach Basketball Court	Free	Free	Free	Free

Beach Chalets	Current Price 2013/2014 (incl VAT)	Proposed 2014/2015 (incl VAT)	Increase £	Increase %
<b>Tenants of Brighton &amp; Hove</b>				
Hove	£ 906.20	928.86	£ 22.66	2.5%
Madeira Drive	£ 622.00	637.55	£ 15.55	2.5%
Saltdean	£ 528.05	541.25	£ 13.20	2.5%
Rottingdean	£ 528.05	541.25	£ 13.20	2.5%
Ovingdean	£ 590.10	604.85	£ 14.75	2.5%
<b>Non-Tenants of Brighton &amp; Hove</b>				
Hove	£ 1,087.42	1114.61	£ 27.19	2.5%
Madeira Drive	£ 746.45	765.11	£ 18.66	2.5%
Saltdean	£ 633.70	649.54	£ 15.84	2.5%
Rottingdean	£ 633.70	649.54	£ 15.84	2.5%
Ovingdean	£ 708.10	725.80	£ 17.70	2.5%
<b>Tenants Fixed Term Tenancies</b>				
Hove	£ 861.90	883.45	£ 21.55	2.5%
Madeira Drive	£ 593.75	608.59	£ 14.84	2.5%
Saltdean	£ 504.05	516.65	£ 12.60	2.5%
Rottingdean	£ 504.05	516.65	£ 12.60	2.5%
Ovingdean	£ 563.25	577.33	£ 14.08	2.5%

Volks Railway	Current Price 2013/2014	Proposed 2014/2015 (rounded up to nearest 10p)	Increase £	Increase %
Adult single	2.60	2.70	£ 0.10	3.8%
Adult return	3.50	3.60	£ 0.10	2.9%
Child single	1.50	1.60	£ 0.10	6.7%
Child return	2.00	2.10	£ 0.10	5.0%
Senior single	1.70	1.80	£ 0.10	5.9%
Senior return	2.60	2.70	£ 0.10	3.8%
Family single	6.70	6.90	£ 0.20	3.0%
Family return	9.00	9.30	£ 0.30	3.3%
Adult group return	2.50	2.60	£ 0.10	4.0%
Child group return + talk	2.60	2.70	£ 0.10	3.8%
Child group return	1.60	1.70	£ 0.10	6.3%
Halfway Adult single	1.50	1.60	£ 0.10	6.7%
Halfway child single	0.90	1.00	£ 0.10	11.1%
VERA Members	0.50	0.50	Keep the same	0.0%
Special	1.00	1.00	Keep the same	0.0%

Bandstand Ceremony Hire Fees	Current Price 2013/2014	Proposed 2014/15 & 2015/2016 (2 financial years)	Increase £	Increase %
Bandstand (top deck)	£500	£550	£ 50.00	10.0%
Bandstand + west wing	£675	£750	£ 75.00	11.1%



## Fees & Charges 2014/15 - Appendix 4 - Sports Facilities

### St Luke's Community Swimming Pool

Main Heading	Type	2013/2014 Price		Proposed 2014/2015	% increase
Swim	Adult	£	4.30	£ 4.45	3.49%
	Adult Leisure Card	£	2.55	£ 2.65	3.92%
	Child	£	2.55	£ 2.65	3.92%
	Child Leisure Card	£	1.55	£ 1.60	3.23%
	Over 60	£	2.55	£ 2.65	3.92%
	Over 60 Leisure Card	£	1.55	£ 1.60	3.23%
	Family	£	10.80	£ 11.15	3.24%
	Water Workout	£	6.10	£ 6.30	3.28%
	Water Workout Leisure Card	£	3.65	£ 3.80	4.11%
	50+ Water Workout	£	3.85	£ 4.00	3.90%
	Child Lesson	£	5.80	£ 6.00	3.45%
	Child Diving Lesson	£	5.80	£ 6.00	3.45%
	Adult Lesson	£	6.80	£ 7.05	3.68%
	Over 60s Lesson	£	5.80	£ 6.00	3.45%
	Child 1 to 1 Lesson	£	18.75	£ 19.40	3.47%
	Adult 1 to 1 Lesson	£	20.80	£ 21.50	3.37%
	Adult 10 swim pass	£	38.70	£ 40.05	3.49%
	Child/Over 60/Leisure Card 10 swim pass	£	22.95	£ 23.85	3.92%
	Swim Membership Direct Debit	£	24.70	£ 24.70	0.00%

## Fees & Charges 2014/15 - Appendix 4 - Sports Facilities

### Withdean Sports Complex

Main Heading	Type	2013/2014 Price	Proposed 2014/2015	% Increase
Indoor Tennis Courts	Adult Peak	£ 20.50	£ 21.20	3.41%
	Adult Off Peak	£ 16.40	£ 16.95	3.35%
	Over 60 Off Peak	£ 11.30	£ 11.70	3.54%
	Junior Off Peak / Family	£ 5.95	£ 6.15	3.36%
Outdoor Tennis Courts	Adult	£ 8.00	£ 8.30	3.75%
	Adult with Floodlights	£ 9.25	£ 9.55	3.24%
	Junior	£ 3.70	£ 3.80	2.70%
	Adult Leisure Card	£ 4.80	£ 5.00	4.17%
	Family	£ 3.70	£ 3.85	4.05%
	Junior with Floodlights	£ 4.90	£ 5.10	4.08%
	Adult with Floodlights Leisure Card	£ 5.55	£ 5.75	3.60%
	5-A-Side Court	£ 14.70	£ 15.20	3.40%
Junior Tennis Coaching	Mini Tennis Red	£ 4.95	£ 5.10	3.03%
	Mini Tennis Orange	£ 6.85	£ 7.10	3.65%
	Mini Tennis Green	£ 6.85	£ 7.10	3.65%
	Mini Tennis Futures	£ 4.95	£ 5.10	3.03%
	RAW Tennis	£ 7.65	£ 7.90	3.27%
Junior Drop In Tennis Coaching	Diddy Tennis	£ 2.30	£ 2.40	4.35%
	Schools Out	£ 4.25	£ 4.40	3.53%
	Fun Club	£ 4.25	£ 4.40	3.53%
Adult Tennis Coaching	Adult Coaching (1.5hrs)	£ 11.30	£ 11.70	3.54%
	Un coached sessions (1.5hrs)	£ 4.90	£ 5.05	3.06%
Squash	Adult Peak	£ 8.75	£ 9.05	3.43%
	Adult Off Peak	£ 6.50	£ 6.70	3.08%
	Junior Off Peak	£ 4.50	£ 4.65	3.33%
	Adult Peak Concession	£ 5.25	£ 5.45	3.81%
	Adult Off Peak Concession	£ 3.90	£ 4.05	3.85%
	Junior Off Peak Concession	£ 2.70	£ 2.80	3.70%
Miscellaneous	Racket Hire	£ 2.35	£ 2.45	4.26%
	Deposit	£ 5.90	£ 6.10	3.39%
	Priority Booking Card (Per Year)	£ 42.95	£ 44.45	3.49%
	Creche Non Member	£ 2.25	£ 2.35	4.44%
	Minor Clubhouse Per Hour	£ 18.40	£ 19.05	3.53%
	Dance Studio Per Hour	£ 23.75	£ 24.55	3.37%
Fitness Suite	Gym Induction	£ 21.00	£ 21.75	3.57%
	Adult Peak Gym Session	£ 7.40	£ 7.65	3.38%
	Adult Off Peak Gym Session	£ 6.25	£ 6.45	3.20%
	Adult Peak Gym Session Leisure Card	£ 4.45	£ 4.60	3.37%
	Adult Off Peak Gym Session Leisure Card	£ 3.75	£ 3.85	2.67%
	Junior Gym Session	£ 3.30	£ 3.40	3.03%
	Programme Review	£ 7.40	£ 7.65	3.38%
	Personal Training Member	£ 35.65	£ 36.90	3.51%
	Personal Training Non Member	£ 41.50	£ 42.90	3.37%
	Membership 6 Site Single DD	£ 46.25	£ 48.50	4.86%
	Membership 6 Site Joint DD	£ 90.45	£ 94.90	4.92%
	Membership 6 Site Family DD	£ 92.50	£ 97.00	4.86%
	Membership 6 Site Student DD	£ 37.55	£ 28.70	-23.57%
	Membership 6 Site Corporate DD	£ 40.10	£ 42.10	4.99%
	Membership 6 Site Single DD Leisure Card	£ 27.75	£ 28.70	3.42%
Health Suite	Session	£ 6.15	£ 6.35	3.25%
Aerobics Classes	Class (Non BTS)	£ 5.35	£ 5.55	3.74%
	Bodyump/combat/attack	£ 6.15	£ 6.35	3.25%
	Indoor Pursuit Cycling	£ 5.35	£ 5.55	3.74%
	Back to Back Classes	£ 9.45	£ 9.75	3.17%
	Back to Back including BTS	£ 9.95	£ 10.30	3.52%
Combination Packages	Gym & Health Suite	£ 10.05	£ 10.40	3.48%
	Gym & Exercise Class	£ 10.05	£ 10.40	3.48%
	Exercise Class & Health Suite	£ 10.05	£ 10.40	3.48%
Athletic Training	Adult	£ 3.95	£ 4.10	3.80%
	Junior	£ 2.70	£ 2.80	3.70%
	Adult Concession	£ 2.35	£ 2.45	4.26%
	Spectator	£ 0.65	£ 0.70	7.69%
Athletics Season Tickets	Adult Full Year	£ 142.65	£ 147.55	3.43%
	Junior/Concession Full Year	£ 92.10	£ 95.25	3.42%
	Adult April – September	£ 79.55	£ 82.30	3.46%
	Junior Concession April - September	£ 56.30	£ 58.25	3.46%
Stadium Hire Per Hour	Athletics event (schools)	£ 39.45	£ 40.80	3.42%
	Athletics event (club)	£ 48.70	£ 50.35	3.39%
	Football Match	£ 154.55	£ 159.85	3.43%

## Fees & Charges 2014/15 - Appendix 4 - Sports Facilities

### Stanley Deason Leisure Centre

Main Heading	Type	2013/2014 Price	Proposed 2014/2015	% increase
Admission	Adult	£ 1.40	£ 1.45	3.57%
	Junior	£ 1.00	£ 1.05	5.00%
Squash	Adult Peak	£ 8.30	£ 8.60	3.61%
	Adult Off Peak	£ 6.00	£ 6.20	3.33%
	Junior Off Peak	£ 2.55	£ 2.65	3.92%
	Special (8.50am - 11.30am Mon-Fri)	£ 5.00	£ 5.15	3.00%
	Adult Peak Leisure Card	£ 5.00	£ 5.15	3.00%
	Adult Off Peak Leisure Card	£ 3.60	£ 3.70	2.78%
	Junior Off Peak Leisure Card	£ 1.55	£ 1.60	3.23%
Badminton	Adult Peak	£ 9.40	£ 9.70	3.19%
	Adult Off Peak	£ 7.40	£ 7.65	3.38%
	Junior Off Peak	£ 3.60	£ 3.70	2.78%
	Adult Peak Leisure Card	£ 5.65	£ 5.80	2.65%
	Adult Off Peak Leisure Card	£ 4.45	£ 4.60	3.37%
	Junior Off Peak Leisure Card	£ 2.15	£ 2.20	2.33%
Table Tennis	Peak	£ 7.10	£ 7.35	3.52%
	Off Peak	£ 5.75	£ 5.95	3.48%
	Peak Leisure Card	£ 4.25	£ 4.40	3.53%
	Off Peak Leisure Card	£ 3.45	£ 3.55	2.90%
Fitness Suite	Peak Casual	£ 4.40	£ 4.55	3.41%
	Off Peak Casual	£ 3.20	£ 3.30	3.12%
	Peak Casual Leisure Card	£ 2.65	£ 2.75	3.77%
	Off Peak Casual Leisure Card	£ 1.90	£ 2.00	5.26%
	Induction Price Casual	£ 21.05	£ 21.75	3.33%
	Membership - 6 site DD	£ 46.25	£ 48.50	4.86%
	Membership SDLC & MSLC Single DD	£ 33.00	£ 34.60	4.85%
	Membership SDLC & MSLC Single DD Concession	£ 20.35	£ 21.05	3.44%
Courses per Session	Adult	£ 4.10	£ 4.25	3.66%
	Junior	£ 4.10	£ 4.25	3.66%
Sports Hall Hire	Whole Hall Hire Peak	£ 47.20	£ 48.80	3.39%
	Whole Hall Hire Off Peak	£ 38.35	£ 39.65	3.39%
	Half Hall Hire Peak	£ 23.55	£ 24.35	3.40%
	Half Hall Hire Off Peak	£ 19.20	£ 19.85	3.39%
All Weather Pitches - Astro	Whole Pitch Peak	£ 48.20	£ 48.20	0.00%
	Whole Pitch Off Peak	£ 29.85	£ 29.85	0.00%
	Half Pitch Peak	£ 36.90	£ 36.90	0.00%
	Half Pitch Off Peak	£ 25.00	£ 25.00	0.00%
	5-A-Side Peak	£ 29.85	£ 29.85	0.00%
	5-A-Side Off Peak	£ 20.05	£ 20.05	0.00%
	Whole Pitch Peak With Lights	£ 66.05	£ 66.05	0.00%
	Whole Pitch Off Peak With Lights	£ 48.20	£ 48.20	0.00%
	Half Pitch Peak With Lights	£ 46.50	£ 46.50	0.00%
	Half Pitch Off Peak With Lights	£ 33.00	£ 33.00	0.00%
	5-A-Side Peak With Lights	£ 38.15	£ 38.15	0.00%
	5-A-Side Off Peak With Lights	£ 28.75	£ 28.75	0.00%
All Weather Pitches - 3G	Whole Pitch Peak	£ 48.20	£ 51.50	6.85%
	Whole Pitch Off Peak	£ 29.85	£ 31.85	6.70%
	Half Pitch Peak	£ 36.90	£ 39.40	6.78%
	Half Pitch Off Peak	£ 25.00	£ 26.70	6.80%
	5-A-Side Peak	£ 29.85	£ 31.85	6.70%
	5-A-Side Off Peak	£ 20.05	£ 21.45	6.98%
	Whole Pitch Peak With Lights	£ 66.05	£ 70.55	6.81%
	Whole Pitch Off Peak With Lights	£ 48.20	£ 51.50	6.85%
	Half Pitch Peak With Lights	£ 46.50	£ 49.70	6.88%
	Half Pitch Off Peak With Lights	£ 33.00	£ 35.00	6.06%
	5-A-Side Peak With Lights	£ 38.15	£ 40.75	6.82%
	5-A-Side Off Peak With Lights	£ 28.75	£ 30.75	6.96%
Racket Sports Membership (Annual Payment)	Adult	£ 32.60	£ 33.70	3.37%
	Junior	£ 16.30	£ 16.85	3.37%
	One Plus One	£ 49.65	£ 51.35	3.42%
	Family	£ 52.60	£ 54.40	3.42%

## Fees & Charges 2014/15 - Appendix 4 - Sports Facilities

### Moulsecoomb Community Leisure Centre

Main Heading	Type	2013/2014	Proposed 2014/2015	% increase
Admission	Adult	£1.40	£1.45	3.57%
	Junior	£1.00	£1.05	5.00%
Badminton & Table Tennis	Adult Peak	£7.20	£7.40	2.78%
	Adult Off Peak	£3.35	£3.50	4.48%
	Adult Off Peak Non Member	£3.70	£3.80	2.70%
	Junior Off Peak	£1.85	£1.90	2.70%
Table Tennis	Adult Peak	£4.30	£4.45	3.49%
	Adult Off Peak	£2.00	£2.10	5.00%
	Adult Off Peak Non Member	£2.20	£2.30	4.55%
	Junior Off Peak	£1.10	£1.15	4.55%
Fitness Suite	Peak Casual Session	£4.60	£4.75	3.26%
	Off Peak Casual Session	£2.70	£2.80	3.70%
	Peak Casual Leisure Card	£2.75	£2.85	3.64%
	Off Peak Casual Leisure Card	£1.65	£1.70	3.03%
	Casual Induction	£21.05	£21.75	3.33%
	Casual Induction Leisure Card	£13.30	£13.05	-1.88%
	Membership - 6 site DD	£46.25	£48.50	4.86%
	Membership SDLC & MSLC Single DD	£33.00	£34.60	4.85%
	Membership Off Peak DD	£23.00	£24.15	5.00%
	Membership SDLC & MSLC Single DD Leisure Card	£20.35	£21.05	3.44%
	Membership Off Peak DD Leisure Card	£14.20	£14.70	3.52%
Main Hall Hire	Whole Hall Peak	£43.55	£45.05	3.44%
	Whole Hall Off Peak	£19.50	£20.15	3.33%
	Half Hall Hire Peak	£23.05	£23.85	3.47%
	Half Hall Hire Off Peak	£9.50	£9.85	3.68%
	Function (ie 9am till 13.30)	£193.95	£200.00	3.12%
	Function (ie 12 till)	£387.95	£401.30	3.44%
Bar	None Function per hour	£17.05	£17.65	3.52%
	Function	£205.05	£212.00	3.39%
Pool Room	Hire Per Hour	£17.05	£17.60	3.23%
Haven Suite	None Function per hour	£17.05	£17.60	3.23%
	Function	£205.05	£212.00	3.39%
Birthday Parties	First Hour	£34.95	£36.15	3.43%
Coaching per Session	Adult	£4.10	£4.25	3.66%
	Junior	£4.10	£4.25	3.66%
Outside Multicourt Whole Pitch	Peak	£21.60	£22.35	3.47%
	Off Peak	£11.30	£11.70	3.54%
	Peak With Lights	£25.20	£26.05	3.37%
	Off Peak With Lights	£13.70	£14.15	3.28%
Racket Sports Membership (Annual Payment)	Adult	£11.35	£11.75	3.52%
	Adult Ass	£22.75	£23.55	3.52%
	Junior	£3.45	£3.55	2.90%
	Family	£13.60	£14.05	3.31%
	Family Ass	£45.45	£47.00	3.41%

## Fees & Charges 2014/15

### Appendix 5 - Golf Courses

#### Hollingbury Park

Category	2013/14	2014/15		2015/16		2016/17		Regional Average Price 2013/14
	£	£	% increase	£	% increase	£	% increase	
<b>Season Tickets</b>								
7 Day Season Ticket	£ 620.00	£ 695.00	12.10%	£ 775.00	11.51%	£ 850.00	9.68%	£835.00
5 Day Season Tickets	£ 475.00	£ 525.00	10.53%	£ 575.00	9.52%	£ 600.00	4.35%	£651.00
5 Day Seniors	£ 410.00	£ 455.00	10.98%	£ 495.00	8.79%	£ 525.00	6.06%	N/A
Juniors Season Tickets	£ 65.00	£ 65.00	0.00%	£ 65.00	0.00%	£ 65.00	0.00%	£128.00

<b>Green Fees</b>								
<b>Monday to Thursday</b>								
Adult	£15	£17	13%	£18	6%	£18	0%	£19.00
Concession	£12	£14	13%	£15	7%	£15	0%	£15.25
Junior	£6	£7	8%	£8	23%	£8	0%	£13.00

<b>Friday</b>								
Adult	£15	£17	13%	£18	6%	£18	0%	£19.00
Concession	£12	£14	17%	£15	7%	£15	0%	£15.25
Junior	£6	£7	17%	£8	14%	£8	0%	£10.00

<b>Saturday &amp; Sunday</b>								
Adult	£20	£21	5%	£23	10%	£23	0%	£26.00
Concession	£15	£16	7%	£18	13%	£18	0%	
Junior	£6	£7	17%	£8	14%	£8	0%	£15.00

#### Waterhall

Category	2013/14	2014/15		2015/16		2016/17		Regional Average Price 2013/14
	£	£	% increase	£	% increase	£	% increase	
<b>Season Tickets</b>								
7 Day Season Ticket	£ 510.00	£ 535.00	4.90%	£ 565.00	5.61%	£ 595.00	5.31%	£835.00
5 Day Season Tickets	£ 400.00	£ 415.00	3.75%	£ 435.00	4.82%	£ 455.00	4.60%	£651.00
5 Day Seniors	£ 350.00	£ 365.00	4.29%	£ 380.00	4.11%	£ 395.00	3.95%	N/A
Juniors Season Tickets	£ 65.00	£ 65.00	0.00%	£ 65.00	0.00%	£ 65.00	0.00%	£128.00

<b>Green Fees</b>								
<b>Monday to Thursday</b>								
Adult	£10	£12	20.00%	£13	8%	£13	0%	£19.00
Concession	£8	£9	12.50%	£10	6%	£10	0%	£15.25
Junior	£5	£7	40.00%	£7	0%	£7	0%	£13.00

<b>Friday</b>								
Adult	£10	£12	20.00%	£13	8%	£13	0%	£19.00
Concession	£8	£9	12.50%	£10	11%	£10	0%	£15.25
Junior	£5	£7	40.00%	£7	0%	£7	0%	£10.00

<b>Saturday &amp; Sunday</b>								
Adult	£12	£14	16.67%	£15	7%	£15	0%	£26.00
Concession	£10	£11	10.00%	£12	9%	£12	0%	
Junior	£5	£8	60.00%	£9	13%	£9	0%	£15.00



## Fees & Charges 2013/14

### Appendix 6 - Royal Pavilion & Museums

#### 2013/15 Admission Charges

(Charges are VAT exempt )

Dates	2013/2014 Current	2014/15 Previously Agreed	2015/16 Proposed	Increase %
<b>Royal Pavilion</b>				
Adult	£10.50	£11.00	£11.50	4.55%
Adult groups/web/promotions	£9.45	£10.00	£10.35	3.50%
B & H Schools	Free	Free	Free	
Child	£5.90	£6.00	£6.20	3.33%
Child Group	£5.30	£5.50	£5.90	7.27%
Concession Senior/Student	£8.50	£9.00	£9.50	5.56%
Concession Group	£7.65	£8.00	£8.60	7.50%
Family 1 Adult & 2 Children	£16.40	£17.00	£17.70	4.12%
Family 2 Adult & 2 Children	£26.90	£28.00	£29.20	4.29%
Resident Adult	£5.25	£5.50	£5.75	4.55%
Resident Child	Free	Free	Free	
<b>Preston Manor</b>				
Adult	£6.20	£6.40	£6.50	1.56%
Adult groups/web/promotions	£5.50	£5.60	£5.70	1.79%
B & H Schools	Free	Free	Free	
Child	£3.30	£3.40	£3.50	2.94%
Child Group	£3.00	£3.20	£3.40	6.25%
Concession Senior/Student	£5.10	£5.20	£5.40	3.85%
Concession Group	£4.60	£4.80	£5.00	4.17%
Family 1 Adult & 2 Children	£9.50	£9.80	£10.00	2.04%
Family 2 Adult & 2 Children	£15.70	£16.10	£16.50	2.48%
Resident Adult	£3.10	£3.20	£3.25	1.56%
Resident Child	Free	Free	Free	
<b>Exhibitions</b>				
Adult	£6.00	£6.50	£7.00	7.69%
Adult groups/promotions	£5.40	£5.50	£6.00	9.09%
B & H Schools	Free	Free	Free	
Child	Free	Free	Free	
Child Group	Free	Free	Free	
Concession Senior/Student	£4.00	£4.50	£5.00	11.11%
Concession Group	£3.60	£4.00	£4.50	12.50%
Resident Adult	£3.00	£3.25	£3.50	7.69%
Resident Child	Free	Free	Free	
Guided Tours	£4.00	£4.00	£4.50	12.50%
Corporate/Specialist Guided tours	£6.00	£6.00	£6.50	8.33%

## Fees & Charges 2013/14

### Appendix 6 - Royal Pavilion & Museums

#### Proposed 2014/15 Corporate Hire & Wedding Rates

**NB. Concessionary rate and BHCC internal hiring 20% discount applies  
(Room hire is VAT exempt)**

Venue / Room	Current	Proposed	Increase	Increase
	2013/14	2014/15	£	%
Venue / Room	Rate	Rate		
<b>Royal Pavilion</b>				
Great Kitchen	£2,300	£2,300	£0	0%
Great Kitchen and Banqueting Room	£3,500	£3,500	£0	0%
Music Room	£2,300	£2,300	£0	0%
Music Room, Banqueting Room and Great Kitchen	£5,050	£5,050	£0	0%
State Room wedding ceremony	£3,000	£3,000	£0	0%
State Room wedding ceremony plus drinks/dinner	£5,500	£5,500	£0	0%
William IV Room				
4 hour booking - corporate	£980	£980	£0	0%
4 hour booking – wedding reception	£1,040	£1,040	£0	0%
all day rate (8am-6pm)	£1,350	£1,350	£0	0%
Red Drawing Room				
evening hire	£980	£980	£0	0%
all day rate (8am-6pm)	£1,350	£1,350	£0	0%
civil wedding ceremony (high season May-Sept)	£650	£680	£30	4.6%
civil wedding ceremony (low season Oct-April)	£600	£600	£0	0%
William IV and Red Drawing Room - wedding ceremony and reception package (high season May-Sept)	£1,600	£1,600	£0	0%
William IV and Red Drawing Room - wedding ceremony and reception package (low season Oct-April)	£1,550	£1,550	£0	0%
William IV and Red Drawing Room Day Conference package	£1,600	£1,600	£0	0%
Evening guided tour - charge per person - min charge for 25	£6.00	£6.00	£0	0%
Small Adelaide				
per 2 hour booking	£100	£100	£0	0%
Gardens (half day – Western Lawns)	£700	£700	£0	0%
Gardens (eastern lawns) Grounds Fee	£3-5,000	£3-5,000	£0	0%
Gardens (eastern lawns) event management fee day rate	£2,000	£2,000	£0	0%
<b>Preston Manor</b>				
House Dinner	£900	£900	£0	0%
Wedding/ Civil Ceremony	£570	£570	£0	0%
House Drinks Reception	£550	£550	£0	0%
Lawns	£1,400	£1,400	£0	0%
Meeting Room				
4 hour booking	£50	£50	£0	0%
all day rate (9am-5pm)	£100	£100	£0	0%

NB. Stewarding for meeting room charged separately				
<b>Brighton Museum &amp; Art Gallery</b>				
Entire Museum	£2,200	£2,200	£0	0%
Ground floor	£1,420	£1,420	£0	0%
Education Pavilion -				
4 hour booking	£65	£65	£0	0%
all day rate (9am - 5pm)	£130	£130	£0	0%
NB. Stewarding for Education Pavilion charged separately				
Seminar Room -				
4 hour booking	£45	£45	£0	0%
all day rate (9am - 5pm)	£90	£90	£0	0%
NB. Stewarding for Seminar Room charged separately				
<b>Courthouse lecture theatre</b>				
half day rate / evening lecture	£525	£525	£0	0%
all day rate (8am-6pm)	£1,000	£1,000	£0	0%

## Fees & Charges 2013/14

### Appendix 6 - Royal Pavilion & Museums

#### Proposed Image Reproduction & Licensing rates 2014/15

##### Hardcopy Prints

	Current 2013/14 Rate	Proposed 2014/15 Rate
(8x10 inches; 254x203mm)	£10	£10
(16x12 inches; 406x305mm)	£30	£30

##### Digital Images

Digital Image (for private, non-reproduction purposes) From existing digital images		
Up to 1,000 pixels on largest side	£5	Free
Image Supply		
By email or online transfer		£0
By CD (per disc)		£5

##### Creation of new images

New Digital Images		
Scanning	£15	£15
In-house photography	£50	£50
External photography	Negotiable	Negotiable

##### Commercial Licensing

<b>Television (cable, digital, satellite, terrestrial and web streaming / on-demand)</b>		
Provincial broadcast:	£40	£40
Single country broadcast:	£75	£75
World broadcast rights:	£150	£150
10 year buyout	£300	£300
All retail DVD, Blu-Ray and direct pay per view will require 10 year buyout rights.		
<b>Commercial Web, Product and Site use (eg. display panels, greeting cards, stationery etc.)</b>		
One time use, Brighton & Hove based business	£25	£25
One time use, Non Brighton & Hove based business	£100	£100
10 year buyout	£300	£300

	Current 2013/14 Rate	Current 2013/14 Rate	Proposed 2014/15 Rate	Proposed 2014/15 Rate
<b>Books (including audio books, podcasts and e-books)</b>	inner page	cover	inner page	cover
Print run up to 4000 units:	£10	£50	Free	Free
For print-based academic publications: this means the one-time use of Content (ie for one edition only) for a printed publication by an academic publisher with a print-run of up to and including 4,000 copies				
Print run over 4000 units				
Single country	£60	£200.00	£60	£200.00
World	£100	£300.00	£100	£300.00
<b>Newspapers (includes web use for same feature)</b>	inner page	cover	inner page	cover
Provincial paper	£20	£50.00	£20	£50.00
National paper	£60	£150.00	£60	£150.00
<b>Magazines (includes web use for same feature)</b>	inner page	cover	inner page	cover
Local	£20	£50.00	£20	£50.00
National	£60	£150.00	£60	£150.00

<b>Subject:</b>	<b>Shoreham Harbour Joint Area Action Plan</b>		
<b>Date of Meeting:</b>	<b>23<sup>rd</sup> January 2014</b>		
<b>Report of:</b>	<b>Executive Director for Environment, Housing and Development</b>		
<b>Contact Officer:</b>	<b>Name:</b>	<b>Mike Holford</b>	<b>Tel: 29- 2501</b>
	<b>Email:</b>	<b>Mike.Holford@brighton-hove.gov.uk</b>	
<b>Ward(s) affected:</b>	<b>South Portslade, Wish</b>		

**FOR GENERAL RELEASE****1. SUMMARY AND POLICY CONTEXT:**

- 1.1 This is the first full draft of the Shoreham Harbour Joint Area Action Plan (JAAP) which aims to set out a 15-20 year plan to guide the regeneration of Shoreham Harbour. The Committee is asked to approve the draft Plan for a ten week period of public consultation. The JAAP is a Development Plan Document (DPD) which will sit underneath the City Plan (and Adur Local Plan) to provide further detail on the Shoreham Harbour regeneration area. The JAAP forms part of the Local Development Frameworks for Brighton & Hove and Adur District. If adopted as a Development Plan Document (DPD) the policies within the JAAP will be a material consideration in determining all planning applications within the JAAP Harbour area.

**2. RECOMMENDATIONS:**

- 2.1 That:

The Committee notes the content of the draft Shoreham Harbour Joint Area Action Plan and approves the document for a ten week period of public consultation.

**3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS:**

- 3.1 The Joint Area Action Plan is being produced to identify a set of realistic, deliverable, locally supported and sustainable proposals for Shoreham Harbour and to manage the impacts of development over time. The Plan is a joint Plan because it has been produced by the City Council, Adur District Council and West Sussex County Council. The Shoreham Port Authority has also been closely involved in its production.

- 3.2 The area covered by the JAAP (see map in appendix A) stretches from the Shoreham Footbridge in the west through to Hove Lagoon in the east. Shoreham Harbour is distinct from its surroundings due to its concentration of industrial and other employment uses, many representing port-operational and port-related activities. However, closely linked are the neighbouring residential communities of Shoreham-by-Sea, Shoreham Beach, Southwick, Fishersgate, Portslade and West Hove that will be influenced by any future development plans.
- 3.3 The Port of Shoreham is the largest commercial port between Southampton and Dover and the closest Channel port to London. The modern day harbour plays an important economic role with the thriving operational port at its heart. Shoreham Port currently employs approximately 1700 people and a further 1000 are employed in the rest of the area.
- 3.4 Despite the close proximity of significant employment activity there are pockets of deprivation within the area, particularly in parts of Eastbrook and St Mary's wards (Adur), and South Portslade ward (Brighton & Hove).
- 3.5 The vision contained in the JAAP for the next 15 years is to maximise the potential of Shoreham Harbour for the benefit of existing and new residents, businesses, port-users and visitors through a long term regeneration strategy. This will be achieved through working with the Shoreham Port Authority and local landowners to facilitate the redevelopment of key sites. The aim through the JAAP is to deliver a series of appropriately located high quality, sustainable, mixed-use developments including new housing, employment floorspace, leisure opportunities, improved public space and associated infrastructure including flood defences and transport improvements. The regeneration proposals will provide an opportunity for consolidating, reconfiguring and enhancing the operations of Shoreham Port.
- 3.6 The proposals for the harbour outlined in the document are:
- Approximately 1450 new homes – 1050 along the Western Arm in Adur District and 400 spread between South Portslade and Aldrington Basin in Brighton & Hove.
  - Newly configured employment floorspace including at South Portslade Industrial Estate and Aldrington Basin.
  - Consolidating port operational uses in the area east and south of the lock gates (in the central part of the Port).
  - Upgraded flood defence network integrated with a riverside walking/cycling route.
  - Improvements to the local transport network.
  - Upgrades to public spaces and historic features (such as Shoreham Fort) and better connections with surrounding areas.
  - New and improved social and community facilities.

- New and improved marine and leisure facilities.

- 3.7 There are four development areas that have been identified as being critical to the realisation of the long term strategy for the harbour which will be the focus for change. These are Aldrington Basin and South Portslade Industrial Estate in Brighton & Hove and Southwick Waterfront and Western Harbour Waterfront in Adur District. In Aldrington Basin, South Portslade and Western Harbour Waterfront new housing is being proposed and development briefs have already been prepared and adopted for these areas. The JAAP will eventually replace these briefs once it is adopted.
- 3.8 Once the JAAP is adopted all planning applications within the Harbour will be assessed against the policies within the JAAP, as well as the National Planning Policy Framework and City/Local Plans including waste and minerals plans.

#### **4. COMMUNITY ENGAGEMENT AND CONSULTATION**

- 4.1 Consultation on a number of different proposals and documents over a number of years has informed the content of this document. If the recommendation to the Committee is agreed the draft Plan will be subject to a ten week period of public consultation planned to run from 17<sup>th</sup> February to 25<sup>th</sup> April 2014. The responses received during this time will be an important source of information for identifying areas for further work. Depending on the issues raised, a further round of consultation may be required. Following this, the “submission” version of the JAAP will be published for final comment. At this stage representations can only be made on the “soundness” of the Plan.
- 4.2 The final JAAP will be submitted to Secretary of State for independent examination conducted by a Planning Inspector. This is anticipated to take place in Autumn 2015, followed by formal adoption later that year.

#### **5. FINANCIAL & OTHER IMPLICATIONS:**

##### Financial Implications:

- 5.1 The main input from the City Council is officer time which will be funded from existing Planning Strategy revenue budgets. Costs of producing the JAAP including the public examination will be met out of money awarded to the three authorities under Central Government's Growth Point programme for which Adur District Council are the accountable body.

*Finance Officer Consulted: Steven Bedford*

*Date: 06/12/13*

##### Legal Implications:

- 5.2 As stated in the body of the report the JAAP is a Development Plan Document (within the meaning of the Planning and Compulsory Purchase Act 2004), and, if adopted, its policies will be material in determining planning applications within the geographical area it covers.

Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012 provides that in the preparation of such documents the local planning authority must consult with prescribed bodies and persons and invite representations. The consultation the subject of the report is in accordance with that requirement.

It is not considered that any adverse human rights implications arise from the report.

*Lawyer Consulted:*

*Hilary Woodward*

*Date: 9/12/13*

Equalities Implications:

- 5.3 There are significant levels of deprivation in some wards in proximity to the area covered by the JAAP. Of the nine overall objectives one is to stimulate the local economy and provide new jobs and another is to provide new housing to meet local needs.

Sustainability Implications:

- 5.4 A sustainability appraisal has been undertaken on the draft JAAP. The purpose of the SA is to ensure that the principle of sustainable development is incorporated into the plans, policies and proposals in the emerging JAAP.

Crime & Disorder Implications:

- 5.5 None directly arising from the report.

Risk and Opportunity Management Implications:

- 5.6 The Shoreham project is overseen by a leaders board and project management group and these are advised by an updated risk register. The Shoreham Port area falling within Brighton and Hove represents a significant area of employment and residential opportunity. Regeneration of the area will ensure the area will continue to contribute to employment opportunities in the city and maximise opportunities for the provision of much needed affordable housing.

Public Health Implications:

- 5.7 The JAAP area includes areas of significant deprivation. The regeneration of these areas and provision of better homes and quality employment opportunities will have significant impacts on the lifetime outcomes of residents.

Corporate / Citywide Implications:

- 5.8 The City Plan identifies the regeneration of the Harbour in its strategic objectives and also contains a specific planning policy that identifies the Harbour as a "Broad Location" for future strategic development. The City Plan also contains a reference to producing the JAAP to provide detailed guidance on future development at the Harbour.

**6. EVALUATION OF ANY ALTERNATIVE OPTION(S):**

- 6.1 Alternative options would be to not to produce more detailed planning guidance or to rely on informal planning guidance. Neither approach is considered to provide sufficient certainty to investors and residents on what is likely to happen in the Harbour. A less formal approach is also considered unable to deal with the fact that three planning authorities are responsible for the Harbour (Brighton & Hove, Adur District and West Sussex County Council (for waste and minerals applications)) and that issues such as transport and the requirement for flood defences cross administrative boundaries.

## **7. REASONS FOR REPORT RECOMMENDATIONS**

- 7.1 Formal committee approval is required before consultation on a draft development plan can begin.

### **SUPPORTING DOCUMENTATION**

#### **Appendices:**

1. Shoreham Harbour Joint Area Action Plan – Draft for Consultation February 2014

#### **Documents in Members' Rooms**

1. None

#### **Background Documents**

1. Statement of Community Consultation on Draft JAAP
2. Sustainability Appraisal (SA) and Strategic Environmental Assessment (SEA) on Draft JAAP
3. Shoreham Harbour Transport Study (2013)
4. Development Brief for the Western Harbour Arm (2013)
5. Development Brief for South Portslade Industrial Estate and Aldrington Basin (2013)
6. Capacity and Viability Study (2010)





# SHOREHAM HARBOUR REGENERATION

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SHOREHAM HARBOUR JOINT AREA ACTION PLAN  
DRAFT FOR CONSULTATION FEBRUARY 2014



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# 1 INTRODUCTION AND CONTEXT



1 INTRODUCTION AND CONTEXT

1.1 WHAT IS THE PLAN FOR THE HARBOUR?

- 1.1.1 This document is the Draft Shoreham Harbour Joint Area Action Plan (JAAP). It is the first full draft of the JAAP which sets out a 15-20 year plan to guide the regeneration of Shoreham Harbour.
- 1.1.2 Shoreham Harbour is located between the western end of Hove seafront and the Adur Estuary at Shoreham-by-Sea, benefitting from a natural coastal setting and accessible waterfront environment. The harbour stretches for five kilometres of waterfront, bounded by the A259, the West Coastway railway line and the coastal communities of Shoreham-by-Sea, Kingston-by-Sea, Southwick, Fishersgate, South Portslade and Hove.
- 1.1.3 As illustrated in Figure 1.1, the regeneration area occupies a strategic location in the south-east region with central London only a 50 minute train journey away and Gatwick Airport within 40 minutes.
- 1.1.4 The harbour straddles the local authority boundaries of Adur District Council (within West Sussex County) to the west and the City of Brighton & Hove to the east.

The benefits of a revitalised harbour area will be felt throughout the local area and beyond.

- 1.1.5 The JAAP area has been broken down in to seven distinct character areas. For consistency, these areas are broadly similar to the character areas within the Shoreham Port Masterplan<sup>1</sup> but with slightly wider boundaries to take in the surrounding areas outside the Port’s jurisdiction. The seven character areas are as follows:

- 1 South Quayside
- 2 Aldrington Basin
- 3 North Quayside/South Portslade
- 4 Portslade/Southwick Beaches
- 5 Southwick Waterfront/Fishersgate
- 6 Harbour Mouth
- 7 Western Harbour Arm

Proposed New Development

- 1.1.6 There are four key development opportunity areas that have been identified as being critical to the realisation

<sup>1</sup> Shoreham Port Masterplan (Hyder; Shoreham Port Authority: 2010)

of the long term strategy for the harbour which are proposed to be the focus for delivery. These are:

- Strategic Site 1 (SS1): Aldrington Basin
- Strategic Site 2 (SS2): South Portslade
- Strategic Site 3 (SS3): Southwick Waterfront
- Strategic Site 4 (SS4): Western Harbour Arm

1.1.7 Strategic Sites 1, 2 and 4 are all areas where new housing is proposed. For these areas development briefs have already been prepared and adopted by the councils in 2013. The JAAP will eventually replace these briefs once it is adopted. A Development Brief is also due to be prepared for Southwick Waterfront (SS3) by Shoreham Port Authority.

1.1.8 The proposals for the harbour outlined in this Draft Plan include:

#### Summary of JAAP proposals:

##### New housing:

- Up to 1450 new homes to 2031 (potentially a further 500 beyond the plan period)
  - 1050 along the Western Harbour Arm in Adur District
  - 400 in South Portslade and Aldrington Basin in Brighton & Hove

#### Employment and economy:

- Consolidation of Shoreham Port operations in to the areas east and south of the lock gates
- Approximately 21,500 sqm of employment floorspace:
  - 14,000 sqm in Adur District
  - 7500 sqm in Brighton & Hove
- Generation of 1,500-1,700 new full time jobs directly (between 620-870 net additional) and retention of 1700 Port jobs
- Support for 1,630-1,720 full time temporary construction jobs

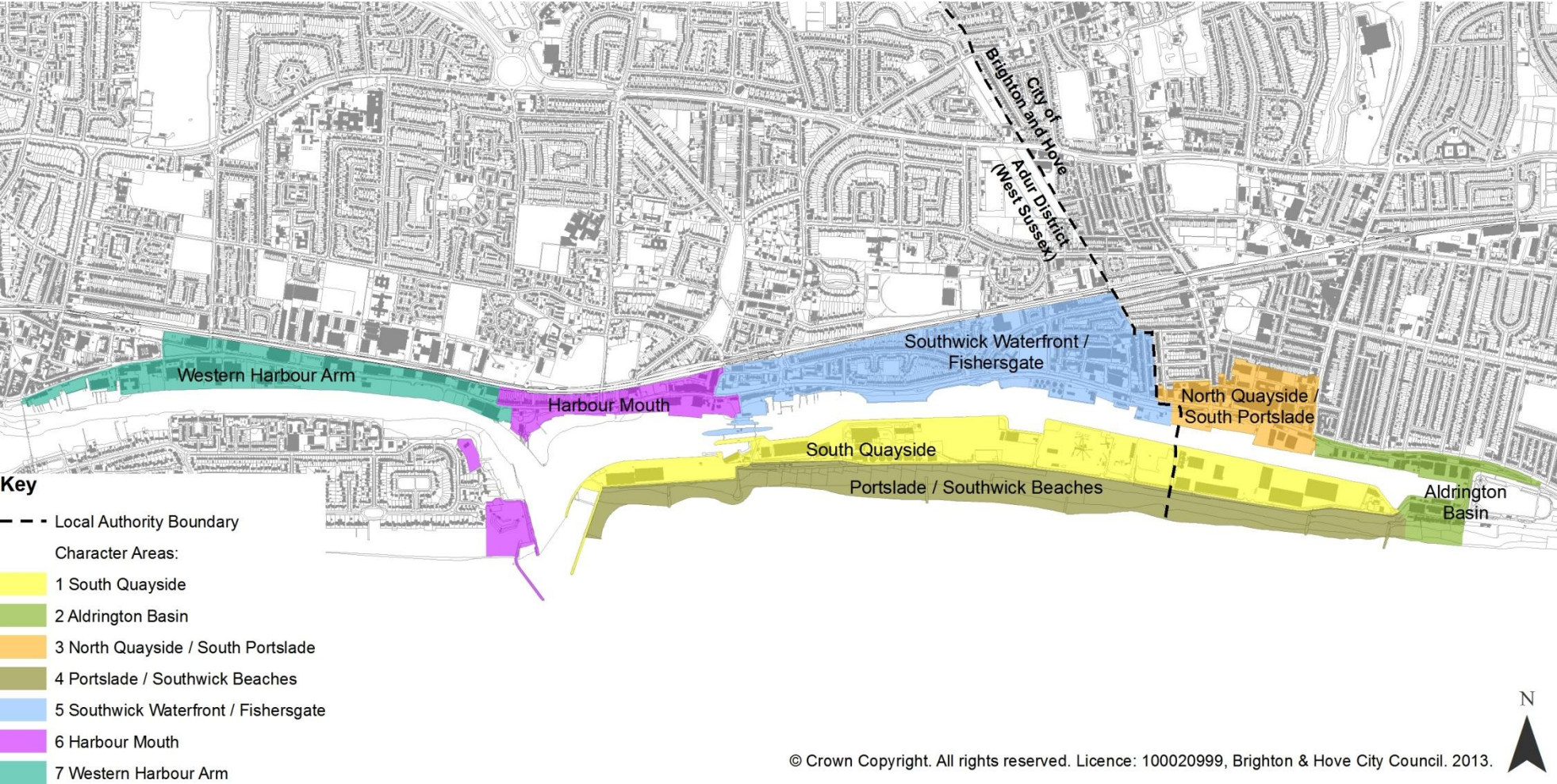
#### Local environmental improvements:

- Upgraded flood defence network integrated with a riverside walking/cycling route
- New and improved social and community facilities
- New and improved marine leisure facilities
- Improvements to local transport network
- Upgrades to public spaces and historic features and better connections with surrounding areas

Figure 1.1 Sub-regional location map



Figure 1.2 Joint Area Action Plan - Character Areas



## 1.2 WHAT IS THE PURPOSE OF THIS PLAN?

- 1.2.1 This plan is being published for a ten week period of public consultation. All those who have an interest in the future of Shoreham Harbour are being asked to consider whether the plan is fit for purpose and to highlight anything else which needs to be considered. Ideas and feedback from the community are critical to getting the plan right for the future and input is welcomed from all.
- 1.2.2 The Summary of Community Involvement that accompanies this document provides an overview of work carried out with local residents and stakeholders to develop the plan to this point. The approach to community engagement is guided by the Statements of Community Involvement (SCIs) adopted by Adur District Council (ADC) and Brighton & Hove City Council (BHCC).
- 1.2.3 This plan is supported by a number of background documents across a range of topic areas. Key documents include:
- Consultation Statement
  - Sustainability Appraisal (SA) and Strategic Environmental Assessment (SEA)
  - Shoreham Harbour Transport Study and Transport Strategy

- Development Brief for the Western Harbour Arm
- Development Brief for South Portslade Industrial Estate and Aldrington Basin

- 1.2.4 The full set of background documents can be viewed and downloaded at: [www.adur-worthing.gov.uk/shoreham-harbour-regeneration/supporting-evidence/](http://www.adur-worthing.gov.uk/shoreham-harbour-regeneration/supporting-evidence/).
- 1.2.5 These documents have been prepared by the Shoreham Harbour Regeneration Partnership (referred to as the 'Partnership') comprising ADC, BHCC, West Sussex County Council (WSCC) and the Port Authority. The Partnership also works closely with a number of key stakeholders including the Homes and Communities Agency (HCA), the Highways Agency (HA), Natural England (NE) and the Environment Agency (EA).
- 1.2.6 Further details about the Partnership and the history of developing the plans for the harbour are contained within the Sustainability Appraisal report.

### 1.3 HOW CAN YOU MAKE COMMENTS ON THIS PLAN?

1.3.1 The period for making comments commences on **17th February 2014 and will end at 5pm on 25th April 2014**. Comments can be made on any aspect of the report.

1.3.2 It is most helpful and cost-effective if comments can be submitted **using** the online consultation form on the website. Alternatively, you can email your comments to: [consultation@shorehamharbour.com](mailto:consultation@shorehamharbour.com) or write to:

Shoreham Harbour Regeneration (Consultation)  
Planning Policy  
Adur District Council  
Portland House  
44 Richmond Road  
Worthing  
West Sussex  
BN11 1HS

1.3.3 It is important to note that all of the comments will be reviewed and considered by officers and will be made public on the Shoreham Harbour Regeneration pages of both the ADC and BHCC websites following the consultation period. Individual names and contact details will be anonymised.

### 1.4 WHAT HAPPENS AFTER THE CONSULTATION?

1.4.1 Depending on the issues raised, a further round of consultation may be required. Following this, the 'Pre-Submission' version of the JAAP will be published for final comment. At this stage representations can only be made on the 'soundness' of the plan. The JAAP will then be submitted to the Secretary of State. All representations received during the final 'soundness' consultation period will be considered by the Inspector at an independent Public Examination. The Inspector will 'test' the soundness of the plan and produce a report setting out any recommendations for final changes before the councils formally adopt the plan.

### 1.5 WHY IS THE JOINT AREA ACTION PLAN (JAAP) BEING PREPARED?

1.5.1 The JAAP is being produced to identify a set of realistic, deliverable, locally supported and sustainable proposals for Shoreham Harbour and to manage the impacts of development over time. The plan is 'joint' because it will be jointly adopted by ADC and BHCC, and endorsed by WSCC and the Port Authority.

1.5.2 There have been various plans put forward for the harbour area in the past and some elements have since been delivered. The drivers of change have evolved over time, and will continue to change. The

aim of this plan is to provide a flexible framework for future development that responds to local economic and social needs as well as environmental considerations.

1.5.3 As illustrated in Figure 1.3, the JAAP is a Development Plan Document (DPD) which will sit underneath the Local/City Plans to provide further detail on the Shoreham Harbour regeneration area. The JAAP forms part of the Local Development Frameworks (LDFs) for both ADC and BHCC.

1.5.4 A four stage process is underway in preparing the JAAP and the timetable is set out in the Local Development Scheme (LDS) for each of the partner local authorities. The process is currently at Stage 3:

- **Stage 1:** Information gathering, baseline analysis and identifying issues (2008 – 2012).
- **Stage 2:** Consideration of options, developing spatial framework, preparing Development Briefs for areas of change (2010-2013).
- **Stage 3: (WE ARE HERE)** Consulting on Draft JAAP, further exploring technical issues, addressing delivery issues, further consultation if required (2014-2015).

- **Stage 4:** Submitting Final JAAP to Secretary of State for independent examination conducted by a Planning Inspector, followed by formal adoption (2015).

## 1.6 WHAT AREA IS COVERED BY THE JAAP?

1.6.1 The policies and proposals in this document will apply to the Shoreham Harbour Regeneration Area. Figure 1.2 indicates the boundary of the regeneration area and the local authority boundaries.

## 1.7 WHAT IS THE SUSTAINABILITY APPRAISAL?

1.7.1 The Partnership has undertaken a Sustainability Appraisal (SA) and Strategic Environmental Assessment (SEA) of this plan. The purpose of the Sustainability Appraisal is to ensure that the principle of sustainable development is incorporated throughout the emerging JAAP. Its role is to critically review and challenge the development proposals and seek the highest possible standards in relation to sustainability.

**1.8 HOW DOES THE JAAP RELATE TO OTHER PLANNING DOCUMENTS?**

- 1.8.1 All planning applications and investment decisions within the harbour will be assessed against the policies within the JAAP, the Port Masterplan, relevant site development briefs as well as the Local/City Plans and UK government /European Union (EU) policy that sit above it.
  - 1.8.2 All the relevant documents can be viewed online at [www.adur-worthing.gov.uk](http://www.adur-worthing.gov.uk), [www.brighton-hove.gov.uk](http://www.brighton-hove.gov.uk) or [www.westsussex.gov.uk](http://www.westsussex.gov.uk), or obtained from the Planning Policy teams on 01273 263000 (ADC), 01273 290000 (BHCC) or 01243 777100 (WSCC).
- National / EU Policy**
- 1.8.3 The plan has been prepared in accordance with EU and UK Government policy including the National Planning Policy Framework (NPPF) and NPPF Guidance.
  - 1.8.4 The Planning Act 2008 sets out the thresholds for Nationally Significant Infrastructure Projects (NSIPs) in the ports sector. The Secretary of State may also determine an application with capacity below the relevant threshold, if it is considered that the project is of national significance.

- **National Planning Policy Statement for Ports (2012)**

- 1.8.5 Produced by the Department of Transport as part of the Planning Act 2008, this statement provides the framework for decisions on proposals for new port development. It is also a relevant consideration for the Marine Management Organisation and for local planning authorities.

**Regional Policy**

- **West Sussex Local Strategic Statement (2013)**

- 1.8.6 The Local Strategic Statement (LSS), produced on behalf of the Coastal West Sussex partnership, sets out the long term strategic objectives for West Sussex over the period 2013 – 2031. Shorter term spatial priorities are identified for the period 2013 to 2020. Creating the conditions to deliver strategic employment and housing sites at Shoreham Harbour is a key priority of the LSS.

- **South Marine Plan (in progress)**

- 1.8.7 The Marine Management Organisation (MMO) is progressing work on the South Marine Plan to inform and guide marine users and regulators in the area. The plan will seek to manage the sustainable development

of marine industries such as wind farms, shipping, marine aggregates and fishing alongside the need to conserve and protect marine species, habitats and leisure uses.

**Local Policy**

1.8.8 Both the emerging Adur Local Plan and the Brighton & Hove City Plan identify the regeneration of the harbour in their strategic objectives and also contain a specific planning policy that identifies the harbour as a ‘Broad Location’ for future strategic development.

▪ **Revised Draft Adur Local Plan (2013)**

1.8.9 Policy 2 (Spatial Strategy) of the Revised Draft Adur Local Plan (2013) states:

“Shoreham Harbour will be the focus of a significant level of development to facilitate regeneration of the Harbour and neighbouring communities, which will be delivered through an Area Action Plan to be prepared jointly between Adur District Council, Brighton & Hove City Council and West Sussex County Council.”

1.8.10 Draft Policy 8 (Shoreham Harbour) sets out the policy and priorities for each character area and states that:

“The Council will facilitate the delivery of 1050 new dwellings within the Shoreham Harbour Regeneration

Area within Adur District during the plan period to 2031, in addition to up to 550 beyond the plan period.”

1.8.11 Draft Policy 4 (Planning for Economic Growth) allocates land for employment generating uses in Adur up to 2031, including:

- Shoreham Harbour Regeneration Area (approximately 13,000 sqm within Adur)

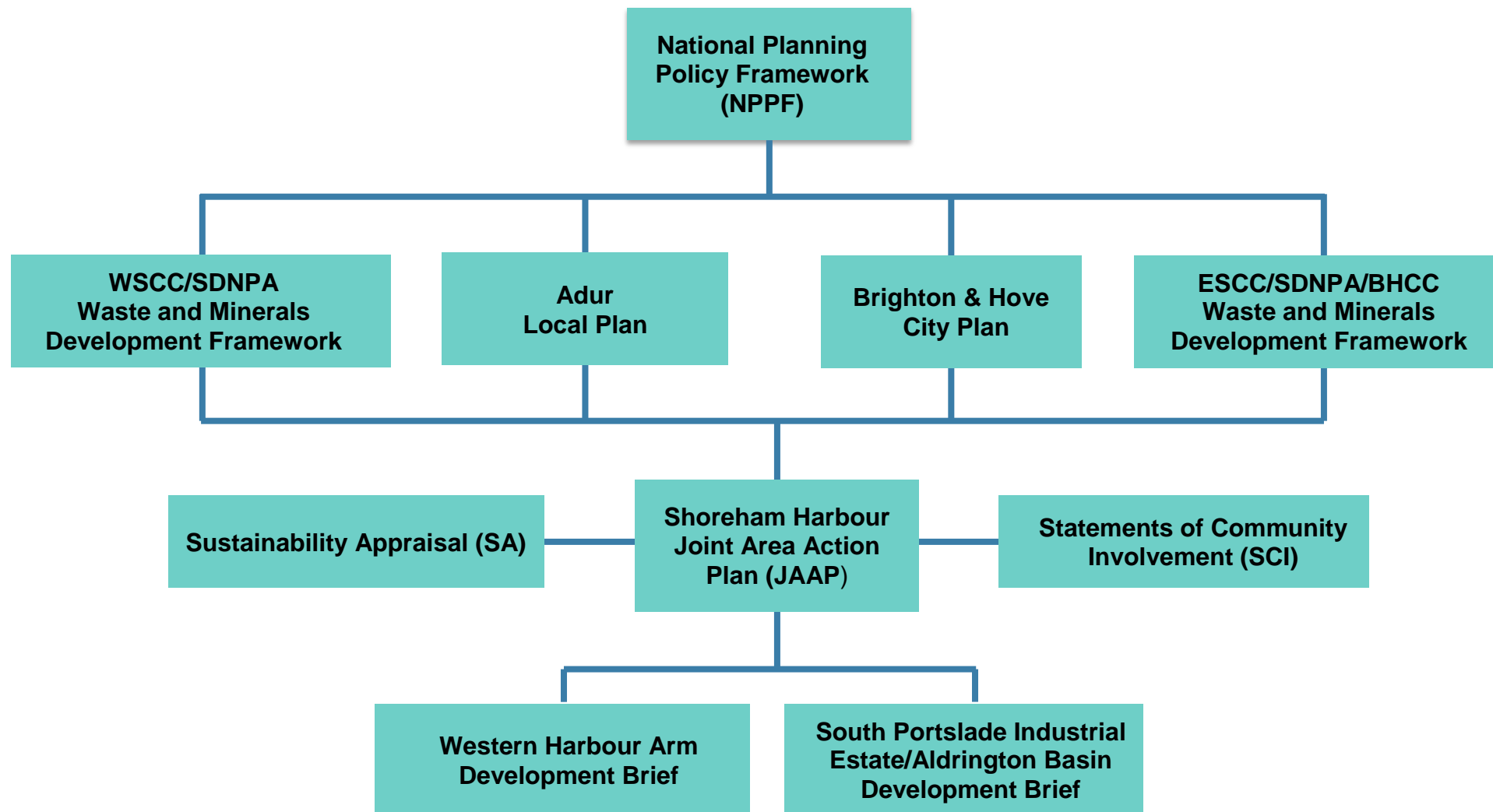
▪ **Brighton & Hove Submission City Plan Part One (2013)**

1.8.12 The Brighton & Hove Submission City Plan Part One includes the regeneration of the harbour as a key commitment under Strategic Objective 6 (SO6):

“Through joint working with Adur District Council, West Sussex County Council and the Shoreham Port Authority, maximise the potential of Shoreham Harbour for the benefit of existing and future residents, businesses, port-users and visitors through a long term regeneration strategy.”

1.8.13 Policy DA8 (Shoreham Harbour) sets out the policy and priorities for each of the harbour character areas and states that the JAAP process will further explore and test the delivery of:

Figure 1.3 JAAP within Local Development Frameworks



- “400 new residential units within Brighton & Hove (which are included as part of the City’s long term overall housing target)
- 7500 sqm net additional employment floorspace”

▪ **Waste and Minerals Local Plans**

- 1.8.14 Depending on which part of the harbour, proposals involving or impacting on waste and minerals operations should refer to:
- WSCC Minerals Local Plan (adopted 2003)
  - WSCC, South Downs National Park Authority (SDNPA) Proposed Submission Draft Waste Local Plan
  - East Sussex County Council (ESCC), South Downs National Park Authority (SDNPA) and Brighton & Hove Waste and Minerals Plan (2013).

**Shoreham Harbour Policy**

▪ **Shoreham Harbour Development Briefs (2013)**

- 1.8.15 Development Briefs have been adopted for key areas of change – Western Harbour Arm, South Portslade Industrial Estate and Aldrington Basin. These briefs have been informed by a large body of technical background work, public consultation and engagement and were subject to Sustainability Appraisal (SA). Their content has been subsumed in to this document and will form part of the emerging JAAP. As such the briefs

will be regarded as a significant material consideration and afforded weight accordingly when determining planning applications within the brief areas, in the interim period before JAAP is adopted.

▪ **Shoreham Port Masterplan (2010)**

- 1.8.16 Shoreham Port Authority has produced a Port Masterplan. Although not a statutory planning policy document, the plan is reflective of the Port’s future aspirations and should be taken into account when considering new developments in the vicinity of Shoreham Port. The JAAP is intended to be consistent with the Port Masterplan, which can be viewed at [www.shoreham-port.co.uk/Masterplan](http://www.shoreham-port.co.uk/Masterplan).

▪ **Shoreham Harbour Transport Strategy (Draft, 2014)**

- 1.8.17 Transport modelling has been undertaken to assess the potential impacts of new development at the harbour. The results of this study have informed the preparation of a Transport Strategy which specifies a package of sustainable mitigation measures that will need to be implemented to support new development.

- **Shoreham Harbour Flood Risk Management Technical Guidance (in progress)**

1.8.18 Working closely with the Environment Agency, the Partnership is in the process of preparing a user-friendly, technical guide setting out illustrative concepts for an upgraded flood defence network along the Western Harbour Arm and a summary of the costs and requirements of developers in relation to mitigating flood risk. This document will also be used to provide information for funding applications

- **Shoreham Harbour Streetscape Guidance (2012)**

1.8.19 A Streetscape Guide has been prepared that provides guidance as to what types of street furniture and landscaping are suitable for different parts of the harbour area along with technical specifications for specific items.

- **Shoreham Harbour Interim Planning Guidance (2011)**

1.8.20 Shoreham Harbour Interim Planning Guidance (IPG) (2011) sets out the vision and objectives for the regeneration area and signposts to relevant policy documents. It was intended for use in the interim period before the JAAP is adopted. It will be factually updated in 2014.

Figure 1.4 Existing Key Land Uses

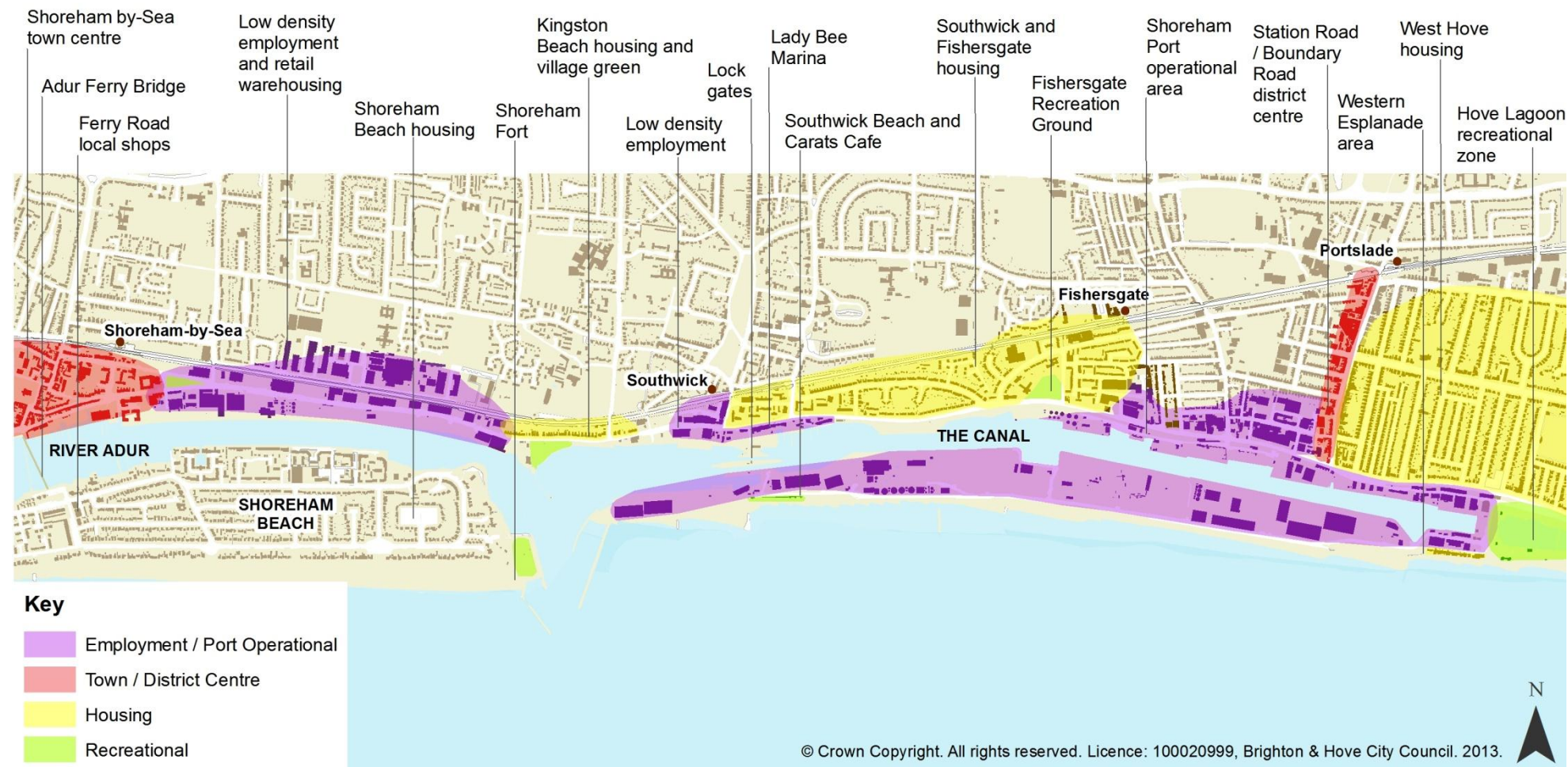
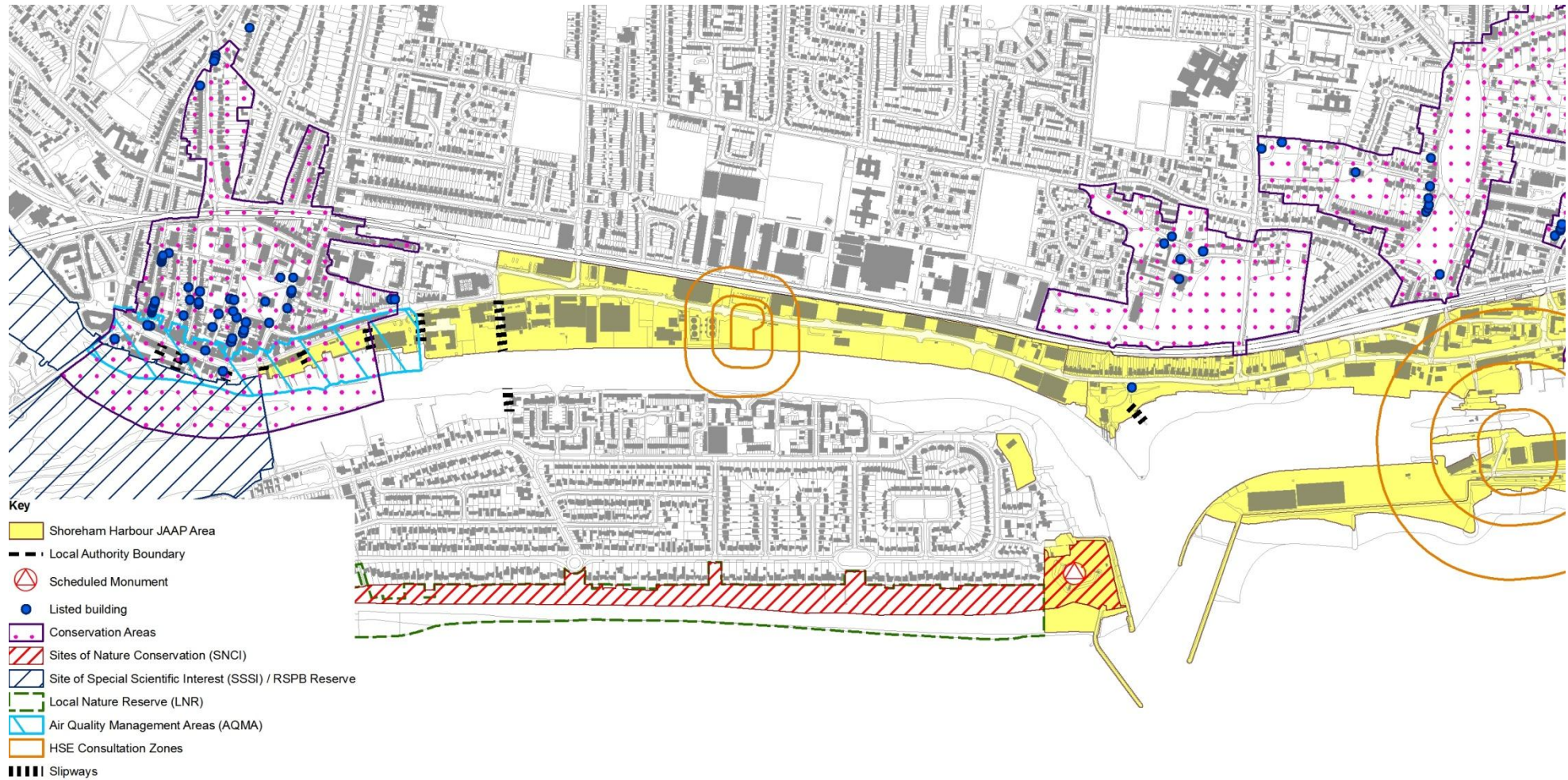


Figure 1.5 Shoreham Harbour Environmental Constraints





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**1.9 ABOUT THE AREA – DRIVERS FOR CHANGE**

- 1.9.1 The following section provides a high level overview of the physical, environmental and social features of the harbour and its surroundings. Further baseline data and analysis is available in the Sustainability Appraisal report which accompanies this document. Figure 1.4 and 1.5 shows the key existing land uses and Figure 1.5 shows the statutory designations and environmental constraints that must be taken in to account when planning for future development.
- 1.9.2 Between the backdrop of the South Downs National Park and the open horizon of the English Channel, the harbour boasts a wealth of maritime history dating back to Roman times. It has a rich and diverse landscape including the River Adur estuary, the historic character of Shoreham’s key landmarks including Shoreham Fort and Kingston Beach lighthouse; a number of established residential communities and Shoreham Port as a highly engineered working environment.
- 1.9.3 The harbour stretches from the new Adur Ferry Bridge in the west through to Hove Lagoon in the east. The harbour entrance in the middle is the mouth of the River Adur which, through time, has been deflected two miles to the east by longshore drift. The area to the west of the footbridge and east of Norfolk Bridge is designated a Site of Special Scientific Interest (SSSI).

At mid-tide the mud flats are revealed which attract abundant waders, gulls and other rare birdlife and are protected as an RSPB reserve.

- 1.9.4 South of the harbour on the western side is Shoreham Beach, a naturally formed spit running for three kilometres parallel to the coast. Here, within the harbour is a well-established community of local residents living within a parade of house boats. The boats have quirky individual styles adding colour to the landscape and are a source of visitor interest.
- 1.9.5 Shoreham Harbour is distinct from its surroundings for its concentration of industrial and other employment uses, many representing port-related activities. However, closely linked are the neighbouring residential communities of Shoreham by Sea, Shoreham Beach, Southwick, Fishersgate, Portslade and West Hove that will be impacted by any future development plans. It is important to ensure that new development integrates and connects well within these surroundings.
- 1.9.6 The Port of Shoreham is the largest commercial port between Southampton and Dover and the closest Channel port to London. The port dates from Roman times, originally known as ‘Portus Adurni’. For hundreds of years it was a major centre for ship building and by the 17th century Shoreham was still the chief Sussex port building for the Royal Navy.

Supplies were made in the yards along the river such as masts, spars, sails, rope and blocks and in Shoreham town lived shipwrights, carpenters and sail-makers, merchants and seamen. The modern day harbour area continues to play an important economic role with the thriving operational port at its heart. Shoreham Port currently employs approximately 1700 people and a further 1000 are employed in the rest of the area. The port has now celebrated its 250th Anniversary and continues to thrive.

**Drivers for Change**

1.9.7 Despite the close proximity to an employment hub there are pockets of significant deprivation within the regeneration area, particularly in parts of Eastbrook and St Mary's wards (Adur), and South Portslade ward (Brighton & Hove). Parts of these areas fall within the top 20% most deprived areas in the country for overall deprivation (DCLG, 2010). This is indicated by the relatively high proportion of working age adults claiming Job Seeker's Allowance compared with surrounding areas (DWP, 2012). In Eastbrook ward, 34% of the population have no qualifications compared to 29% nationwide and there are a lower proportion of residents with higher level qualifications than the national average (Eastbrook ward 18.7%; South Portslade ward: 24.7%; compared to 27.4% nationwide). (ONS: 2011)

1.9.8 The local economy and labour market (Adur District in particular) currently face a number of challenges including an overall shortage of jobs in Adur District in comparison with the national average, lower than average skills base, declining numbers of self-employed since the economic downturn, lower than average wages, high levels of out-commuting and highly constrained employment floorspace supply to accommodate new economic activity.

1.9.9 It is critical for the JAAP proposals to balance the provision of new homes with the enhancement of key employment areas and (where business relocations are necessary) for businesses to be re-accommodated within the local area to sites that better meet their needs.

## **2 HARBOUR VISION AND AREA PROPOSALS**





## 2 HARBOUR VISION AND CHARACTER AREA PROPOSALS

### SHOREHAM HARBOUR VISION STATEMENT:

By 2031 Shoreham Harbour will be transformed in to a vibrant, thriving, waterfront destination comprising a series of sustainable, mixed-use developments alongside a consolidated and enhanced Shoreham Port which will continue to play a vital role in the local economy.

The redevelopment of key areas of the harbour will provide benefits for the local community and economy through increased investment, improved leisure opportunities, enhanced public realm and the delivery of critical infrastructure that will help respond positively to climate change.

### 2.1 LONG TERM VISION

2.1.1 This section sets out the proposed long-term vision for Shoreham Harbour and the key themes and associated strategic objectives that were developed through the baseline analysis and consultation. The spatial strategy for Shoreham Harbour aligns with the vision and objectives set out in both the Revised Draft Adur Local Plan (Vision Statements 3 and 4 and

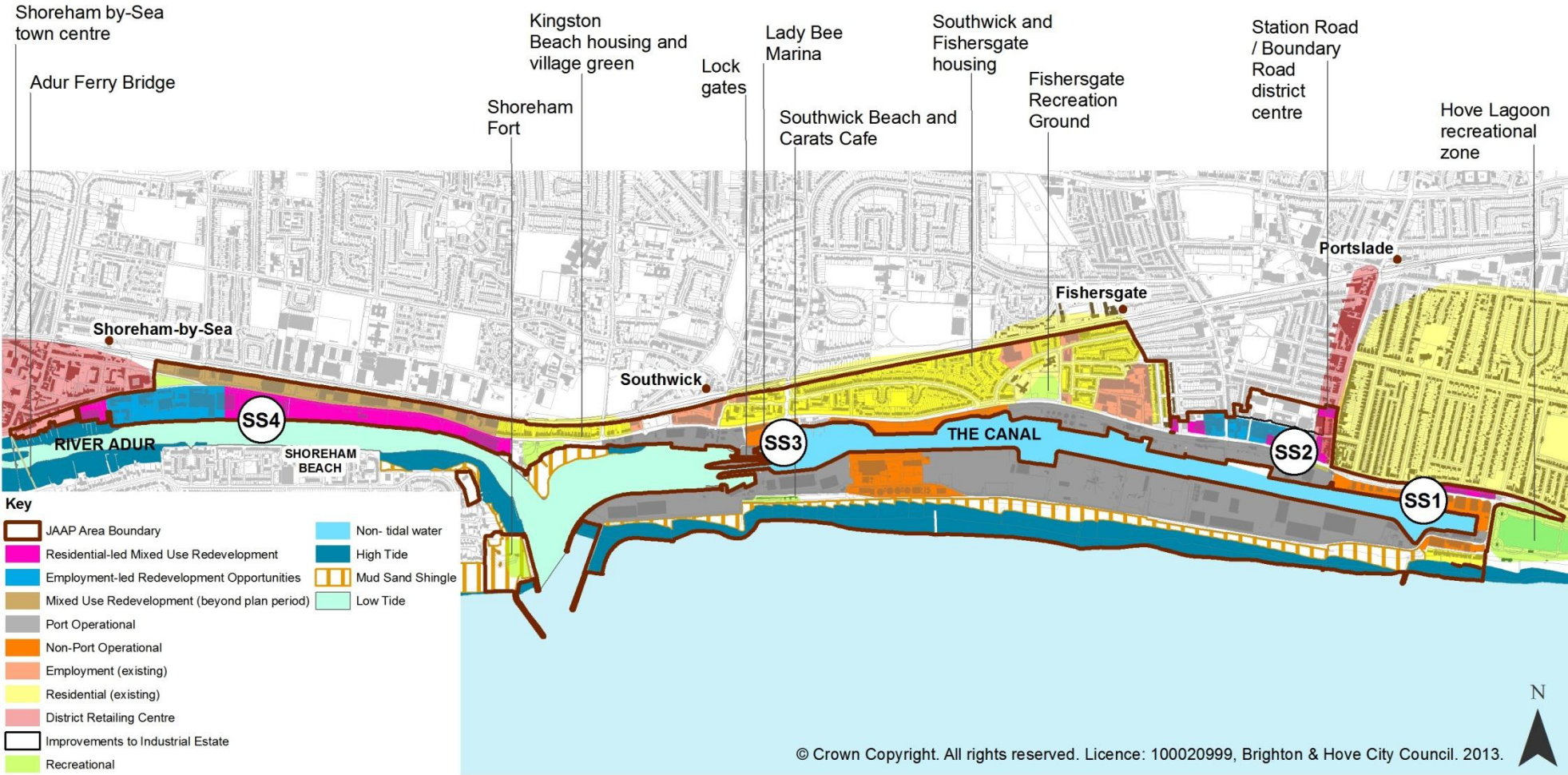
Objective 3) and the Brighton & Hove City Plan (Strategic Objective 6).

2.1.2 The vision over the next 15 years is to maximise the potential of Shoreham Harbour for the benefit of existing and new residents, businesses, port-users and visitors through a long term regeneration strategy. This will be achieved through working with the Shoreham Port Authority and local landowners to facilitate the redevelopment of key sites.

2.1.3 The aim is to deliver a series of appropriately located, high quality, sustainable, mixed-use developments including new housing, employment floorspace, leisure opportunities, improved public space and associated infrastructure including flood defences and transport improvements.

2.1.4 The regeneration proposals will provide an opportunity for consolidating, reconfiguring and enhancing the operations of Shoreham Port which continues to play a vital role in the local economy.

Figure 2.1: Spatial Strategy



## 2.2 SPATIAL STRATEGY AND STRATEGIC OBJECTIVES

2.2.1 Figure 2.1 provides a summary of the proposed future land use areas within the JAAP area. These are outlined in detail within each character area section below. The strategy is underpinned by the strategic objectives and is reflected in the harbour-wide policies.

### Policy JAAP 1: Spatial Strategy

Development proposals and other projects within the Shoreham Harbour Regeneration area must consider and positively contribute towards the vision, objectives and aspirations of the Spatial Strategy.

2.2.2 The nine over-arching strategic objectives are as follows:

#### SO1. Sustainable Development: To promote sustainable development

To ensure all new developments use energy and water as efficiently as possible, use energy from renewable technologies, use sustainable materials, reduce waste, incorporate innovative approaches to open space and biodiversity, encourage uptake of low carbon modes of transport and support sustainable lifestyles in existing

and new areas. The Port will be supported in becoming an important hub for renewable energy generation.

#### SO2. Shoreham Port: To support a growing, thriving Port

To facilitate the delivery of the adopted Port Masterplan, the provision of a modernised, consolidated port and to promote the important role of the port in the local and wider economy.

#### SO3. Economy and Employment: To stimulate the local economy and provide new jobs

To provide new, high quality employment floorspace and improve the business environment to support the needs of local employers. To equip local communities with the training and skills required to access existing and future employment opportunities

#### SO4. Housing and Community: To provide new homes to address local needs

To address shortfalls in local housing provision through delivering new homes of a range of sizes, tenures and types, including affordable and family homes as well as associated supporting community infrastructure.

**SO5. Sustainable Transport: To improve connections and promote sustainable transport choices**

To promote sustainable transport choices through ensuring that new developments are well served by high quality, integrated, improved pedestrian, cycling and public transport routes and seeking to reduce demand for travel by private car in innovative ways.

**SO6. Managing Flood Risk: To reduce the risk of flooding and adapt to climate change**

To ensure that development avoids and reduces the risks from flooding and impacts on coastal processes and that risks are not increased elsewhere as a result. To ensure that coastal defences accord with the relevant Shoreline Management Plan and the forthcoming Brighton Marina to River Adur Strategy for coastal defences.

**SO7. Nature Conservation: To conserve and enhance the harbour's environmental assets**

To protect and enhance the area's important environmental assets and wildlife habitats including Site of Special Scientific Interest (SSSI), Royal Society Protection Birds (RSPB) Reserve, Sites of Nature Conservation Importance (SNCI), Local Nature Reserves (LNR) and Village Green.

**SO8. Recreation and Leisure: To enhance and activate the Harbour's leisure and tourism offer**

To create places that promote healthy and enjoyable living by improving existing and providing new open spaces, green links, leisure and recreation opportunities. To improve connections to and use of the waterfront, coast and beaches as attractive destinations for both locals and visitors.

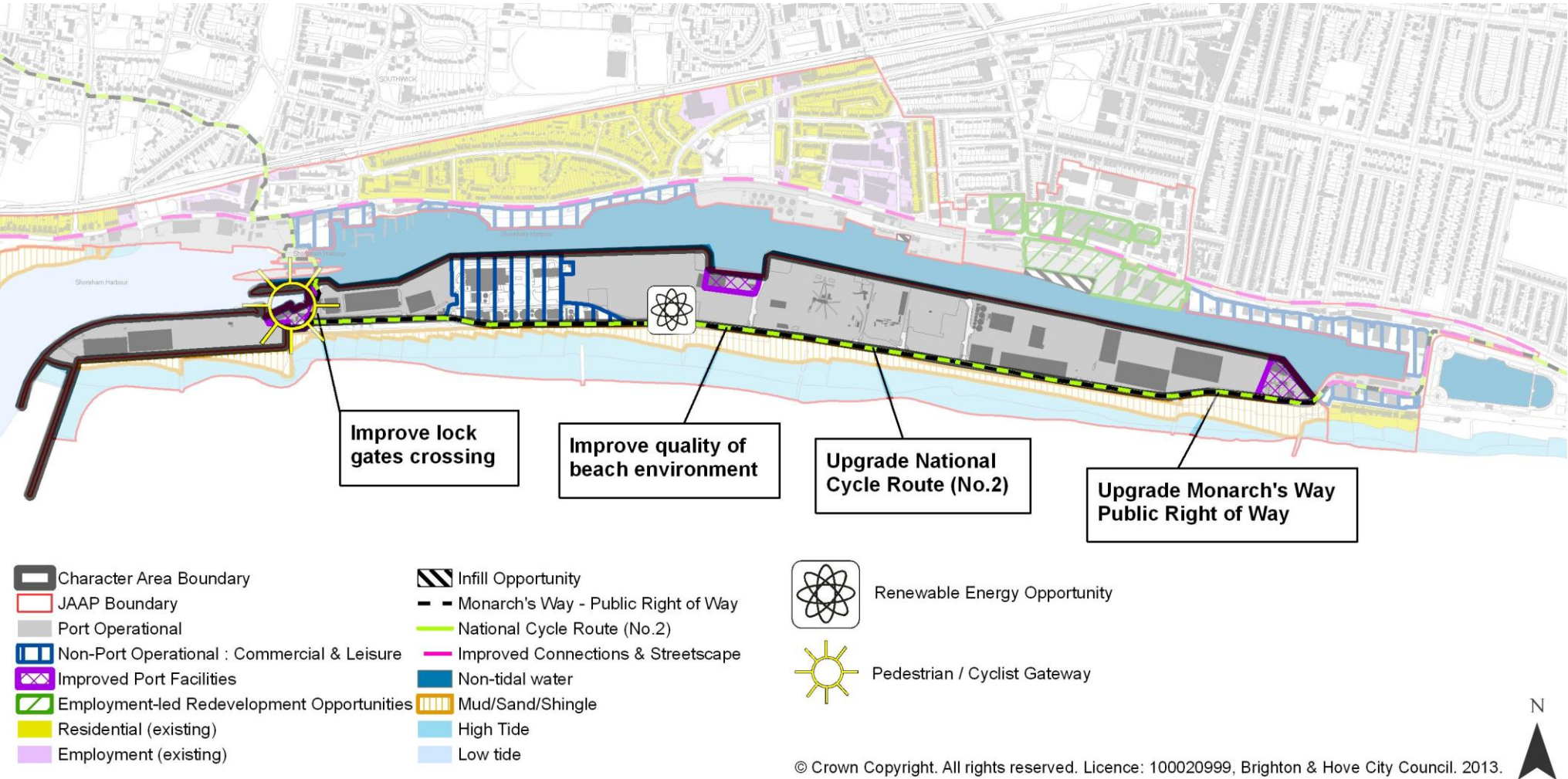
**SO9. Place Making and Design Quality: To promote high design quality and improve townscape**

To promote developments of high design quality that maximise the waterfront setting, respect local character and form and enhance key gateways and public spaces. To protect and enhance the area's historic assets including the Scheduled Monument at Shoreham Fort, listed buildings and conservation areas.

## **2.3 CHARACTER AREA PROPOSALS**

- 2.3.1 The following section sets out proposals and planning policies that apply to each of the Character Areas as well as development principles for each of the Strategic Site areas. The boundaries of the Character Areas are shown on Figure 1.3. It should be noted that the boundaries are intended to be treated flexibly.

Figure 2.2: South Quayside Inset Map



2.4 CHARACTER AREA 1. SOUTH QUAYSIDE

AREA PRIORITIES:

- To support Shoreham Port Authority in improving operational efficiencies, developing new trade and exploring opportunities for sustainable energy generation, in line with the adopted Port Masterplan.
- To accommodate the relocation of existing port operators from elsewhere within the Port.
- To identify and where appropriate accommodate the future capacity requirements for the Waste Water Treatment Plant.
- To improve Wharf Road and Basin Road South as a popular recreational route for walking and cycling, providing access to the beaches.
- With the exception of the existing Power Station, and the Waste Water Treatment Plant, non-port operations will not be permitted in this area.

Source: Policy DA8 Brighton & Hove City Plan Part One / Policy 8 Revised Draft Adur Local Plan

CURRENT CHARACTER

- 2.4.1 South Quayside (together with the outer lay-by berths) is the main operational area of Shoreham Port with a significant concentration of port trades and quayside activity. It is proposed that this area is retained and protected for port operational uses.
- 2.4.2 The full length of South Quayside is some 2,370 metres, comprising 11 berths totalling 1,575 metres in length. The Outer Lay-by Terminal site extends further with two berths of 257 metres. In the quayside area cargo handling and ship unloading is carried out using mobile cranes and lift trucks. Plant installations utilised by operators include major aggregates grading and handling plant, ready-mix concrete plant and gantry cranes at the Parker Steel stockyard. Visiting fishing trawlers and other vessels often moor up alongside the power station. There are a number of security gate entry points to the port area, and the area north of Basin Road South is a secure area with no public access.
- 2.4.3 The long term spatial strategy for the harbour is dependent on consolidating port-related activities within the South Quayside area. As well as improving operating efficiencies for the port it will enable waterfront land to be released for alternative uses along the Western Harbour arm.

2.4.4 South Quayside is sufficiently removed from surrounding residential uses that it is able to accommodate uses that elsewhere could potentially harm residential amenity through noise and disturbance. Major facilities likely to remain for the timespan of the plan period include Shoreham Power Station and Waste Water Treatment Plant.

2.4.5 An assessment of the capacity of the Waste Water Treatment Works (owned by Southern Water) found that the existing plant has sufficient capacity to accommodate the levels of new development being proposed through the Local/City Plans and through this Draft JAAP. However proposed changes to environmental regulation requirements may have implications for future land take and an alternative site may need to be identified at some point during the plan period.

**MOVEMENT AND CONNECTIONS**

2.4.6 HGVs serving the port and the public access this area via the main port entrance at the junction of Wharf Road and Kingsway (A259). Basin Road South runs the length of the south side of the port along the seafront down towards Carat's Café and its adjacent public car park.

2.4.7 To the western end of the quayside and forming the crossing over to the north side of the harbour, the Lock

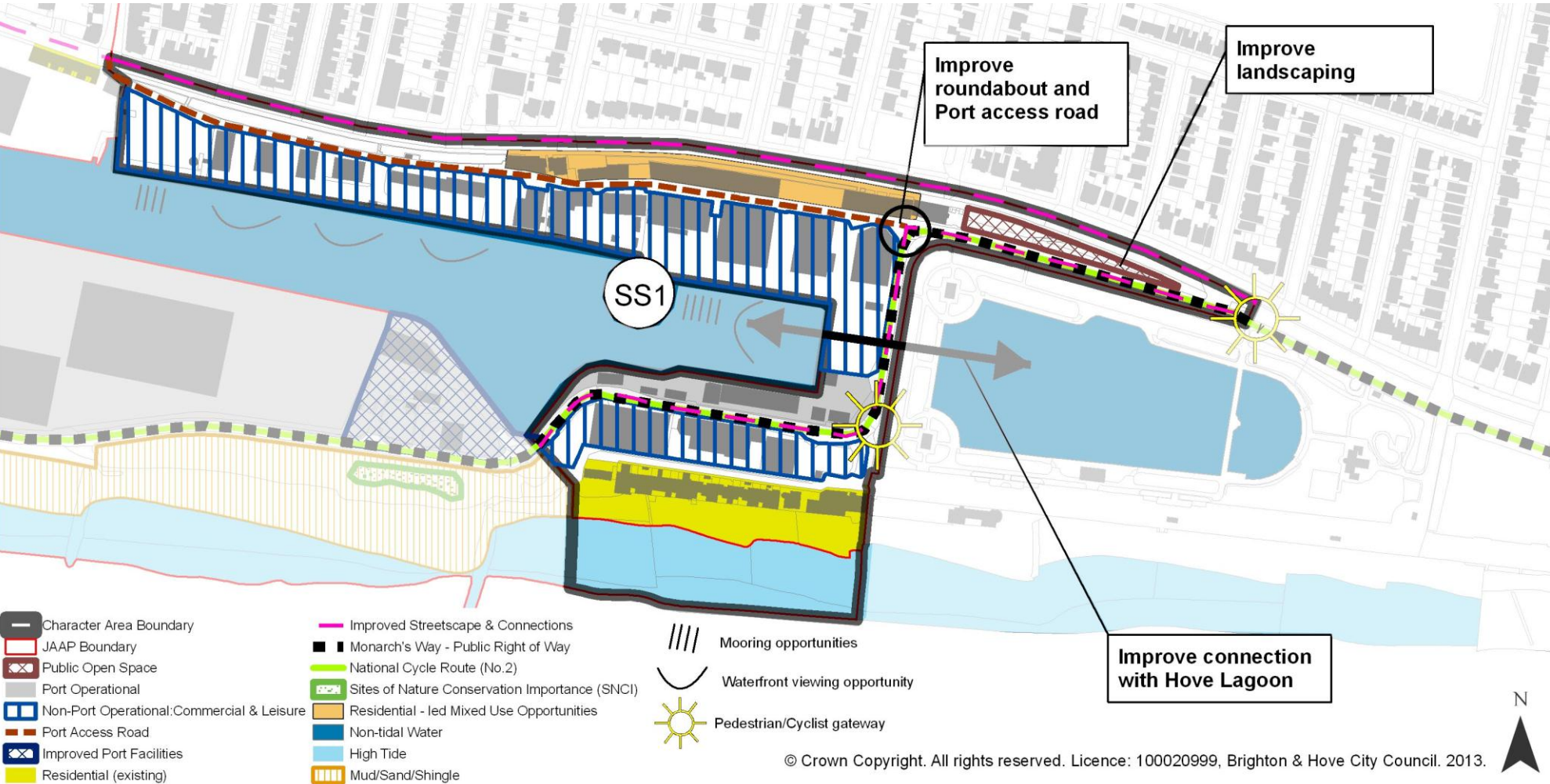
Gates/ Dry Dock area are a key functional part of the port. As outlined in Character Area 4 below, the lock gate crossing is a public right of way and part of the national cycle route (No. 2). The route is already popular with local people and cyclists and has the potential to be made more of a focal point with better signage and way-finding. The Port Authority proposes to reclaim a small area of land here by the pump house to accommodate a new engineering base.

2.4.8 Basin Road South plays an important local recreational and environmental function and is well used by the public. Proposed improvements to both Southwick Waterfront and to the beach areas are likely to increase public usage of this area and it will be important to maintain appropriate buffers between the operational Port areas and public spaces.

**Policy JAAP 2: South Quayside**

- i. South Quayside will be safeguarded as a focus for future commercial port activity.
- ii. Ongoing protection will be provided for the functioning of the dry dock ensuring that land uses in the immediate vicinity do not compromise its ongoing efficient use.
- iii. The local planning authorities and the Port Authority will work closely with Southern Water to ensure that Waste Water Treatment infrastructure is fit for purpose and can accommodate future population changes.
- iv. Improvements will be sought to the crossing over the lock gates for the benefit of pedestrians and cyclists that do not detract from its principal port operational function.
- v. Improvements will be sought to the boundaries, surfacing, way finding and access to the beach environment.

Figure 2.3 Aldrington Basin Inset Map



2.5 CHARACTER AREA 2: ALDRINGTON BASIN

AREA PRIORITIES:

- To designate Aldrington Basin as a Strategic Employment/Mixed-use Area (Strategic Site Allocation 1) to accommodate a vibrant mix of new and improved port operational facilities as well as compatible non-port employment uses, including A and B use classes.
- To accommodate appropriately located mixed-use residential development.
- To secure improvements to legibility, permeability and connectivity through high quality building design, townscape and public realm, ensuring to respect and complement the character of surrounding areas.
- To maximise intensification and redevelopment opportunities of existing lower grade, vacant and under-used spaces.
- To ensure that all development takes into account the findings and recommendations of current Strategic Flood Risk Assessments.
- To ensure that new development proposals take

account of noise and air quality impacts and that improvements are sought wherever possible.

Source: Policy DA8 Brighton & Hove City Plan Part One

CURRENT CHARACTER

- 2.5.1 Aldrington Basin forms the eastern gateway to the harbour with the main port entrance at the junction of Wharf Road and Kingsway (A259). The basin is situated immediately adjacent to the historic Hove Lagoon and marks the end of the Hove seafront promenade and a transition to the industrial character of Shoreham Port. Overlooking the basin, on the north-side of the A259, is the West Hove residential area comprised of mostly two storey housing built in the 1920s and 1930s along pleasant tree-lined streets.
- 2.5.2 Since the mid 1800's Aldrington Basin has been predominantly occupied by industrial uses. Over time, a number of physical interventions such as reclamation, the addition of landing stages and wharves and the arrival of the Western Esplanade residential dwellings at the beginning of the twentieth century, have shaped its current character.
- 2.5.3 This area currently contains a mixture of mainly employment uses ranging from offices, retail outlets, a restaurant and pub at the Kingsway level through to light industrial, storage and marine-related uses down

in the basin itself. Some of the sites are owned and leased by the Port Authority including Maritime House, Hove Enterprise Centre, Brighton & Newhaven Fish Sales, Brighton Van Sales and Quayside offices. The remaining sites are in private ownership.

- 2.5.4 Given the steep gradient of the basin below the Kingsway, the location is able to comfortably accommodate activities that may otherwise harm residential amenity due to noise, smell, dust or other disturbance. Maritime House and Hove Enterprise Centre continue to contribute towards meeting the local demand for affordable, flexible workshop/office space and experience high occupation.
- 2.5.5 A key consideration for development in the basin is that the eastern end of the canal acts as the main turning and reversing area for ships. The shape of the current turning head means the opportunity for infilling any of the basin to increase waterfront space is limited. Remodelling of this head may be a longer term opportunity but would require significant investment.

### MOVEMENT AND CONNECTIONS

- 2.5.6 Although the access route into the basin works relatively well, it creates a tight turning circle for commercial vehicles and the junction configurations have considerable scope for improvement. The Port Authority intends to provide a new route on the north

side of the canal from the existing mini-roundabout linking to the A259 at the Church Road junction in order to lead HGVs more directly on to the advisory route.

- 2.5.7 On the seaward-side there are a row of secluded high-end 1920s residential properties on the Western Esplanade overlooking private beaches. On either side is undulating beach gradient and unclear way-finding for walkers and cyclists acting as a natural barrier between Hove, Portslade/Southwick Beaches and Shoreham beyond. This area is very popular for walking, cycling and general recreation and there are a range of water-sports offered at Hove Lagoon. The Hove Deep Sea Anglers Club is adjacent. The access and connections at this point into the basin have considerable scope for improvement which would help to raise the local profile of the harbour area.

### ENVIRONMENTAL CONSTRAINTS

- 2.5.8 The basin falls within an Air Quality Management Area (AQMA) which is currently under review by BHCC. A new smaller AQMA and Air Quality Action Plan (AQAP) are expected to be designated during 2013. This will still include Kingsway and Wellington Road (A259), Church Road and Boundary Road/Station Road.

- 2.5.9 The area is crossed by several underground water mains and sewers (the latter conveying wastewater to the nearby waste water treatment works). This infrastructure needs to be protected and new development needs to ensure its operation remains unaffected.

### **FLOOD RISK MANAGEMENT**

- 2.5.10 Due to its elevated position, sites along the A259 Kingsway are not at a significant risk of flooding. For sites between the A259 Kingsway and the coast, there is a risk of tidal flooding. The Brighton & Hove Strategic Flood Risk Assessment (SFRA, 2012) identifies most of the Aldrington Basin area as Flood Zone 2 and 3a with some small areas of Flood Zone 3b for tidal flooding. The estimated maximum flood depth for this area for the 1:200 year tidal event is 0.50m, with some areas estimated to flood to a depth of just 0.20m.
- 2.5.11 The risk associated with this form of flooding increases significantly when sea level rise associated with climate change is factored in. In this scenario, maximum estimated flood depths increase to about 1.4m with increased flood velocities. Development in this location will need to take this flood risk constraint into consideration.

Figure 2.4 Key sites promoted for redevelopment



Source: South Portslade and Aldington Basin Development Brief (2013)

DEVELOPMENT OPPORTUNITIES

2.5.12 As a Strategic Site Allocation (SS1) and key area of change, a Development Brief has been adopted by BHCC. The release of sites for redevelopment in and around the basin requires careful management given the close proximity of port operations and residential areas on the north-side of the Kingsway and Western Esplanade. The Partnership will work with businesses and service providers to identify their needs and overcome barriers to growth in order to improve the basin as a modern thriving local business cluster. As shown on Figures 2.3 and 2.4, key proposals include:

Employment-led redevelopment opportunities

2.5.13 It is proposed that employment remains the predominant land use at Aldrington Basin. Sites promoted for employment-led redevelopment are as follows:

2.5.14 Sites bounded by Basin Road North and Basin Road South, opposite Hove Lagoon (refer to 2.1, 2.2 on Figure 2.4):

- Opportunities to develop the under-used sites to the north of Newhaven & Brighton Fish Sales for modern fit-for-purpose employment space will be encouraged.

- The redevelopment of other sites in the immediate vicinity will also be promoted where modern, high quality new employment floorspace can be delivered.

2.5.15 Sites on the south-side of Basin Road North (refer to 3.1, 4.1, 5.1 on Figure 2.4):

- Ferry Wharf and the site immediately east of Hove Enterprise Centre, owned by the Port Authority, could be developed to provide modern, employment floorspace suitable for compatible uses such as Environmental Technologies.
- The port-owned Hove Enterprise Centre remains a successful operation supplying flexible workspace and will be protected in its current use throughout the plan period.
- The other sites south of Basin Road South may be appropriate for redevelopment for modern employment floorspace at a later stage in the plan period.

Residential-led redevelopment opportunities

2.5.16 New residential development will only be considered acceptable between Basin Road North and the Kingsway level. Sites on the north-side of Basin Road

North (Refer to 1.1, 1.2 and 1.3 on Figures 2.3 and 2.4):

- It is proposed that the plots extending from the Blue Lagoon Bar (excluding the pub) to the east to Ocean Sports Board Riders to the west could be redeveloped for employment uses at the Basin Road South level with mixed-employment / residential apartments rising above the Kingsway level.

#### **Opportunities for new leisure, visitor, and ancillary retail**

- 2.5.17 The redevelopment of sites adjacent to Hove Lagoon may provide the opportunity to introduce some leisure activities and marine-related visitor attractions that would help to enliven the basin and encourage visitors to the area helping to break down the barrier between Hove and Shoreham to the west. Sites situated to the north of Brighton and Newhaven Fish Sales may include small-scale ancillary retail facilities as part of a mixed-use employment-led scheme.
- 2.5.18 The refurbishment and enhancement of existing activities and sites in the remainder of Aldrington Basin to provide modern, good quality employment space will be encouraged. No fundamental redevelopment or further introduction of new uses is proposed.

#### **Improving streetscape along Kingsway A259 corridor**

- 2.5.19 In combination with landscaping and signage improvement, new residential schemes appropriately set-back from the Kingsway will play a key role in providing a more domestic scale and attractive character along the A259.

#### **Improving connections with Hove Lagoon and Hove Seafront**

- 2.5.20 Where sites and groups of sites come forward, opportunities to create direct public or semi-public access to the waterfront should be explored. There is a major opportunity to augment proposals for improved employment, leisure and retail uses through the delivery of new signage, and improved visual and physical access from Aldrington Basin to Hove Lagoon. This would help to soften the boundaries of the basin and could be achieved through relatively minor interventions in formal landscape and site layout of the Lagoon. In physical terms, this connection could be achieved through the development of pathways and crossings to achieve direct, safe access.

### Improving Basin Road South cycle route and Monarch's Way

- 2.5.21 The port-owned coast road that runs parallel to south quayside provides vehicular access to the main operational port areas. It forms part of the National Cycle Network (NCN2) which runs along Wharf Road and Basin Road South before crossing the lock gates. The NCN2 will eventually connect many of the urban areas along the south coast. Despite the poor conditions of this route for cycling and walking, the poor quality of the public facilities and generally dated appearance, it remains a popular route and the beaches are frequented by local families, swimmers, surfers and artists particularly during the summer months.
- 2.5.22 Parallel to the cycle route there is a Public Right Of Way which forms the end of the historic 'Monarch's Way' route, a long distance footpath (990km) that approximates the escape route taken by King Charles II in 1651 after being defeated in the Battle of Worcester. There is considerable potential to improve the quality of this route through a comprehensive landscaping upgrade and interpretive signage.

### Improved Port Access Road

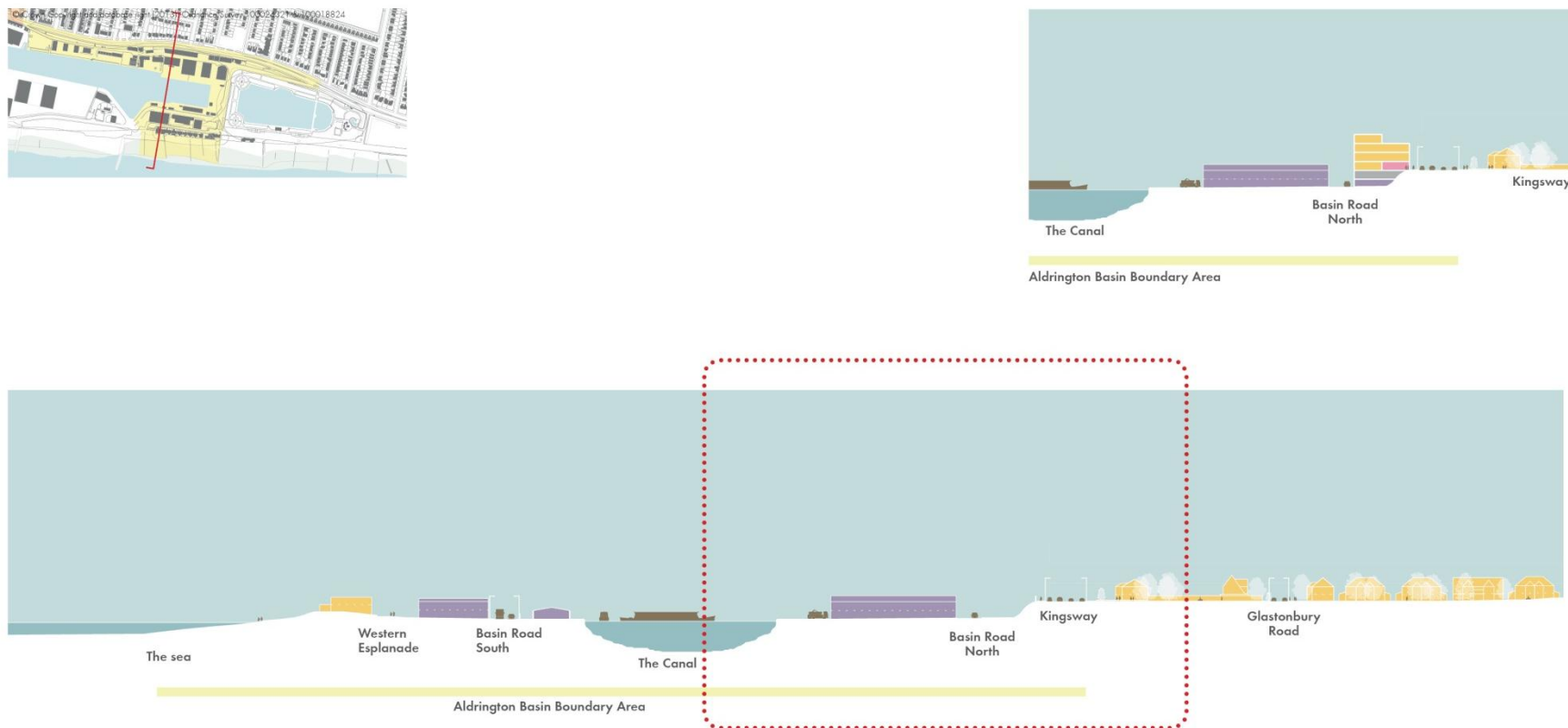
- 2.5.23 Although the vehicular access route into the basin currently works relatively well, it creates a tight turning circle for commercial vehicles and the junction configurations have considerable scope for improvement. There is a narrow one way east-west private port road (Basin Road North) on to the A259. The Port is planning to widen and improve this route to form a more accessible route through the operational port and lead HGVs more directly on to the advisory route at Church Road.

### Development Form and Typology

- 2.5.24 The illustrative framework within the Development Brief outlines the following principles for development form:
- For new employment floorspace at the basin level, flexible B1 employment uses (and other ancillary uses) are proposed arranged as two and/or three storey buildings on under-used plots.
  - Mixed employment and residential uses with a dual frontage onto Kingsway (residential / mixed commercial activities of up to four storeys above the Kingsway) and Basin Road North (employment uses).

- Buildings in the basin itself should be simple and flexible with a contemporary appearance and character in keeping with the aesthetic of the Harbour.
- The South West Hove area is a distinctive neighbourhood and forms an attractive setting to the north of Kingsway. New buildings in the vicinity should not seek to replicate the historic form of southwest Hove. New buildings should be of a modern design which complements the existing historic character.

**Figure 2.5 Proposed and existing site sections – Aldington Basin**



Source: South Portslade and Aldington Basin Development Brief (2013)

### Policy JAAP 3: Aldrington Basin (SS1)

- i. The Partnership will work with developers and stakeholders to deliver approximately 400 new homes and 7500sqm of new employment floorspace (in combination with SS2: South Portslade Industrial Estate) in accordance with the principles established in the Development Brief.
- ii. New development fronting the Kingsway will have a significant impact on the character of the local street scene and image of the entrance to the harbour. Building heights of up to four storeys above the Kingsway (six storeys above Basin Road North) are generally considered acceptable subject to high quality design and being suitably orientated to accommodate generous views between new buildings to maintain a sense of openness and promote views through wherever possible.
- iii. The Kingsway currently benefits from an open maritime brightness and the overall scale and mass of new proposals should respond to this. The scale of development should provide a positive impact on the street environment along Kingsway. On the South side of the Kingsway, in order to protect the amenity of the West Hove townscape, any development shall not exceed

the height of the recently built Vega flats.

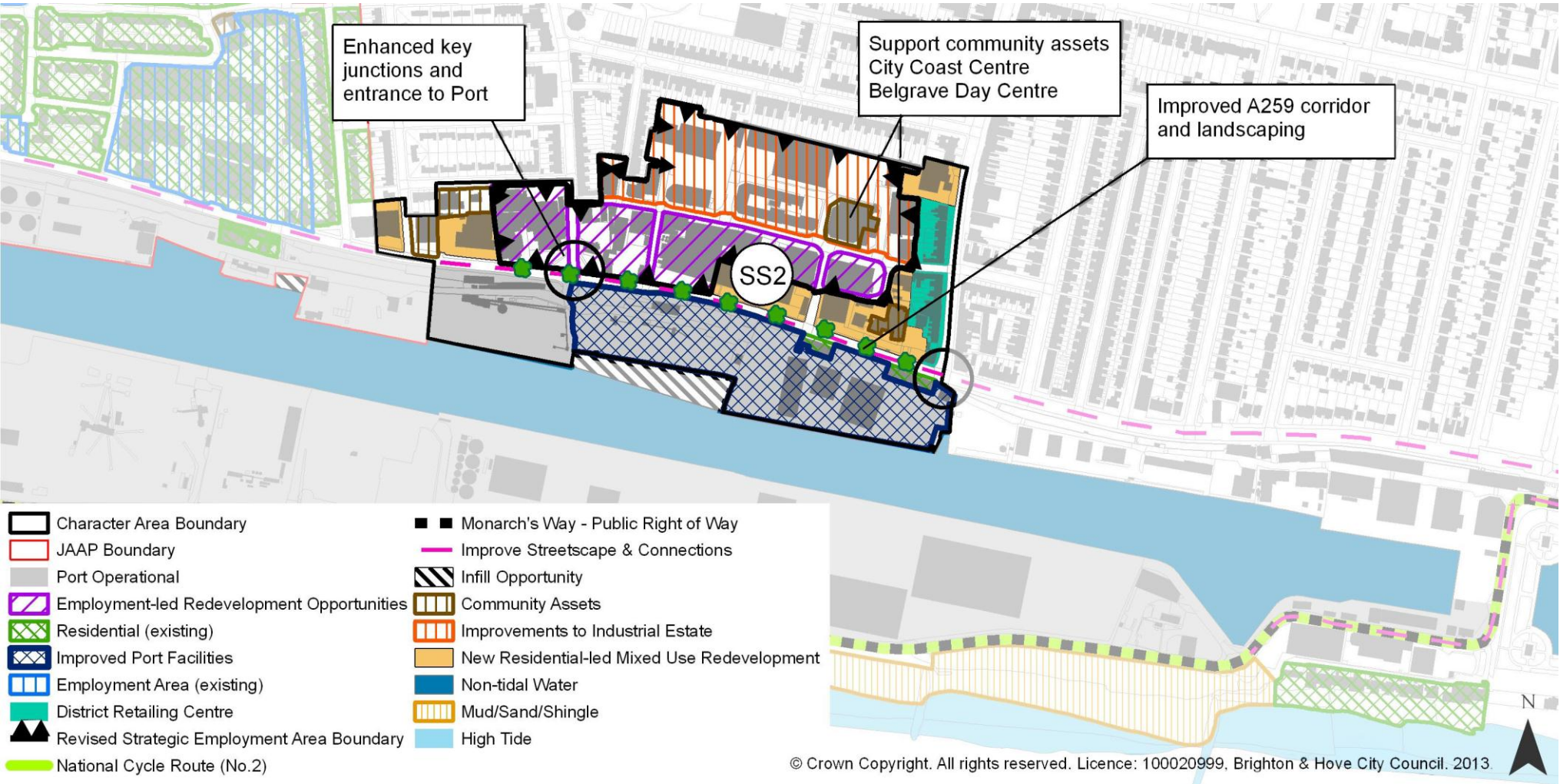
- iv. New employment and ancillary uses at the basin level are generally considered suitable for two-three storeys. If taller buildings are proposed for sites 4.1 and 5.1, care needs to be taken to consider sunlight impacts on sites 1.3 and 1.1 respectively.
- v. Where appropriate, proposals will be expected to enhance townscape around key linkages and junctions, in particular Wellington Road / Basin Road North junction.
- vi. In accordance with the emerging Flood Risk Technical Guidance, development proposals should be designed to be safe for the 1:200yr tidal flood event level to 2115 for residential uses and to 2082 for commercial development with an appropriate freeboard (i.e. the watertight safety zone above the theoretical flood level).

**Policy JAAP 4: Aldrington Basin (SS1) - Transport**

In accordance with the Draft Shoreham Harbour Transport Strategy, opportunities will be sought to:

- Improve streetscape along Kingsway A259 corridor and improve connections with Hove Lagoon and seafront.
- Improve Basin Road South cycle route (No.2) and Monarch's Way Public Right of Way.
- Support the delivery of a reconfigured access road at Basin Road North to increase efficiency of port traffic movements and encourage HGVs to use the advisory routes.

Figure 2.6 North Quayside & South Portslade Inset Map



2.6 CHARACTER AREA 3. NORTH QUAYSIDE & SOUTH PORTSLADE

AREA PRIORITIES:

- To designate South Portslade Industrial Area as a Strategic Employment/Mixed-use Area, including some appropriately located residential development.
- To develop North Quayside as a new and improved Port operational area accommodating new and relocated port uses with limited land reclamation and a new access road (within the Port boundary) in line with the Port Masterplan.
- To secure improvements to legibility, permeability and connectivity through high quality building design, townscape and public realm, ensuring to respect and complement the character of surrounding areas.
- To improve connections and townscape around key linkages including Boundary Road/Station Road (B2194) district retailing centre, Church Road (B2193) and along the A259.
- To ensure that all development takes in to account the findings and recommendations of

the current Strategic Flood Risk Assessment

- To ensure that new development proposals take account of noise and air quality impacts and that improvements are sought wherever possible.

*Source: Policy DA8 Brighton & Hove City Plan Part One*

CURRENT CHARACTER

- 2.6.1 The North Quayside area of the port and South Portslade Industrial Estate are home to a diverse mix of mostly industrial premises nestled within a residential neighbourhood. Land uses on the south-side of the A259 are predominantly port-related, industrial and aggregate uses including the port-owned Britannia Wharf.
- 2.6.2 The industrial estate is defined predominantly by employment uses across a range of activities including car garages, offices and product fabrication. To the north and west of the industrial estate, the area is abutted by residential properties, in some cases on the same street (e.g. Church Road, St. Peter's Road) and to the east, the district retailing centre of Station Road / Boundary Road, leading to Portslade Station. There are several community uses such as the City Coast

Church /Community Centre, St Peter's School and the BHCC-owned Belgrave Day Centre.

2.6.3 South Portslade Industrial Estate has an intriguing history and the current legacy of streets and buildings is a product of conscious decisions by landowners and interventions by the public sector. By 1913, South Portslade was firmly established as a residential neighbourhood; however, there is evidence of a flaw in the street pattern which may have contributed to its subsequent redevelopment. Several streets running north-south (West Street, Ellen Street and East Street) were truncated as the land owner to the immediate north established a new east- west street (St Andrew's Road) which prevented its full integration into the South Portslade neighbourhood. The post-war years witnessed the radical reinvention of South Portslade with housing cleared and replaced by industrial premises. The truncated network of streets reinforced this process of separation, which is clearly evident by the 1970s.

2.6.4 The quality of the buildings within the estate is of varying merit with some of the buildings visibly coming towards the end of their useful life. Although none of the buildings are of sufficient merit to warrant statutory designation in their own right, there are a good supply of predominantly robust, serviceable buildings which contribute to the character of the area.

2.6.5 Historically there has been an ongoing association between the residential communities of South Portslade and the growth of Shoreham Harbour, with many working class families living in the estate and working in the harbour. The estate continues to serve an important function in the local economy offering comparatively affordable industrial and flexible/workshop premises to small and medium-sized businesses with the benefit of being surrounded by similar uses, reducing the risk of disturbance complaints.

## **MOVEMENT AND CONNECTIONS**

2.6.6 The southern edge of the estate is defined by the stark environment of the A259. Although benefitting from dramatic views to the sea over the working harbour, the A259 suffers from weak frontages and buildings backing on to its northern side, poor quality public realm and a lack of frontage to the south. The townscape environment, particularly along Wellington Road is run down and unsightly which has a detrimental impact on the perception of this part of the harbour.

2.6.7 The estate's internal road network is not well connected to its surroundings and is bound to the north and west by rows of terraced housing. There are two main north-south access roads, Boundary Road/Station Road (B2194) and Trafalgar

Road/Church Road (B2193). These are well used by HGVs and link the harbour to the A270 and A27. These routes are key gateways into the harbour area and have significant scope for landscaping and signage improvements. The busy Church Road / Wellington Road junction is particularly impacted by the presence of aggregate/grain processing port uses, limiting the types of uses that are suitable to be situated in close proximity.

- 2.6.8 There is currently a narrow one-way port access road (Basin Road North) on to the A259 at the Boundary Road/Station Road junction which the Port Authority intends to upgrade and extend to form a more accessible route through the operational port.

### FLOOD RISK MANAGEMENT

- 2.6.9 South Portslade Industrial Estate is situated outside of the area at risk of tidal and fluvial flooding. However the Brighton & Hove *Strategic Flood Risk Assessment* (SFRA, 2012) identifies some parts of the area as being at risk of surface water flooding in both the 1 in 30 and 1 in 200 year events. This is particularly the case around the junction of Church Road and Wellington Road as this is a localised area of lower lying land.

- 2.6.10 Surface water flooding can result in pollution to water and development in this location will need to take this flood risk constraint into consideration.

### DEVELOPMENT OPPORTUNITIES

- 2.6.11 North Quayside will remain protected for port-related uses as part of the consolidation of port activities. North Quayside is sufficiently removed from surrounding residential uses that it is able to accommodate uses that elsewhere could potentially harm residential amenity through noise and disturbance.

- 2.6.12 As a Strategic Site Allocation (SS2), a Development Brief has been adopted for South Portslade Industrial Estate. Key proposals are shown in further detail on Figures 2.7 and 2.8 below.

- 2.6.13 Although BHCC own some of the land within the estate, the majority of sites are privately owned and therefore coordinating a comprehensive redevelopment approach is likely to prove challenging and may require public sector intervention. The key planning considerations for renewal of this area are the impact on employment floorspace supply, impact on existing businesses and the compatibility of introducing new residential uses within the existing employment uses to the north and port operational uses to the south.

### Managed release of sites for mixed-use redevelopment opportunities

- 2.6.14 Due to the proximity of a concentration of well-established predominantly industrial uses, the release of sites within the estate for redevelopment requires careful management.
- 2.6.15 It is recommended that the core of the industrial estate remains protected for employment uses with a limited number of carefully selected plots around the periphery promoted for redevelopment. These sites have been selected either where they are vacant and redundant from their existing use, where their location makes them peripheral to the employment area core or where redevelopment would provide wider renewal benefits. Locations where redevelopment opportunities are promoted are as follows (from east to west):
- 2.6.16 Sites bounded by Camden Street, North Street and Wellington Road (refer to 1.1, 1.2 on Figure 2.7):
- With the exception of the existing shops and amenities on North Street and Boundary Road / Station Road, much of this block could be comprehensively redeveloped for a residential-led scheme, in particular focussing on improving the frontage visible from the A259.

- Regency House (block D on Figure 2.7) remains suitable for employment use (compatible with the adjacent residential use) creating a buffer between new residential uses and the existing industrial uses on the north side of North Street.
- The council-owned Belgrave Residential Centre would benefit from an improved facility and could be re-provided on-site as part of a new, improved facility or off-site in a suitable location.

2.6.17 The existing Kwik-fit store (refer to 2.1 on Figure 2.7) on Boundary Road / Station Road could be redeveloped to 'repair' the retail frontage as well as providing residential and / or new employment uses. The redeveloped site could comprise a two-three storey building with active commercial / retail uses at ground floor and residential dwellings above with amenity space to the rear.

2.6.18 The depth of the site would allow the creation of a small number of mews / terraced houses off the main street. This approach would allow the future option of forming a new east-west street running parallel to North Street and reinstating the residential grain that originally characterised the area. This is not currently appropriate and would need to be considered in the very long term beyond the plan period, subject to a review of employment land. Key considerations for any change of use on this site will be the impacts on the

existing residential uses and employment uses to the rear.

2.6.19 Sites bounded by Middle Street, North Street, Camden Street and Wellington Road (refer to 3.1 and C on Figure 2.7):

- It is recommended that site 3.1 is subject to comprehensive redevelopment proposals introducing residential uses, along the southern frontage overlooking the harbour, set back from Wellington Road.
- The ground floors of 3.1 and the remainder of block C could provide new, high quality, fit for purpose employment space (capable of being compatible with the adjacent residential) creating a buffer with the employment uses to the north.

2.6.20 Sites either side of the south end of Church Road, bounded by Middle Street to the east and Wellington Road to the south (refer to plot references A and B on Figure 2.8):

- Due to the close proximity to the busy Church Road/Wellington Road junction at the entrance to the port and the close proximity to industrial port operational uses, it is recommended that blocks A and B are considered to be longer term redevelopment opportunities for modern

employment space. Public sector intervention may be required to assist in bringing forward these sites comprehensively due to the mix of land ownerships.

2.6.21 Sites bounded by St. Peter's Road, Brambledean Road, and Wellington Road (refer to plot references 4.1, 5.1 on Figure 2.7):

- The north and western sides of block 4.1 should be retained in residential and educational use. However, the remainder could be redeveloped as a residential-led scheme. The south-western corner site is currently being redeveloped as a new frontage and extension to the primary school which will help improve the road frontage.
- Block 5.1 could be a longer term redevelopment opportunity to help complete the terrace along Brambledean Road.

**Residential uses**

2.6.22 New residential developments will provide much needed new homes and help contribute to the creation of a softer edge to the fringes of the port operational and employment areas. They will also help to deliver public realm and infrastructure improvements through associated contributions.

2.6.23 At South Portslade, a mix of apartments, terraced town houses and mews housing would be appropriate, with the majority of residential dwellings likely to be arranged as flatted accommodation. The illustrative framework within the Development Brief shows apartments arranged to complete urban blocks or forming new perimeter blocks. A number of sites in South Portslade Industrial Estate are proposed as apartment blocks of varying heights overlooking Wellington Road and the port to the south.

2.6.24 A limited number of infill opportunities exist to complete predominantly terraced streets such as Brambledean Road through the development of two-three storey terraced townhouse dwellings.

2.6.25 Mews housing – where site dimensions and depth allow, opportunities exist (such as part of a redeveloped Clarendon Place) to create a two-three storey mews housing typology alongside apartments.

**Redefining the core employment area boundary**

2.6.26 A refined core employment area for the estate is proposed for further consideration through the JAAP process. The original boundary was based on the Employment Area designation in the adopted Brighton & Hove Local Plan (2005).

2.6.27 It is envisaged that North Street remains the core spine of the employment area fronted by modern employment floorspace. Opportunities will be sought by the Partnership to support and promote the provision of modern employment floorspace and improve the business environment within the redefined core employment area.

**New areas of public open space and landscaping**

2.6.28 New areas of green space and landscaped areas are proposed as part of new development proposals. BHCC will work with developers to explore the role, function and detailed design of spaces as they come forward.

**Improving connections and streetscape**

2.6.29 Opportunities exist to enhance the permeability of South Portslade Industrial Estate, seeking to repair and reconnect sites to adjacent neighbourhoods and key routes. During the plan period, opportunities may exist to create new north-south connections (e.g. between Church Road and Brambledean Road, linking Wellington Road to St. Peter’s Road). Beyond the plan period, further opportunities may exist to unlock and extend routes (pedestrian or vehicular) such as Ellen Street and West Street.

- 2.6.30 New set-back residential development adjacent to Wellington Road could play a key role in providing a softer and more attractive character to this part of the A259. BHCC is currently exploring an arts-led approach to enhancing the landscaping along this frontage.
- 2.6.31 Linkages to existing recreation and open space assets such as Hove Lagoon, West Hove and Portslade/ Southwick Beaches will also be encouraged.

**Supporting community assets**

- 2.6.32 There are several community assets within the area that provide important functions, including City Coast Church and Community Centre, St Peters Primary School and the Belgrave Day Centre. Any options involving the future development of Belgrave Day Centre would be subject to full consultation with service users.
- 2.6.33 New developments in the area should take into account the proximity to these activities; seek to enhance the quality of their environment wherever possible and mitigate potential impacts.

**Figure 2.7 Proposed revised employment area boundary**



Source: South Portslade and Aldington Basin Development Brief (2013)

**Figure 2.8 Key site proposals for South Portslade Industrial Estate**



Source: South Portslade and Aldrington Basin Development Brief (2013)

### Policy JAAP 5: South Portslade Industrial Estate (SS2)

- i. The Partnership will work with developers and stakeholders to deliver approximately 400 new homes and 7500sqm of new employment floorspace (in combination with SS1: Aldrington Basin) in accordance with the principles established in the adopted Development Brief.
- ii. The sites (shown on Figures 2.7 and 2.8) promoted for redevelopment in and around the industrial estate are generally considered suitable for four - six storeys with the following specific considerations for locations in close proximity to existing residential areas:
  - Site 1.1: Proposals for development at the far eastern boundary of 1.1 need to be mindful of impacting access to daylight on the rear of Station Road properties adjacent. The south east corner of 1.1 is directly opposite existing residential buildings and as such new buildings in this location are suitable for up to three-four storeys.
  - Sites 2.1 and 1.2: The terraced townhouse infill opportunities and sites fronting Boundary Road/Station Road are recommended to be two-three storeys in keeping with surroundings.
  - Block A: Whilst the southern section of Block A

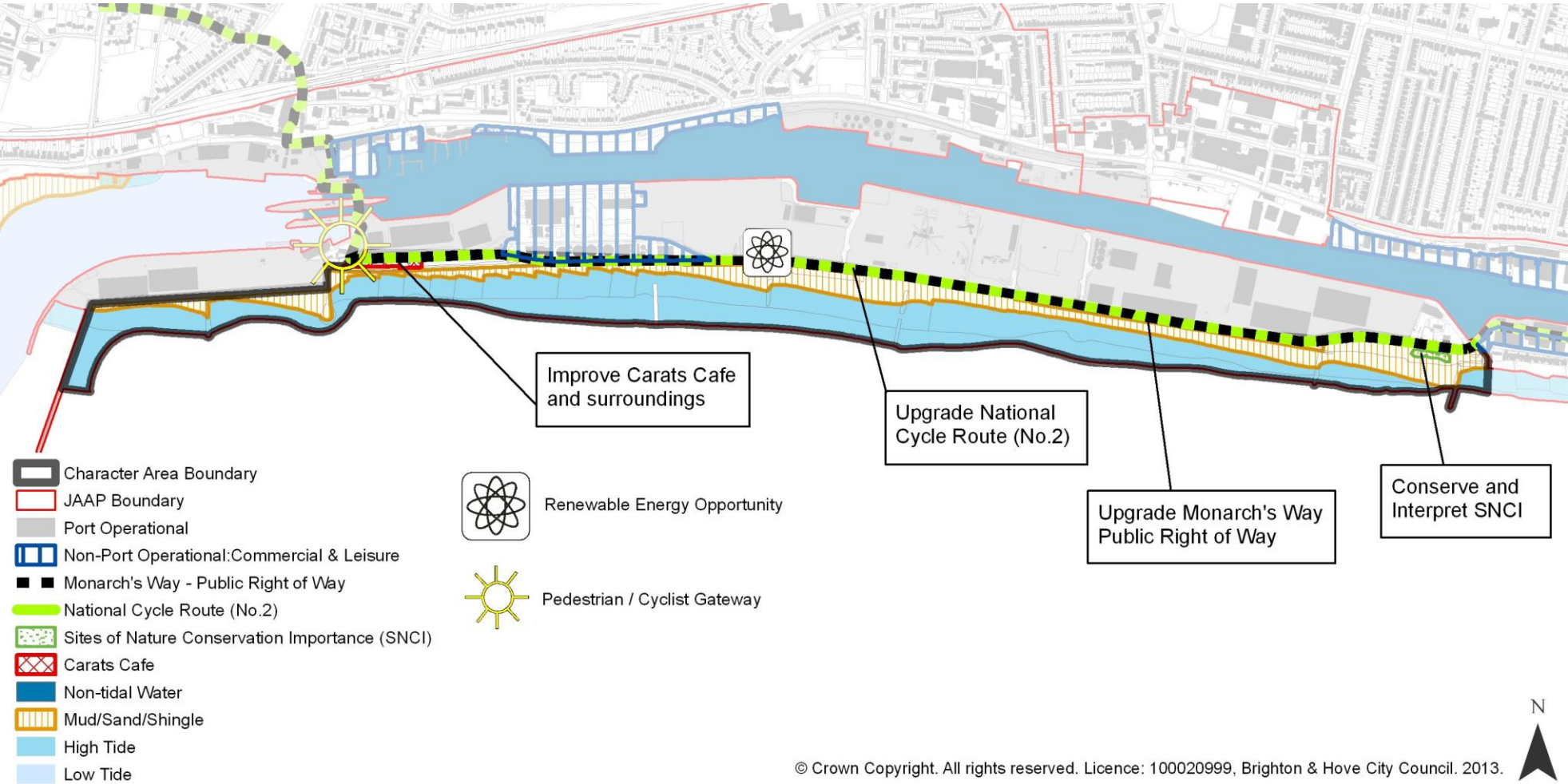
may be able to accommodate greater height, the frontage to St Peter's Road, opposite existing residential uses, would be limited to two-three storeys, unless a sufficient setback from the pavement was incorporated.

- iii. New developments fronting Wellington Road should be setback given the proximity to both the road and port operational uses opposite and to prevent a canyoning effect that could impact local air quality.
- iv. Most of the proposed redevelopment sites are surrounded by commercial uses therefore as the townscape changes over time, comprehensive redevelopment may offer potential for greater height, subject to consultations through the planning application process, detailed design considerations and meeting the policies of Taller Building Guidance (SPG15) and the emerging Urban Design Framework.
- v. Where appropriate proposals will be expected to enhance townscape around key linkages and junctions, in particular Boundary Road/Station Road / Wellington Road junction and Church Road (B2193) / Wellington Road (A259) junction.

**Policy JAAP 6: North Quayside (Port operational)**

- i. North Quayside will be safeguarded as a focus for future commercial port activities.
- ii. In accordance with the Shoreham Harbour Transport Strategy, opportunities will be sought to support the delivery of a reconfigured access road at Basin Road North to increase efficiency of port traffic movements and encourage HGVs to use the advisory routes.

Figure 2.9 Portslade and Southwick Beaches Inset Map



## 2.7 CHARACTER AREA 4. PORTSLADE & SOUTHWICK BEACHES

### AREA PRIORITIES:

- To seek improvements to the quality, access, appearance and maintenance of the Public Right of Way corridor, beach promenade, public areas and beach environment.

*Source: Policy DA8 Brighton & Hove City Plan Part One / Policy 8 Revised Draft Adur Local Plan*

### CURRENT CHARACTER

- 2.7.1 The port-owned coast road that runs parallel to South Quayside provides vehicular access to the main operational port areas. It forms part of the National Cycle Network (NCN2) which runs along Wharf Road and Basin Road South before crossing the lock gates, travelling along a short length of A259 before turning right on to the B2167 and then Park Road. The NCN2 will eventually connect many of the urban areas along the south coast.
- 2.7.2 Alongside the cycle route is the Monarch's Way walking trail which runs from Nautilus House (Port Authority head office), over the lock gates and along Basin Road South, finishing at Hove Lagoon. There is considerable potential to improve the quality of this

route through a comprehensive landscaping upgrade, whilst maintaining the security of the adjacent port operational areas.

- 2.7.3 There is a Site of Nature Conservation Importance (SNCI) at the eastern end of this area adjacent to Basin Road South, described as Vegetated Coastal Shingle, the largest of three remaining areas of vegetated shingle (an internationally threatened habitat) in Brighton & Hove. It supports several notable species, including Sea Kale (a nationally scarce plant) and Yellow-horned Poppy. There is also an unconfirmed report of the rare Black Redstart bird. There is potential for raising public awareness through better demarcating the area and interpretive signage.
- 2.7.4 Despite the generally poor conditions of this route, it remains popular and the beaches are frequented by local families, swimmers, surfers and artists particularly during the summer months. There is also a public car park (owned by ADC) with 111 spaces.
- 2.7.5 Carats Café (leased from ADC) is a strong magnet for local people and businesses all year round to the extent that it is looking to extend to accommodate more seating. There have been some recent resurfacing improvements in this location but its full potential as a visitor destination remains untapped. The area would also benefit from better signage and lighting that could help reduce risks of vandalism.

- 2.7.6 The ADC-owned beach huts adjacent to the café have recently been refurbished (2010) and remain oversubscribed. There may be an opportunity to increase the number of beach huts and use some of them for local artist's studios.

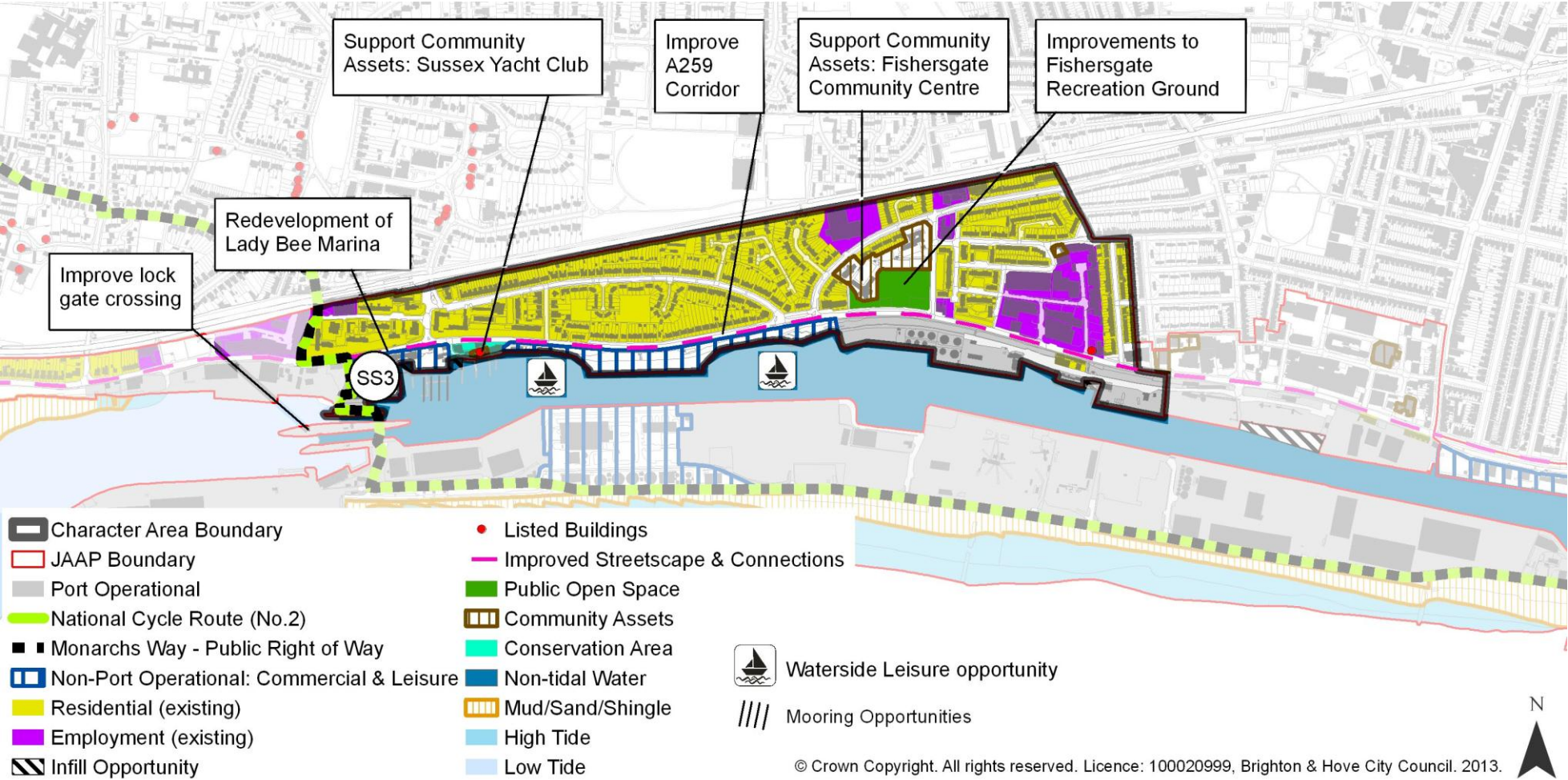
#### **Policy JAAP 7: Portslade & Southwick Beaches**

- i. The beach areas and adjacent public spaces will be safeguarded for the protection of coastal processes, marine habitats and the enjoyment of local communities and visitors.
- ii. The Partnership will promote opportunities to improve the quality of the National Cycle Route No. 2 and Public Right Of Way corridor. For example including:
  - Better delineation of walking/cycling route
  - Safeguarding and interpreting the SNCI
  - Improving fencing, repairs to wave return wall, general graffiti removal, better beach maintenance regime
  - Work with local community to identify suitable locations for incorporation of public art.

- Explore potential for increasing beach huts and converting some to artist's studios.
- Explore opportunities for environmental improvements to car park entrance and boundaries including landscaping, fencing, signage, lighting and an enhanced entrance.
- Improvements to ADC-owned Carats Café and immediately surrounding area.



Figure 2.10 Fishersgate and Southwick Inset Map



## 2.8 CHARACTER AREA 5: FISHERSGATE & SOUTHWICK WATERFRONT

### AREA PRIORITIES

- To support the comprehensive reconfiguration of Strategic Site Allocation 3: Lady Bee Marina / Southwick Waterfront in line with a future development brief.
- To address deprivation through partnership working.
- In the operational areas of the Port, support the Port authority in improving operational efficiencies, developing new trade and exploring opportunities for sustainable energy generation, in line with the adopted Port Masterplan.
- To improve sustainable transport links with surrounding communities.

*Source: Policy 8 Revised Draft Adur Local Plan*

### CURRENT CHARACTER

2.8.1 The Fishersgate and Southwick Waterfront area comprises a mix of residential, community, open space, recreational and employment uses. Within the

residential community there are pockets of deprivation which is the focus for the work of the 'Action Eastbrook Partnership Area' (AEPA).

2.8.2 The eastern end of this character area comprises the Fishersgate neighbourhood, between the railway line to the north and the busy A259 to the south. There is a footbridge over the railway line connecting to Fishersgate Station. The residential areas located here are in very close proximity to the industrial activities of the port including the Texaco premises as well as a nearby industrial estate and electricity substation. There are a number of community assets including two community centres, a recreation ground with children's play area, a primary school and a Children and Family Centre.

2.8.3 Fishersgate is a densely populated urban area with a high proportion of flats. The housing is predominantly terraced with some semi-detached houses and two ADC Council-owned estates with multi-storey flatted developments reaching up to 6 storeys high. The surrounding public landscaped space is fairly sparse but serves as a green buffer between housing and the road.

2.8.4 The Mill Road Industrial Estate, located to the east of the Fishersgate area, comprises a mix of retail units, manufacturing warehouses, office space and storage (including self-storage) warehouses. In the west of this

character area is the Grange Industrial Estate which comprises a mix of retail units, manufacturing units, printing companies and distributing warehouses. The Grange Industrial Estate is well-used with low vacancy rates.

### MOVEMENT AND CONNECTIONS

- 2.8.5 Southwick lies to the west of Fishersgate. The main centre of this neighbourhood is located to the north of the railway line, formed around an attractive green and traditional high street. The character and quality of housing to the north of the railway line varies with larger detached and semi-detached Victorian properties fronting on to The Green. The railway line is less of a physical barrier here due to the presence of two tunnelled access points linking the centre of Southwick with the Southwick Waterfront area.
- 2.8.6 Pedestrian and cycle connections linking Fishersgate with surrounding areas are poor with the A259 and adjacent footways representing the main route east / west.

### DEVELOPMENT OPPORTUNITIES

- 2.8.7 For the foreseeable future the waterfront area adjacent to Fishersgate will remain in port operational use. As the port uses change over time it will be important to

take account of the effect on nearby residents and ensure spin-off benefits are maximised.

### Southwick Waterfront (SS3)

- 2.8.8 To support the delivery of the Southwick Waterfront Strategic Site (SS3) the Port Authority intends to prepare a Development Brief to guide the revitalisation of the Lady Bee Marina area.
- 2.8.9 The Marina currently contains an eclectic assortment of interesting buildings, many dating from the 19th and early 20th centuries. The Marina has a quaint, maritime charm and includes a chandlery and pub/restaurant. It has 120 pontoons for private boats and is a popular spot for anglers and dog walkers.
- 2.8.10 Parts of Lady Bee Marina fall within the Riverside Conservation Area including the Grade II listed Royal Sussex Yacht Club. The Yacht Club is the largest water sports club in Sussex and is over 100 years old. There are over 1500 members and the site offers a wide range of water sports activities. The Riverside Conservation Area also includes several residential dwellings, pub and the former town hall now used for offices.
- 2.8.11 The Port Masterplan describes this location as lacking design quality and integrity with spatial constraints causing car parking to be marginalised and squeezed

into any available space. It states that *'the ambient character of the marina, however, is positive but largely latent'*. The Masterplan identifies the Southwick Waterfront area as having significant potential for enhancement to improve the leisure offer within the Port.

- 2.8.12 There is a flat area of green space to the east of the Marina, accessed on foot via a narrow path or steps down the steep retaining bank from the A259. This is commonly used for dog walking and angling however suffers from littering. The Port Masterplan identifies this area as having potential for improvements including a canal-side walkway, a new service road, car park, dry boat store and new base for local sea cadets. This location could act as a buffer between the more industrialised North Quayside area and a new public-interfacing, revitalised marina.

#### Policy JAAP 8: Southwick Waterfront (SS3)

The Partnership will work with developers and stakeholders to deliver the incremental redevelopment of Lady Bee Marina in line with a future development brief to be prepared by the Port Authority. Key elements are likely to include:

- Delivery of approximately 4000 sqm employment floorspace

- Improved marina facilities, expanded berthing capacity and waterside leisure provision, including a new slipway, utilising canal edge water space to the east
- Small business units suitable for marine-related industries
- New vehicular access, with limited canal infill where required, to create space for an access road and waterside footway / cycle path
- New car parking facilities
- Waterside public realm and pedestrian / cycle link from the public right of way to the west to the expanded marina site to the east and beyond
- Complimentary waterside facilities and attractions, such as specialist fish restaurant, expanded chandlery, café/bar and public conveniences.
- Possible location for the Sea Cadets and Nautical Training Corps
- Improved alignment of Nautilus House access road serving the local industrial / workshop units and the dry dock.

### **Policy JAAP 9: Fishersgate**

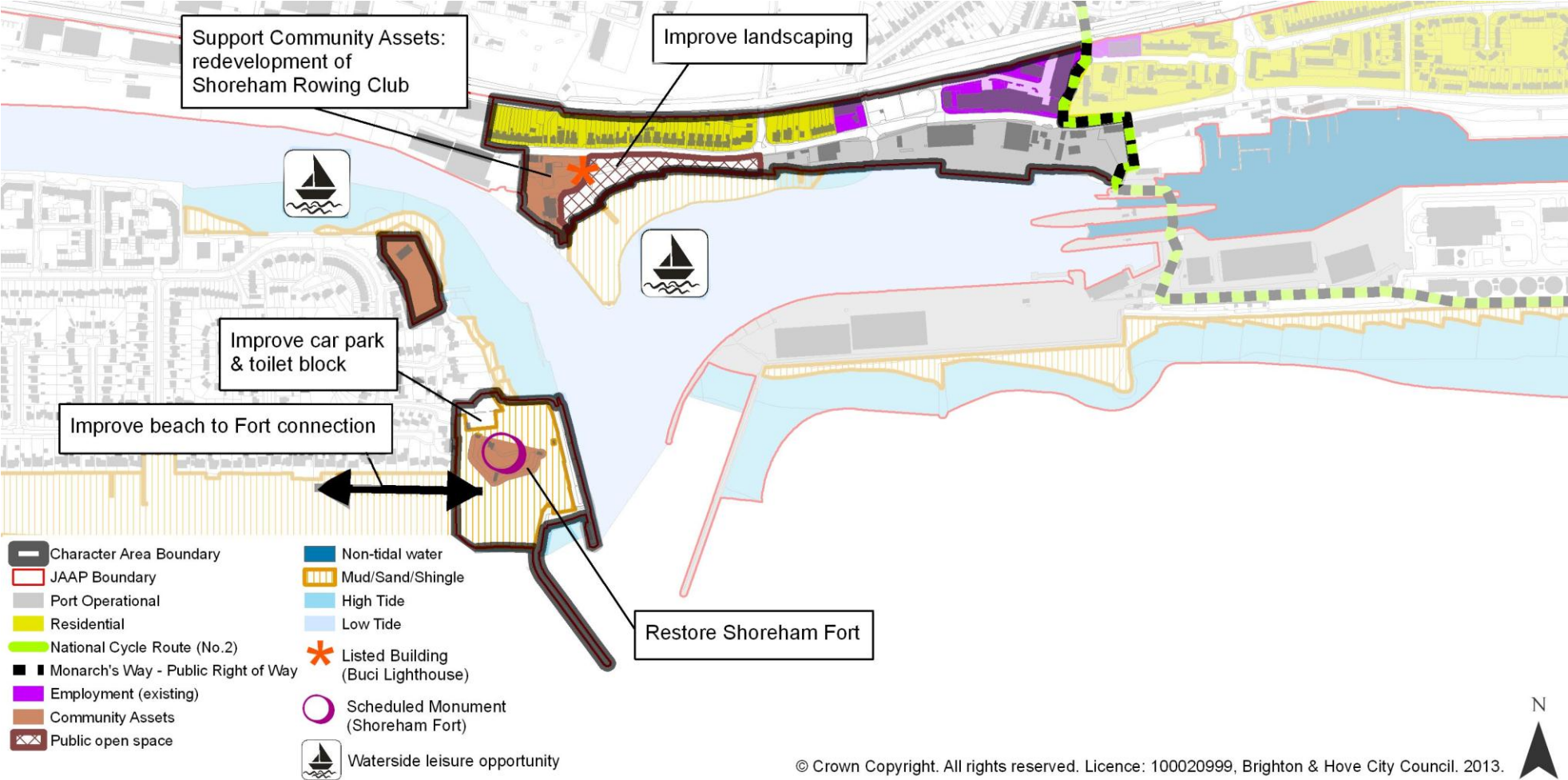
The Partnership will support Action Eastbrook Partnership and local service providers to deliver improvements and harness benefits arising for harbour-side communities. Emerging priorities include:

- Public realm / street scene improvements
- Enhancing Fishersgate Recreation ground
- Supporting and enhancing local community facilities
- Improvements to the linkages between Fishersgate and surrounding centres, for example to the new waterside footway / cycle path and through improved signage and pedestrian / cycle crossing points





Figure 2.11 Harbour Mouth Inset Map



2.9 CHARACTER AREA 6. HARBOUR MOUTH

AREA PRIORITIES:

- To support the comprehensive restoration of Shoreham Fort.
- To enhance connections between Shoreham town centre, Shoreham Beach and Shoreham Fort through environmental and landscaping improvements.
- To support the redevelopment of Shoreham Rowing Club and enhance the public realm environment of Kingston Beach.

Source: Policy 8 Revised Draft Adur Local Plan

CURRENT CHARACTER

2.9.1 On the western edge of the Harbour mouth is the remains of Shoreham Fort, a Scheduled Monument. The Fort was completed in 1857 and is one of the celebrated south coastal defences built under the Victorian Prime Minister Lord Palmerston. It is of local historical importance and has been a vital part of the South Coast Defence System. A local charity, the Friends of Shoreham Fort supported by English Heritage and the Shoreham Port Authority, are in the

process of restoring the fort to its original form. The fort is a popular local destination for walkers affording scenic panoramic views. It is well frequented by anglers and home to the National Coastguard Institute look-out tower.

2.9.2 In recent years there have been various plans considered for the fort which have highlighted local interest for a facility that could be used for educational purposes. There have been recent discussions about improving and extending the public toilet block. There is significant scope to improve the public car park (owned by ADC), to increase the number of spaces and provide disabled parking bays. The fort would benefit from an overall public realm upgrade including better signage, benches, disabled access and potentially a café/visitor centre facility.

2.9.3 To the west of the fort is the settlement of Shoreham Beach, a distinct residential community almost entirely surrounded by water connected to the town centre by Norfolk Bridge and the newly built Adur Ferry Bridge. The beach area has a fascinating history, originally empty scrub created by a shingle bank that developed over centuries through longshore drift. Around the turn of the twentieth century, converted railway carriages became summer homes for Brighton’s music hall artistes, leading to the area being known as ‘Bungalow Town’. Due to its quality of light, Shoreham Beach became home to the early Brighton silent film industry.

2.9.4 Despite the beach area mostly being flattened during the Second World War it now supports a strong local community, small retail parade, pub, church and primary school. Many of the homes are low-rise bungalows of varying architectural styles on wide, quiet streets with easy access to the adjacent beach, complete with new boardwalk. The beach itself is designated as a Local Nature Reserve (LNR) and Site of Nature Conservation Importance (SNCI) due to its rare vegetated shingle.

2.9.5 Fronting the harbour on the north-side of Shoreham Beach is Sussex Wharf and Emerald Quay, built in the 1990s, replacing the former watercraft boatyard. These housing developments have a marine identity with a small marina, private members club and a (privately maintained) public slipway. The housing is high density; comprising flats and terraced housing up to 5 storeys high.

2.9.6 Directly opposite the Harbour mouth is Kingston Beach, designated with Village Green status to safeguard it as a public space. The beach is home to Shoreham Rowing Club as well as the new RNLI lifeboat building, a maritime themed, low carbon building of significant architectural merit that offers free tours.

2.9.7 Kingston Beach is also home to the Grade II listed Buci Lighthouse, a distinctive local landmark. There is a wealth of local history that could be better interpreted in this location through imaginative signage. There is significant potential to improve the landscaping and street furniture to make it more accessible and appealing as a local amenity area.

2.9.8 Directly opposite Kingston Beach is a row of terraced housing (including several ADC-owned properties). An important consideration for any development in this area will be the impact on these properties.

2.9.9 To the east of these properties on the south-side of the A259 is a port operational area, whilst on the north-side of the A259 are a range of light industrial and employment uses.

## DEVELOPMENT OPPORTUNITIES

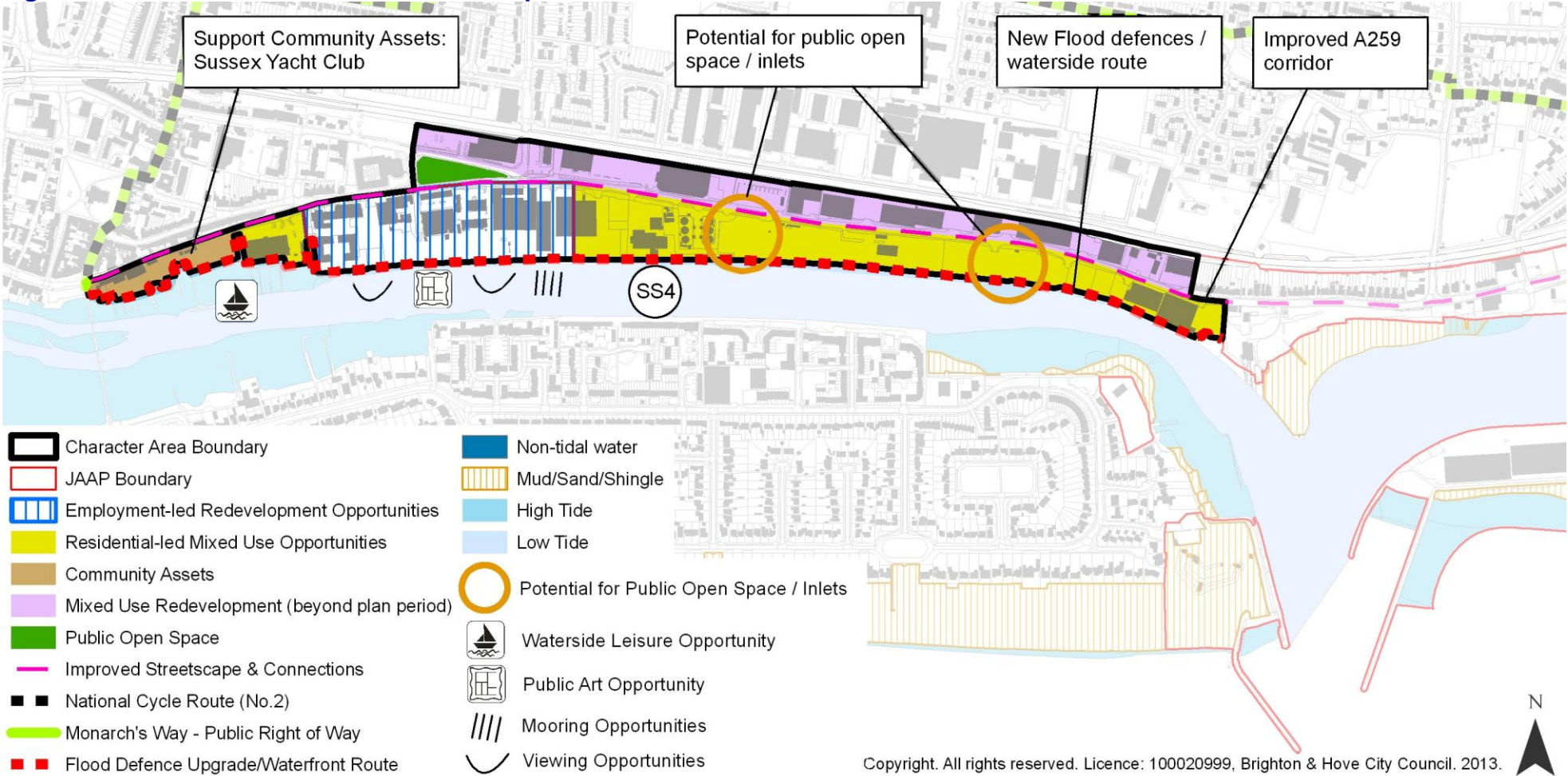
2.9.10 The existing port operational area is proposed to be retained for port uses. There are significant opportunities to improve the amenity value of Shoreham Fort and Kingston Beach for the benefit of local residents and as attractions for visitors.

### Policy JAAP 10: Harbour Mouth

- i. The existing port operational areas will be safeguarded for future commercial port activity.
- ii. The Partnership will work with the community and stakeholders to support the comprehensive restoration of Shoreham Fort including:
  - Restoration and replacement of original barrack block
  - Improve car park configuration and delineation of bays including disabled parking
  - Explore potential to improve public toilet block
  - Improve sense of arrival and entrance on to site, ensuring disabled access
  - Upgrade of street furniture such as benches, signage, bins and lighting
  - Improved way-finding connections to new footbridge
- iii. The Partnership will work with the community and stakeholders to improve Kingston Beach including:
  - Redevelopment of Shoreham Rowing Club
  - Upgrade of public open space areas in accordance with the Shoreham Harbour Street scene Guidance

- Improve delineation/formalisation of parking area

Figure 2.12 Western Harbour Arm Inset Map



2.10 CHARACTER AREA 7. WESTERN HARBOUR ARM

AREA PRIORITIES:

- To facilitate the comprehensive redevelopment of Strategic Site Allocation 4 (SS4) – Western Harbour Arm to become an exemplar sustainable, mixed-use residential area.
- To secure improvements to legibility, permeability and connectivity through high quality building design, townscape and public realm, ensuring to respect and complement the character of surrounding areas.
- To improve access arrangements to create better linkages with Shoreham town centre and surrounding areas.
- To enhance the area’s natural biodiversity by incorporating multi-functional green space.
- To facilitate the strategic relocation of industrial uses to elsewhere in the Port or local area to free up waterfront opportunity sites.

- To deliver a comprehensive flood defence solution integrated with a publicly accessible riverside route including pedestrian / cycle way and facilities for boat users.

Source: Policy 8 Revised Draft Adur Local Plan

CURRENT CHARACTER

- 2.10.1 The Western Harbour Arm is formed by the mouth of the River Adur and is the gateway to the historic core of Shoreham-by-Sea. Highly constrained by Brighton Road (A259) and the railway, the Western Harbour Arm is the principal approach corridor to Shoreham-by-Sea from the east. To the north of the railway line, the area is abutted by residential neighbourhoods and a large industrial estate.
- 2.10.2 Shoreham-by-Sea town centre, a few minutes’ walk to the west has a peaceful, coastal charm consisting of predominantly two storey terraced cottages on streets leading off from the primary shopping area. There are open views across the River Adur to the south as well as river glimpses between buildings where remnant slipways remain. There is a marked contrast moving east out of the town and along the arm where there are only limited views of the waterfront and public access to it.

- 2.10.3 Directly opposite the Western Arm on Shoreham Beach, land has recently been redeveloped from industrial to residential (Emerald Quay and Sussex Wharf). The experience of living in these properties and visiting this area could be considerably improved through a high quality redevelopment of the opposite bank.
- 2.10.4 Along the arm there are a range of different employment uses. The waterfront sites are predominantly large industrial and open storage premises including fuel storage, plastics manufacturing, aggregates handling and metal recycling. The majority of the sites are privately owned with the exception of Kingston Railway Wharf, Kingston Wharf and Free Wharf which are owned and leased by the port authority.
- 2.10.5 Closer to Shoreham town centre there is a car show room and some office and workshop units such as the Riverside Business Centre, Ham Business Centre, the Sussex Yacht Club and 'The Ham', a popular children's skate park. On the north-side of the A259 are mainly 'big box' retail warehouses including B&Q, Dunelm Mill and Halfords and the local municipal waste facility.
- 2.10.6 A number of the premises along the arm are coming to the end of their useful life and are no longer ideally suited for modern business needs either requiring significant investment on site or relocation to a better facility elsewhere. The river wall and flood defence infrastructure is in need of upgrade and repair and some of the land stands vacant and underused.
- 2.10.7 Since the Western Arm Development Brief was prepared, planning permission has recently been approved for a new Morrisons store including commercial space and 70 new homes on the Frosts / former Minelco site. The development includes new flood defences integrated with a riverside walkway / cycle way, a riverside cafe, a car park offering 3 hours of free parking, links to the town centre, contributions towards a new public slipway and transport improvements in the town centre.
- MOVEMENT AND CONNECTIONS**
- 2.10.8 The A259 road frontage is particularly harsh and unattractive due to the wall of industrial uses that prevent views across the water. The road is a very popular route with cyclists despite the lack of a formal cycle lane, poor surfacing and heavy use by HGVs.
- 2.10.9 There are a number of historic slipways and hards along the arm in varying states of repair. These slipways are owned and managed by WSCC as the highway authority up to the high water mark; by the relevant site owner between high and low water mark and by the port authority below that. Some of the

slipways are now only used by light recreational craft yet contribute to the historic character of the town. All of the slipways are now unusable for modern craft and lack sufficient parking and turning space. Opportunities are being explored to improve the way Shoreham's public slipways are maintained by the authorities and alternative locations are being identified.

## ENVIRONMENTAL CONSTRAINTS

2.10.10 The Western Harbour Arm is subject to a number of environmental constraints which need to be taken in to account when planning for the area. These include:

- Proximity to a nationally designated Site of Special Scientific Interest (SSSI) stretching into the Adur Estuary.
- A locally designated nature reserve (LNR) and Site of Nature Conservation Importance (SNCI) at Shoreham Beach.
- An Air Quality Management Area (AQMA) that covers the western part of the Western Harbour Arm. There are also AQMAs to the north, elsewhere in Adur, and in Brighton & Hove.
- Two wharves currently safeguarded under the WSCC Minerals Local Plan for mineral use.
- Two waste management sites.
- A Health and Safety Executive (HSE) Zone which determines boundary zones for different types of

development at a distance from a 'major hazard' based on the current fuel use.

- The presence of contaminated land.

2.10.11 The area is crossed by several underground water mains and sewers (the latter conveying wastewater to the nearby treatment works). This infrastructure needs to be protected and new development needs to ensure its operation remains unaffected.

## HISTORIC ASSETS

2.10.12 The Western Arm benefits from a number of historic assets and falls partly within the Shoreham-by-Sea Conservation Area described as '*riverfront which is characterised by clustered development around a riverside setting, yacht club and boats on the river*'<sup>2</sup>. The wider town centre Conservation Area includes 47 listed buildings; including the Grade I listed St Mary de Haura Church. The church is clearly visible from Shoreham Beach, the South Downs and much of the wider area and it will be important for any new development at the harbour to respect views of the church. Also visible from the Western Arm is the Kingston Buci Lighthouse (Grade II listed) and Shoreham Fort, a Scheduled Monument.

<sup>2</sup> Shoreham-by-Sea Conservation Area Character Appraisal & Management Strategy (ADC: 2008)

- 2.10.13 There is a wealth of local maritime history that could be better interpreted in this location and there is significant potential to improve the landscaping and street furniture to make the area more attractive and accessible.

### FLOOD RISK MANAGEMENT

- 2.10.14 The Western Harbour Arm is comprised of the lower reaches of the River Adur where it discharges into the Channel. Given this low lying estuary location, there are a number of potential sources of flooding which will be a key consideration in planning for the future of this area.
- 2.10.15 Sites along the Western Arm are vulnerable to surface water, fluvial, and most significantly tidal flooding meaning that any new residential development would need to be lifted up above likely flood levels and safe access and egress provided.
- 2.10.16 The Adur and Worthing Councils' *Strategic Flood Risk Assessment* (SFRA) identifies a number of sites in this area as Tidal Flood Zone 2, 3a and Non-functional Flood Zone 3b. This latter category recognises that some sites have the same risk of flooding as Flood Zone 3b but do not have a significant storage or

conveyance potential which materially impacts flood risk elsewhere. Some sites also fall within Fluvial Flood Zones 2, 3a and 3b.

- 2.10.17 The Partnership is working closely with the Environment Agency to develop a comprehensive vision for an upgraded flood defence network to protect a redeveloped Western Arm. Comprehensive land raising and/or flood defence wall (or a combination of both) to current standards will be essential to protect existing and future residents and businesses as well as the A259. This approach will ensure the complete closure of the flood cell and continuation of the line of new defences currently being provided via the Adur Tidal Walls Scheme - an Environment Agency funded flood defence scheme which ends at the Adur Ferry Bridge.
- 2.10.18 It is essential that the new flood defence network is integrated with a high quality public realm environment that promotes a positive inter-relationship with the river. Flood defences can often physically divide one area from another therefore an important ambition for the Western Arm is to promote permeability through the entire site.

**Figure 2.13 Sketch Illustrations of Western Harbour Arm**



Source: Western Harbour Arm Development Brief (2013)

**Figure 2.14 Sketch illustrations - looking south towards Shoreham Beach and looking west along new waterfront**



Source: Western Harbour Arm Development Brief (2013)

Figure 2.15 Illustrative Concept Plan



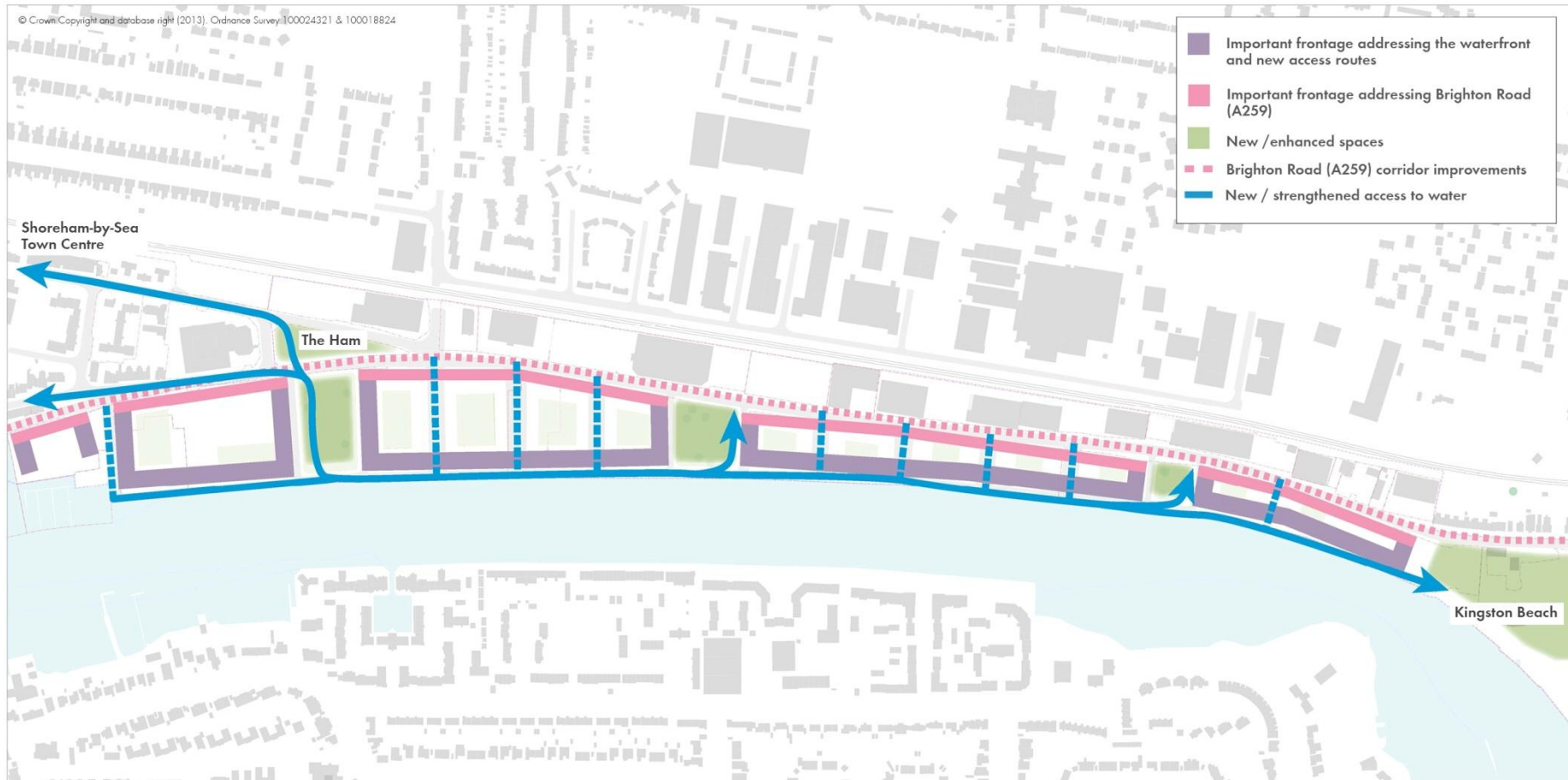
Source: Western Harbour Arm Development Brief (2013)

Figure 2.16 Illustrative Development Form



Source: Western Harbour Arm Development Brief (2013)

**Figure 2.17 Place Making and Connections**



Source: Western Harbour Arm Development Brief (2013)

DEVELOPMENT OPPORTUNITIES

- 2.10.19 Many of the occupiers currently situated on the waterfront do not specifically need a port-side location and are not dependent on the services of the Port Authority or access to the harbour for their operations. Despite the fact that many of the sites are non-port related, the Port Authority remain responsible for ensuring the canal remains navigable and is periodically dredged to a level suitable for commercial use. There is now only one active berth occupied by Kendall Brothers. At Fisherman’s Wharf there is a fishing quay with La Poisonnerie fresh fish outlet owned by Monteuem Ltd.
- 2.10.20 Underpinned by the Port Masterplan, it is proposed that existing port-related uses in the Western Arm are re-sited within the heart of the commercial port area such as at South Quayside/ North Quayside which may better suit their needs in the longer term. Marine-related uses that contribute to the character of the harbour could potentially remain such as Fisherman’s Wharf. There is currently development pressure for change along this strip as land owners seek to maximise the value of their land recognising that the location has long been earmarked for redevelopment as a new waterside community. The first phases of development in this area are likely to be at the western and eastern ends.

- 2.10.21 The Port Masterplan states that:
- “To maximise the development opportunities of both these areas there could be merit in the relocation of non-port uses some of which are currently on SPA land (leasehold). The land at the eastern end could provide a site of 2.4 hectares (SPA own 1.6 hectares) if the land is assembled together. The site could be an attractive residential waterfront site adjacent to the new RNLI station and Kingston Beach to the east. “
- 2.10.22 The existing businesses provide a significant amount of employment floorspace and jobs. A key consideration for this area is the importance of working with the harbour businesses to retain them either in the Port itself or within the local area in suitable, modern accommodation.
- 2.10.23 In order to support the delivery of this Strategic Site (SS4), a Development Brief has been adopted by ADC. The key proposals include:
- Residential Uses**
- 2.10.24 The Western Arm is a valuable waterfront site and has potential for a vibrant mix of new uses. New residential development will be instrumental in delivering its sustainable transformation, enabling the creation of an attractive new setting and creating a greater sense of vibrancy along the waterfront.

2.10.25 Sites to the north of Brighton Road (A259) also have the future potential for redevelopment for a mix of uses including a significant number of residential dwellings (a further 150-550 units), subject to future review. In the short term, given the proximity to the existing industrial uses on the south-side and the constrained location between the railway and the A259, it is unlikely that these sites will be able to come forward (for residential uses) until the process of change is sufficiently underway on the south-side of the A259. However, the status and use of these sites will be kept under review, as opportunities may arise within the plan period for a comprehensive approach taking in both sides of the road.

**Employment Uses**

2.10.26 ADC will promote the inclusion of new employment floorspace as part of residential-led mixed use schemes. Proposals will be encouraged to provide a range of commercial spaces in smaller format units. As illustrated on Figure 2.16, these could be designed as standalone commercial “pavilions” which could accommodate a range of functions including shops, food and drink, leisure and office space. Smaller scale (preferably marine-related) leisure facilities might also be appropriate. These activities will play a major role in adding diversity and interest to the waterfront, and helping to generate footfall. This space should be of

modern, high quality design with an emphasis on providing studio style or office-based flexible workspace that could accommodate a comparatively higher number of jobs per unit of floorspace than the former industrial uses.

2.10.27 The Partnership is proactively building upon existing local economic strengths and growth sectors and seeking external funding to promote the wider Shoreham Harbour area as a hub for environmental technology and digital media technology-related businesses. Major development proposals are encouraged to incorporate floorspace designed to be suitable for such uses where appropriate.

2.10.28 The Partnership will continue to have an open dialogue with landowners and businesses to understand their ambitions and ensure that the process of land use change is managed sensitively. For example, it is understood that some operators are already considering alternative sites outside of the Western Harbour Arm for relocation purposes. However, other businesses have no immediate desire to relocate, and as such may not come forward for redevelopment until the latter part of the plan period. The JAAP seeks to maintain sufficient flexibility to enable a phased redevelopment approach which enables certain sites to remain in their existing use in the medium-term.

- 2.10.29 The release of sites for redevelopment to alternative uses along the Western Arm is a long term process which requires careful management and will rely on working in collaboration with landowners and businesses. There is a strong commitment from the Partnership to ensure any release of sites is backed up by an employment strategy which minimises impact on business operations and retains local firms and jobs in the area.

### **Opportunities for new leisure, visitor and ancillary retail uses**

- 2.10.30 Shops, cafes and restaurants that are ancillary to new mixed-use developments have an important role to play in realising the vision for regeneration of the Western Harbour Arm. Although residential uses will be the primary land use, ancillary retail development will help to bring life to the waterfront and strengthen the overall offer of Shoreham-by-Sea complementing the town centre.
- 2.10.31 There may be scope to increase the number of berths in the harbour for both visitors and new residents through the incorporation of a new quay or floating docks/pontoons which will substantially improve the facilities on offer for the boating community and attract visitors in to the area.

### **Delivery of a new waterfront route with cycle way**

- 2.10.32 Development of a new, publicly accessible waterfront route was explored through the Development Brief. A new route would help to create a waterfront street environment, a legible connection linking the town centre to Kingston Beach framed by an attractive harbour setting. The route could potentially extend along the central part of the Western Harbour Arm intending to have a more intimate scale and character than the A259 which would be retained as the primary vehicular route through the Western Harbour Arm.
- 2.10.33 The street could operate as a 20 miles per hour one way route with an emphasis on visitor traffic and site access. In addition to some limited on-street parking, the route could potentially accommodate a bus route and be designed to maximise ease of access for pedestrians and cyclists. Although it is not appropriate to extend the route the entire length of Western Harbour Arm due to narrow plot depth at the eastern end, the likely setback requirement of 8m from the waterfront for flood management purposes makes the provision of a new route more deliverable. Subject to more detailed modelling and design, a total section of 12.25m from building to harbour wall would be sufficient to deliver the new route. This concept will be further explored through consultation as the JAAP emerges. Improved connections and streetscape along Brighton Road (A259) corridor

### Improved connections and streetscape

2.10.34 As shown in Figure 2.17, a series of new north-south connections from the waterfront route to Brighton Road (A259) are proposed. The exact form and function of these will depend on a number of factors. In some cases, these links may be pedestrian or cyclist only, whilst others will enable site access or direct connections to the waterfront. Streets adjacent to the proposed public open spaces would be well-suited as one or two-way connections from Brighton Road (A259) to the waterfront and vice versa.

2.10.35 The incremental introduction of a residential-led mix of uses to the south of the road will be a trigger for the gradual enhancement of the A259 corridor to ensure that conditions for pedestrians and cyclists are improved. There is considerable scope for highways interventions such as public realm and streetscape improvements and improved crossing facilities.

### New public open spaces and landscaping

2.10.36 The brief proposes areas of new open space which will help to increase the accessibility and visibility of the waterfront, attract visitors to spend time in the area, provide new space for community activities and enhance the local environment. These spaces could be adapted to provide river inlets to support additional

moorings to provide visual interest and increase access to the waterfront.

### Development form and typology

2.10.37 It is important to avoid a scenario in which a single development form is delivered repetitively across the whole site. As illustrated on Figure 2.16, buildings should be oriented to maximise views of the water. However, the exact form is partly dependent on the depth of the plot and the mix of uses. The Development Brief identified the following potential typologies:

- **Former Parcellforce site** – creation of frontage to Brighton Road (A259) and fingers of development maximising views across the River Adur.
- **Open urban blocks** – a number of sites are proposed to be arranged as a horseshoe of flatted development with frontage on Brighton Road (A259) and views across the River Adur to the rear. Although pavilion buildings are proposed along the southern edge of these blocks, these will be of a lower scale (2 storeys), thus maximising views from within the block, and creating an active frontage along parts of the waterfront. Private amenity space is provided as a courtyard within the block.

- **Apartments and terraces arranged as urban blocks** – an alternative approach is the arrangement of some north-south blocks as terraced housing, providing variety and much-needed family housing in an attractive location. This typology again accommodates pavilion retail buildings along the waterfront street. Private amenity space is provided within the block.
- **Apartment buildings** – the more narrow parts of the site are less appropriate for a partially closed urban block. In these locations, the blocks are arranged in pairs along a north-south orientation to maximise views to the harbour. Private amenity space is provided between the blocks.
- **Mixed employment sites** - Mixed employment site should be designed in an urban format with parking at lower levels and trading areas above. The design of the site to the south is particularly important in this respect, as it will complete the urban block around the mixed employment site. As such the mixed employment site will have a pedestrian entrance and strong frontage on Brighton Road (A259). However, the waterfront will have a more typical character, arranged as a residential frontage, possibly with ancillary retail facilities at ground floor.
- **The final building** - at the eastern end of the Western Harbour Arm is proposed as a more

expressive form. This building has the dual function of forming a strong edge to Kingston Beach, helping to define the space, and also to form an edge to the Western Harbour Arm. One approach would be to design the western flank of the building on alignment with the view out to sea along the line of the traditional shipping entrance to the harbour. A key consideration at the eastern end of the Western Harbour Arm is the potential navigational impact of residential development. Discussions will be required with Shoreham Port Authority at an early point in the design process to ensure lines of sight for shipping are maintained.

- 2.10.38 In general, buildings should be developed to 4 or 5 storeys (apartments) with lower scale of terraced / townhouse accommodation (2.5 storeys) and retail pavilions (2 storeys). Schemes offering a variation of height and scale are encouraged. If buildings are consistently taller than 4 storeys, the overall vision and appeal of the Western Harbour Arm could be diluted. Excessive height could also create issues of traffic congestion, infrastructure provision and microclimatic impact. The waterfront route and the street environment of the A259 will only be successful if an intimate scale of development is established.

#### Policy JAAP 11: Western Harbour Arm (SS4)

- i. The Partnership will work with developers and other relevant stakeholders to deliver a comprehensive approach to the development of Western Harbour Arm. The area will be developed in accordance with the principles, established in the Western Arm Development Brief.
- ii. Approximately 1050 new homes will be delivered on the south-side of the A259 within the plan period (with up to a further 500 on the north-side in the longer term).
- iii. Approximately 10,500 sqm of new employment floorspace comprising predominantly B1 office space, retail outlets, food and drink. Smaller scale (preferably marine-related) leisure facilities are also encouraged.
- iv. New developments should incorporate active uses along the waterfront. This may include the provision of parks, squares, play areas and active frontages such as cafes, shops and workspace.
- v. Major waterfront development schemes will be expected to incorporate features that improve open access to the waterfront and facilities for boat users such as additional moorings, floating

pontoons/docks and slipways.

- vi. High quality, multi-functional public open space will need to be provided where appropriate in accordance with Local/City Plan standards and guidance.
- vii. Development should respect and connect with surrounding areas, in particular enhancing the views from Shoreham Beach, protecting views of St Mary de Haura Church and better connecting with Shoreham town centre.
- viii. Development proposals for sites to the south of Brighton Road (A259) should not unduly prejudice the potential future development of sites to the north of Brighton Road (A259) and vice versa.
- ix. Where undefended land levels are below the 1 in 200 year tidal flood event for 2115, land raising and/or a flood defence wall should be provided.
- x. In accordance with the emerging Flood Risk Technical Guide development should be designed to be safe for the 1 in 200 year tidal flood level to 2115 for residential and to 2082 for commercial development. Proposals should protect against a breach scenario through the application of an appropriate finished floor level

assumed to be 5.77m above Ordnance Datum (AOD) for residential development and 4.94m above AOD for commercial proposals.

### **Policy JAAP 12: Western Harbour Arm (SS4) - Transport**

In accordance with the Shoreham Harbour Transport Strategy, new development will be required to contribute towards local transport improvements including:

- Creation of a new high-quality cycle and pedestrian route along the waterfront that also enables future maintenance to Western Harbour Arm flood defences. Innovative design approaches will be encouraged.
- An appropriate programme of traffic calming measures to be applied across the Western Harbour Arm and in adjacent areas including a package of junction improvements to improve capacity and balance priorities for road users.
- Implementing an area-wide behaviour change programme to reduce the dominance of the private car and maximise opportunities to encourage sustainable modes of transport.
- Measures to maintain and improve the reliability and quality of existing bus services along key routes.



### **3 HARBOUR-WIDE POLICIES**



3 HARBOUR-WIDE POLICIES

3.1 INTRODUCTION

3.1.1 The following section summarises the planning policies that will be applied across the harbour area grouped by Strategic Objective. Note that there are many other planning policies that apply to new developments that are contained within the Local / City Plans, those of most importance to the harbour have been outlined below.

3.2 SUSTAINABLE DEVELOPMENT

**STRATEGIC OBJECTIVE 1: To promote sustainable development**

To ensure all new developments use energy and water as efficiently as possible, use energy from renewable technologies, use sustainable materials, reduce waste, incorporate innovative approaches to open space and biodiversity, encourage uptake of low carbon modes of transport and support sustainable lifestyles in existing and new areas. The Port will be supported in becoming an important hub for renewable energy generation.

3.2.1 The presumption in favour of sustainable development is a core principle of the NPPF. In conjunction with the policies in each Local/City Plan, the JAAP sets out minimum performance standards for new development proposals. Utilising renewable energy, promoting high levels of water and energy efficiency as well as minimising waste will be critical to the harbour's contribution to sustainable living.

3.2.2 The Partnership was awarded funding under the second wave of the government's Eco-Towns programme in 2009. A *Capacity and Viability Study* (2010) explored the potential to meet the Eco-Towns criteria and concluded that it was not possible to promote all of the requirements in the harbour context given the constraints. Where appropriate the eco-towns criteria have been incorporated within the JAAP.

3.2.3 The *Capacity Study*, the *Shoreham Harbour and Adur District Energy Strategy* (2009) as well as the *BHCC Renewable and Sustainable Energy Study* (2012) recommended a number of harbour-wide opportunities including:

- Reducing the need to travel particularly through encouraging working / living in close proximity,

supporting home working and delivering sustainable transport solutions.

- Supporting a sensible amount of on-site and linked off-site open space / green infrastructure as well as including Sustainable Urban Drainage Systems (SUDs) within new developments.
- Delivery of a district heating network due to the density of new development proposed and its mixed use nature. If larger parcels of land (such as on the Western Arm) came forward as a coordinated development, this may present opportunities for district heating such as a Combined Heat and Power (CHP) system. CHP linked to the existing and/or future power facility would be an ideal solution to achieve carbon reductions and energy efficiencies. There would however be significant costs associated with the installation of such systems, but these costs may be reduced through the involvement of an independent delivery body or Energy Service Company (ESCo).
- Consideration should be given to an Energy from Waste Facility (should a waste handling facility be delivered at the harbour) as well as potential for water recycling.

- Large wind turbines on the Port are an effective way of increasing renewable energy generation and reducing carbon emissions, subject to impact assessment via the planning application process.
- Exploring potential for retrofitting of existing properties to make them more energy efficient.
- Low carbon technologies and Renewable Energy schemes may need to be supported by external grant funding to ensure viability and deliver progressive change.

### **Sustainable Design and Energy**

- 3.2.4 The Shoreham Harbour Interim Planning Guidance (IPG), Western Harbour Arm Development Brief and Draft Adur Local Plan include the requirement for a Sustainability Statement to accompany development proposals within the parts of the regeneration area in Adur. Guidance is set out within *Sustainability Statements Guidance Note: Shoreham Harbour*.
- 3.2.5 BHCC's *Sustainable Building Design Supplementary Planning Document*<sup>3</sup> requires a completed Sustainability Checklist to accompany all proposals for

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<sup>3</sup> SPD08: *Sustainable Building Design* (Brighton & Hove City Council: 2008)

residential new build and conversions. Guidance is available on the BHCC website<sup>4</sup>.

3.2.6 BREEAM and CSH are widely recognised methods for assessing the environmental performance of non-residential and residential buildings, respectively. Successors to BREEAM and CSH and/or equivalent standards<sup>5</sup> by nationally recognised certification bodies may also be accepted.

**Policy JAAP 13: Sustainable Design and Energy**

- i. A Sustainability Statement will be required as part of all major development<sup>6</sup> proposals in areas of the harbour within Adur.
- ii. A completed Sustainability Checklist will be required as part of all development proposals within areas of the harbour within Brighton & Hove.

<sup>4</sup> <http://www.brighton-hove.gov.uk/content/environment/xxx/sustainability-checklist>

<sup>5</sup> Such as Passivhaus or AECB standards.

<sup>6</sup> \*Major development is defined as 10 or more dwelling houses, or sites of 0.5 hectares or more where it is not known if the development will have 10 or more dwelling houses; the provision of a building or buildings where the floorspace to be created is 1,000 sqm floorspace or more, or development on sites of 1 hectare or more. *Source: Town & Country Planning (Development Management Procedure) (England) Order 2010*

- iii. All new development will be expected to aspire to achieving zero-carbon status, in particular within the Strategic Site areas. This will include the use of passive design measures. Proposals must demonstrate good thermal performance and air tightness to prevent heat loss. Low and zero-carbon energy technologies<sup>7</sup> and networks should be incorporated.
- iv. Within the Strategic Site areas, opportunities should be sought to provide linked district heating networks. This process will be supported by the Council/s.
- v. Where a CHP system is delivered on-site, all buildings are required to connect. These may be provided as self-contained systems on site, or link into a wider network incorporating other parts of the JAAP area and beyond.
- vi. Where appropriate smaller sites within the JAAP area should integrate into new or existing networks, or provide self-contained on-site energy generation.

<sup>7</sup> Zero carbon technologies harness non fossil fuel energy, such as wind, sun and water, to create heat and generate electricity. Low carbon technologies use grid electricity and mains gas to generate heat or power more efficiently or use fuels that have small CO<sub>2</sub> footprint, such as biofuel.

- vii. Developers are encouraged to demonstrate how they can contribute towards Shoreham Port Authority's objective of becoming a hub for renewable energy generation.
- viii. Developers will be expected to provide certification evidence of the CSH and BREEAM ratings at the design stage and post construction.
- ix. All development will be expected to achieve the appropriate local standards as a minimum. A detailed justification must be provided for any aspect of the proposed development which does not meet national and local policy requirements.

**Refer to:**

Revised Draft Adur Local Plan (2013):

- Policy 17: The Energy Hierarchy
- Policy 18: Sustainable Design
- Policy 19: Decentralised and Stand-alone Energy Systems

BHCC City Plan (Part One) (2013):

- Policy CP8: Sustainable Buildings

### 3.2.7

Building related energy consumption is a significant contributor to greenhouse gas emissions. The hierarchy of demand reduction, efficient energy supply and renewable energy provision represents the most

cost-effective means of reducing energy consumption and greenhouse gas emissions for new developments.

- 3.2.8 Passive design makes the best use of site orientation, building form, layout, landscaping and materials to maximise natural light and heat, whilst avoiding overheating by providing passive cooling and ventilation.
- 3.2.9 Low and zero-carbon technologies include, but are not limited to the following:
  - Solar hot water
  - Air source heat pumps
  - Ground source heat pump
  - Biomass or biodiesel boiler, including woodchip, wood pellet or biodiesel
  - Biodiesel CHP
  - Biomass CHP
  - Efficient gas boiler
  - Gas Micro CHP
  - Solar photovoltaic panels
  - Wind turbines

**Water**

- 3.2.10 Shoreham Harbour is supplied with water from the Brighton Chalk Aquifer. This is an important and heavily exploited resource. The Environment Agency

has classified the location as falling within an area of serious water stress, where demand for water is high and resource availability is low.

- 3.2.11 The Water Framework Directive<sup>8</sup> requires all bodies of water (including surface water, coastal waters and groundwater) to achieve “good” status by 2015 and the quality of all water resources needs to be protected. The overall groundwater quality of the Brighton Chalk Aquifer is currently classified as “poor” and the chemical status is classified as “good (deteriorating)”. The overall water quality of the Adur Estuary is classified as “moderate” and chemical quality is “good”.
- 3.2.12 The Environment Agency monitors the quality of bathing water at Southwick Beach. Since 2009 water at this location has achieved “higher” status. This means that bathing water meets the criteria for the stricter guideline standards of the revised Bathing Water Directive<sup>9</sup>.
- 3.2.13 New development at the harbour offers the opportunity to incorporate Sustainable Drainage Systems (SuDS). These can provide a range of sustainability benefits in

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<sup>8</sup> Water Framework Directive (Directive 2000/60/EC) (European Parliament and Council: 2000)  
<sup>9</sup> Revised Bathing Water Directive (Directive 2006/7/EC) (European Parliament and Council: 2000)

addition to managing surface water, including enhancing biodiversity and reducing flood risk.

#### Policy JAAP 14: Sustainable Use of Water

- i. Within the Strategic Site areas, developments should seek to achieve water neutrality<sup>10</sup> to significantly reduce mains water demand within the JAAP area. This will include meeting high water efficiency standards and exploring potential to implement measures to recycle, harvest and conserve water resources.
- ii. Proposals will be expected to meet the standards and criteria relating to water efficiency as established in the locally required CSH or BREEAM standards.
- iii. Opportunities should be sought to link together development within the JAAP area with site-wide recycled water networks, taking advantage of the diversity of water sources and uses on-site. This process will be supported by the Council/s.
- iv. Where a recycled water network is delivered on-site, all buildings are required to connect

<sup>10</sup> Water neutrality is defined as meaning total water use after new development must be equal to or less than total water use in the area before the planned development.

- v. Development proposals should ensure compliance with the Water Framework Directive (WFD), demonstrating no further ecological deterioration in associated water bodies. All schemes should also incorporate opportunities to deliver further WFD objectives.
- vi. Pollution prevention techniques will be incorporated to ensure only clean surface water is discharged into the River Adur.
- vii. All new development will also be expected to incorporate appropriate Sustainable Drainage Systems (SuDS)<sup>11</sup> and demonstrate how surface water run-off will be minimised.
- viii. Development should seek to provide ecological enhancements through the use of SuDS.
- ix. All development must consider implications upon the sewerage network and ensure that capacity is adequate. New development must connect to the sewerage system at the nearest point of adequate capacity. Where this is not the case,

<sup>11</sup> SuDS is an approach to drainage which seeks to decrease the amount of surface runoff, decrease the velocity of surface runoff, or divert it for other useful purposes, thereby reducing the contribution it makes to sewer discharge and flooding.

appropriate contributions will be required to upgrade the network.

**Refer to:**

Revised Draft Adur Local Plan (2013):

- Policy 35: Water Quality and Protection

BHCC City Plan Part One (2013):

- Policy CP8: Sustainable Buildings

**Air Quality**

3.2.14 Road vehicles are the greatest contributing factor to poor air quality in Adur<sup>12</sup> and Brighton & Hove<sup>13</sup>, with vehicles emitting a variety of pollutants including carbon monoxide, nitrogen oxides, volatile organic compounds and particulate matters.

3.2.15 There are two Air Quality Management Areas (AQMA) that lie partly within the regeneration area. Brighton AQMA includes Kingsway / Wellington Road (A259) Church Road ((B2193), Boundary Road / Station Road (B2194) and parts of South Portslade to the south of North Street. Air Quality Action Plans

(AQAPs) will continue to play a key role in helping to manage issues of localised air pollution.

3.2.16 Shoreham AQMA runs along Shoreham High Street (A259) from Norfolk Bridge to Surry Street. Nearby, there is also an AQMA in Southwick on the A270 between Kingston Lane and Southview Close.

**Policy JAAP 15: Air Quality**

- i. Air quality impacts should be considered at an early stage in the design process to avoid any significant adverse impacts on health, quality of life and the environment.
- ii. Development within or adjacent to an AQMA, or that is likely to have an impact on an AQMA, will be required to provide a contribution towards implementing AQAP objectives, such as sustainable transport improvements.
- iii. Developers should consult the Air Quality Officer at the appropriate council to determine whether an Air Quality Assessment and/or Emissions Mitigation Assessment are required.
- iv. Proposals will be required to take account of the cumulative effects on air quality of other planned developments.

<sup>12</sup> *Air Quality Action Plan* (Adur District Council: 2007)

<sup>13</sup> *State of the Local Environment* (Brighton & Hove City Council: 2011)

- v. Proposals will be required to demonstrate that appropriate mitigation measures are introduced to ensure that new and existing residents are not exposed to poor air quality associated with existing industrial uses and traffic pollutants in both the short and long-term.

**Refer to:**

Revised Draft Adur Local Plan (2013):

- Policy 28: Transport and Connectivity
- Policy 34: Pollution and Contamination

BHCC City Plan Part One (2013):

- Policy CP8: Sustainable Buildings

**Noise**

- 3.2.17 Noise can be a significant issue in built-up urban areas, and can act as both a disturbance and a threat to human health. DEFRA has undertaken a comprehensive noise mapping study, the results of which indicate that there are parts of the regeneration area where road traffic noise exceeds World Health Organisation guidelines.
- 3.2.18 The main generator of background noise in the JAAP area is road traffic. The A259, B2193 and B2194 have

high levels of noise pollution related to traffic movements with noise levels decreasing with distance from these roads. Rail-related noise is also an issue in some parts of the regeneration area with levels decreasing with distance from the railway line. Some of the industrial and port-related land uses in the regeneration area also generate high levels of noise.

**Policy JAAP 16: Noise**

- Noise impacts should be considered at an early stage in the design process to avoid any significant adverse impacts on health, quality of life and the environment.
- Development proposals should adhere to the following basic principles of noise control - Noise sources should be separated from sensitive receptors. Then noise should be controlled at source. Finally, the sensitive receptor should be protected.
- Proposals should make reference to the Noise Policy Statement for England (NPSE) and the Brighton Agglomeration Noise Action Plan. These provide an appropriate structure for the management and control of environmental neighbour and neighbourhood noise.

- iv. Particular consideration will be required in relation to environmental noise generated by transport and neighbourhood noise arising from adjacent industrial, trade and business premises, construction sites, activities in the street and on-going port and marine-related activities.

**Refer to:**

Revised Draft Adur Local Plan (2013):

- Policy 28: Transport and Connectivity
- Policy 34: Pollution and Contamination

BHCC City Plan (Part One) (2013):

- Policy CP8: Sustainable Buildings

**Contamination**

- 3.2.19 The nature of current and historic industrial activities at Shoreham Harbour raises significant potential for contamination to be present, which could adversely impact site users, buildings and the environment, including surface and groundwater quality. Pollution to controlled waters may result in the failure of objectives set out under the Water Framework Directive (WFD).
- 3.2.20 Former land uses have included Portslade Gas Works, oil storage, and coal and timber yards. Current uses

also include coal and timber yards, as well as a power station, aggregate sorting and storage sites, garages, oil and petrol storage areas, a waste water treatment facility and other waste uses. Consequently, significant risks of pollutant linkages have been found in the area.<sup>14</sup>.

**Policy JAAP 17: Contamination**

- i. All development proposals must be supported by a risk assessment that adheres to the specifications outlined in CLR 11: 'Model Procedures for the Management of Land Contamination' (the industry best practice document).
- ii. Assessment of contamination should not be limited to site boundaries as contamination can migrate beyond the proposed site development through soil, water and air. Applications for development within a 10 metre radius of potentially contaminated sites will need to submit a risk assessment.
- iii. Risk assessments must be carried out by a suitably qualified, independent professional and submitted to the council for approval.

<sup>14</sup> Shoreham Harbour Contaminated Land Study (WSP Environmental: 2009).

### Refer to:

Adur Local Plan:

- Policy 34: Pollution and Contamination

### Waste and Recycling

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- 3.2.21 It is important that the JAAP supports the shift towards sustainable management of waste and as such seeks to ensure waste is fully considered in all development during design, construction, post-construction and demolition phases.
- 3.2.22 Brighton & Hove City Council, East Sussex County Council and the South Downs National Park Authority, have adopted a Waste and Minerals Plan (2013) that will provide planning policies to guide the management of waste and production of minerals over the plan period to 2026.
- 3.2.23 West Sussex County Council and the South Downs National Park Authority have produced the West Sussex Waste Local Plan which is currently being examined by an independent inspector and is in the process of being modified. It is anticipated that the plan will be formally adopted in early 2014. The Waste Local Plan covers the period to 2031 and will outline the Authorities' land-use planning policy for waste.

### Policy JAAP 18: Waste and Recycling

- i. All development proposals will be required to incorporate facilities that enable and encourage high rates of recycling and re-use of waste and materials.
- ii. All new development will be required to demonstrate that waste is minimised both during the construction phase and the lifetime of the building. Development proposals shall be accompanied by a Site Waste Management Plan.

### Refer to:

Revised Draft Adur Local Plan (2013):

- Policy 18: Sustainable Design

West Sussex County Council and South Downs National Park Authority Waste Local Plan Submission (2013):

- Policy W2:Safeguarding Waste Management Sites and Infrastructure
- Policy W23: Waste Management within Development

East Sussex, South Downs and Brighton & Hove Waste and Minerals Local Plan (2013):

- Policy WMP 3a: Promoting Waste Prevention, Re-use and Waste Awareness

- Policy WMP 3d: Minimising and Managing Waste During Construction, Demolition and Excavation
- Policy WMP 3e: Waste Management in New Development

3.3 SHOREHAM PORT

**STRATEGIC OBJECTIVE 2: To support a growing, thriving port**

To facilitate the delivery of the adopted Port Masterplan and provision of a modernised and consolidated port to support and promote the important role of the port within the local and wider economy.

- 3.3.1 Shoreham Harbour contains the entirety of the working Trust Port of Shoreham. Since 1760 the Shoreham Port Authority has had responsibility for operating and managing Shoreham Port. The continued existence of a thriving and expanding commercial port is an integral part of the regeneration proposals.
- 3.3.2 The current level of use at Shoreham Port is 700-900 ship arrivals per year, which results in a trading throughput of approximately 1.8 million tonnes per year. The main commodities that are imported and exported at the port are aggregates, timber, scrap metal, cereals, oil and increasingly steel. The Port Masterplan aims to provide the capacity for a 25% increase in trade by 2026.
- 3.3.3 The port is a significant local employer providing around 1,700 jobs. Employers range from large

multinationals such as Texaco, national firms such as Travis Perkins through to a variety of small and medium sized firms including cabinet makers, motorbike repairs and cheese suppliers. Delivery of the proposals identified in the Port Masterplan have the potential to create a further 500 local port-related jobs.

- 3.3.4 Land restrictions are a particular obstacle to growth within the port. It is therefore important to maximise the productivity of the existing port land. The JAAP aims to do this by focusing commercial port activity at the Eastern Arm and Canal, and by ensuring that vacant and underused sites are used to their full potential. Non-port related industries currently located at the Canal will be relocated, in order to expand the port's capacity. Similarly, current port activities at the Western Arm will be relocated, and the land will be used for other developments.

#### Port Masterplan

- 3.3.5 Shoreham Port Authority's strategy for growth is set out in the Port Masterplan (2010) and involves consolidating port-related uses within the eastern canal and South Quayside. The JAAP aims to promote the Port Masterplan's objective of enhancing the port's role in the local community, particularly in terms of jobs and trade growth. Key components include:

- The Port will be an integral part of the wider regeneration and local authority development plans for the area.
- The Masterplan will provide capacity for a 25% growth in trade (tonnes) by 2026.
- The Eastern Arm and Canal will become the focus for future commercial port activity with the use of vacant and underused sites maximised.
- Some non-port related uses in the Canal will be relocated to increase port capacity.
- There will be investment in new port facilities – new engineering base, terminals and warehousing.
- Vehicular access within the port will be improved particularly for commercial traffic.
- There will be a greater emphasis on processing of imported / exported material that adds value and jobs.
- Limited land reclamation may be appropriate in the Canal to create optimum sites for new port activity or other development.

- The Port is likely to become an important location for renewable energy generation.
- Major facilities in the Canal are likely to stay for the timespan of the Masterplan (i.e. the PowerStation, Waste Water Treatment Plant).
- Current port uses in the Western Arm will be relocated and land released for other developments.
- The number of marina berths will be expanded in line with demand.
- The Port working with local authorities will respond positively to its local community and make amenity and environmental enhancements.
- The Port will maintain its role as an important source of employment opportunities both direct and indirect.

### Eco-Port Status

- 3.3.6 The Port has an environmental policy and has ‘Eco-Port status’<sup>15</sup> shared with other ports in Europe. The port uses a substantial amount of power which is needed for lighting towers on the terminals, the lock gates and water pumps which are used to keep the water at a constant level.
- 3.3.7 Opportunities are being explored to reduce the reliance on traditional forms of energy by producing energy locally from renewable sources instead. The port is currently embarking on its second solar power project working with the Brighton Energy Coop<sup>16</sup> and installation has begun of a large, community owned solar array on Shed 10 at Shoreham Port. The project is funded by community investors buying shares in the cooperative. There are also opportunities to harness wind power through investigating the potential for wind turbines in the South Quayside area.

### Land Reclamation and Infilling

- 3.3.8 Previous development proposals for the harbour have included the reclamation of land out to sea on the south side of South Quayside, however the costs of implementation were considered to be prohibitive in

<sup>15</sup> For more information: <http://www.shoreham-port.co.uk/Environment>  
<sup>16</sup>

the short to medium term. Whilst large scale land reclamation is not considered viable, it has been proposed on a limited scale within the canal, including at Britannia Wharf, as well as at Albion and Turberville Wharves, where it is hoped to increase the overall capacity and efficiency of the site.

### Health and Safety Executive Zones (HSE)

- 3.3.9 There are three Health and Safety Executive Consultation Zones within Shoreham Port which are situated at the following locations:
- Lennard's Wharf (Gas)
  - Texaco Wharf (Oil)
  - Building 8, South Quayside (Ammonium nitrates)
- 3.3.10 The Health and Safety Executive (HSE) has published advice entitled 'HSE's Land Use Planning Methodology' which advice for proposed developments close to Hazardous Installations.

### Permitted Development Rights

- 3.3.11 The Port Authority has permitted development rights for certain types of development within the harbour meaning that planning permission from the local planning authority is not required. These rights are set out within the Shoreham Harbour Acts and also reflected within the General Permitted Development Order (GPDO) 1995; Part 17, Development By

Statutory Undertakers, Class B (Dock, Pier, Harbours, Water transport, canal or inland navigation undertakings) as set out below:

### Port Permitted Development Rights

#### Class B Dock, pier, harbour, water transport, canal or inland navigation undertakings

B. Development on operational land by statutory undertakers or their lessees in respect of dock, pier, harbour, water transport, or canal or inland navigation undertakings, required -

(a) for the purposes of shipping, or

(b) in connection with the embarking, disembarking, loading, discharging or transport of passengers, livestock or goods at a dock, pier or harbour, or with the movement of traffic by canal or inland navigation or by any railway forming part of the undertaking.

#### Development not permitted

B.1 Development is not permitted by Class B if it consists of or includes -

(a) the construction or erection of a hotel, or of a bridge or other building not required in connection with the handling of traffic,

(b) the construction or erection otherwise than wholly within the limits of a dock, pier or harbour of –

(i) an educational building, or

(ii) a car park, shop, restaurant, garage, petrol filling station or other building provided under transport legislation.

### Interpretation of Class B

B.2 For the purposes of Class B, references to the construction or erection of any building or structure include references to the reconstruction or alteration of a building or structure where its design or external appearance would be materially affected, and the reference to operational land includes land designated by an order made under section 14 or 16 of the Harbours Act 1964(7) (orders for securing harbour efficiency etc., and orders conferring powers for improvement, construction etc. of harbours), and which has come into force, whether or not the order was subject to the provisions of the Statutory Orders (Special Procedure) Act 1945(8).

circulation. As such, the siting of new residential developments requires careful consideration to demonstrate that proposals will not prejudice the current or future operational activities of the port and the ability to deliver infrastructure improvement plans as set out in the Port Masterplan.

3.3.13 The Partnership will continue to work with the Port Authority to promote the intensification and reconfiguration of underused and vacant sites. It will also work with the Port to facilitate the relocation of port-related uses from elsewhere within the harbour into the defined port operational areas.

3.3.12 By their nature the port's operational activities are unsuitable to be in close proximity to housing due to noise, air quality, smell, visual impact and transport

### Policy JAAP 19: Shoreham Port Operations

- i. New development proposals within the jurisdiction of Shoreham Port Authority will be assessed against the objectives of the Port Masterplan, which will be treated as a material consideration.
- ii. Parts of the harbour as identified within this Draft Plan will be safeguarded for port operational uses and will be the focus for commercial port activity. Non-port related activities will be resisted in those areas.
- iii. Acceptable uses will need to demonstrate the requirement for a port-side location or are ancillary to a use requiring a port-side location.
- iv. Sui generis uses appropriate to a port-side industrial location will also be acceptable provided they generate comparable levels of employment to B1-B2 classes.
- v. New development within the harbour area should not conflict with the day to day operations and workings of the port and port-related uses.
- vi. Proposals in the vicinity of Port operational areas should give careful consideration to health and safety implications in relation to access to the waterfront and to the security of moorings and

storage areas. Security and safety implications should be considered at the outset and discussed with Shoreham Port Authority at an early opportunity.

- vii. Proposals for uses that support the Port's status as an 'Eco port' and hub for renewable energy generation will be encouraged.
- viii. Sustainable supply chain linkages with the proposed Rampion off-shore wind farm will be encouraged.
- ix. Proposals for the upgrade, intensification, and refurbishment of sites so they meet modern business standards and are more resource efficient will be supported.
- x. There should be no net loss of employment floorspace in port operational areas as a result of new development proposals unless exceptional circumstances apply.

### Minerals Wharfs

- 3.3.14 Minerals wharf capacity at Shoreham Harbour makes a significant contribution to meeting the needs for aggregate imports in to the sub-region. Most of the wharf capacity is contained within the port operational

area, but there are two wharves within the Western Harbour Arm (Free Wharf and Kingston Wharf aka Railway Wharf East) that are currently safeguarded under Policy 40 of the West Sussex Minerals Local Plan (2003). The NPPF provides protection to mineral wharves, stating that local planning authorities should safeguard existing, planned and potential wharfage for bulk transport of minerals, secondary materials and marine- dredged aggregates (paragraph 143).

3.3.15 Policy WMP 15 of the East Sussex, South Downs and Brighton & Hove Waste and Minerals Local Plan (2013) safeguards existing, planned and potential minerals wharf facilities and their consequential capacity for receiving and processing sea-borne imported aggregates at the port of Shoreham. The policy does allow for some redevelopment of wharves if overall capacity is maintained at the harbour. It is recognised that this capacity could be in the West Sussex portion of the harbour.

3.3.16 East Sussex County Council, the South Downs National Park Authority and Brighton & Hove City Council are currently undertaking a Local Aggregates Assessment which investigates the demand for and supply of aggregates in the minerals planning authorities' area. Early indications are that the use of marine-won aggregates in the area is greater than previously thought. The implication is that maintaining sufficient wharf capacity at Shoreham Harbour will be

important in order to maintain the supply of aggregates.

3.3.17 West Sussex County Council and the South Downs National Park Authority are also currently undertaking a Local Aggregate Assessment. This recognises the importance of wharf capacity at Shoreham Harbour for meeting both West Sussex's needs and beyond.

3.3.18 The Partnership as well as East Sussex County Council are working with the Port to explore how best to interpret the safeguarded sites policies at Shoreham Harbour to protect the overall wharfage capacity at the port whilst maintaining flexibility over which sites can contribute to meet aggregate needs. There are several larger safeguarded sites within the heart of the port operational area that are actively used to discharge aggregates which offer unused capacity and therefore potential to mitigate the loss of wharves elsewhere in the Port. In addition to this the Port is able to accommodate greater capacity on a number of other sites in the port operational area if required which are not currently safeguarded within the Local Plan. The consolidation of these sites reflects the trend towards larger operations and a decline in demand for smaller historic wharf sites that are potentially costly to bring back in to active use and are not as commercially attractive. As it stands not all wharves in active use for aggregates are currently safeguarded.

- 3.3.19 As part of updating the Minerals Local Plan (2003), WSCC commissioned a Wharves and Railheads Study (2008) that recommended that a lower level of priority should be attached to the safeguarding of specific wharves in the Western Harbour Arm partly in light of the regeneration aspirations for the area. WSCC published a subsequent Background Paper 4 (Transportation of Minerals and Waste, Version 2 (December, 2009) outlining its position that active wharves at Shoreham will be safeguarded until alternative capacity is provided and safeguarded through the JAAP. In autumn 2013 work restarted on the preparation of a new Minerals Local Plan, to replace the 2003 Plan, with the commissioning of a Wharves and Railheads Study. The study, completed in November 2013, provides a range of scenarios to be used as the basis of further work by the County Council to define a preferred policy approach for inclusion in the Minerals Local Plan and to inform the JAAP. West Sussex County Council has confirmed their intention to include relevant policies and to allocate safeguarded sites within the emerging Minerals Local Plan.
- 3.3.20 The recently adopted East Sussex, South Downs and Brighton & Hove Waste and Minerals Plan (2012) includes Policy WMP 14 which safeguards the overall mineral capacity in ports subject to no net loss of capacity rather than safeguarded individual sites. The plan states (paragraph 4.50) provision of equivalent

capacity (tonnage) within either part of Shoreham Port maybe acceptable subject to future safeguarding by West Sussex County Council.

- 3.3.21 In accordance with the emerging Minerals Local Plans and the NPPF any applications for alternative development proposals on safeguarded minerals wharves or adjacent sites will need to clearly demonstrate that there will be no net loss to capacity for the import of aggregates at the Port as a result of the proposals. In accordance with the NPPF the Port Authority will continue to work closely with local Minerals Planning Authorities in preparing their annual Local Aggregate Assessment based on a rolling average of 10 years sales data, other relevant local information and an assessment of all supply options (including marine dredged, secondary and recycled sources).
- 3.3.22 The Partnership and East Sussex County Council are currently preparing a Statement of Common Ground to establish cooperation and collaboration between the parties in addressing strategic cross-boundary issues as they relate to planning for minerals infrastructure and their safeguarding at Shoreham Port. It is anticipated that the Statement will set out matters of agreement and commitment to a future policy approach, reflecting the aspirations for regeneration at the harbour.

3.4 ECONOMY AND EMPLOYMENT

**STRATEGIC OBJECTIVE 3: To stimulate the local economy and provide new jobs**

To provide targeted new employment floorspace and improve the business environment in order to support the needs of local employers. To equip local communities with the training and skills required to access existing and future employment opportunities.

- 3.4.1 The development of the harbour area is a long-term aspiration. In the short to medium term (5-10 years) it is essential to ensure that the initial phases of development do not compromise the operations of businesses on sites which are unlikely to come forward until later in the process. The Partnership is committed to continuing a process of dialogue to ensure mutually appropriate development scenarios as sites come forward.
- 3.4.2 The JAAP proposals have been prepared in line with consideration of their impacts on the local economy. A preliminary *Economic Impact Assessment* (GL Hearn, 2013) has been undertaken which has indicated that the proposals could generate a significant net increase in employment and additional economic output. The proposals will also promote increased supply chain

influence, with the new business base created by the proposals potentially supporting further indirect job creation in the local economy.

- 3.4.3 Whilst the proposals will result in overall losses of employment land footprint as land is redeveloped for other uses, the profile of the new employment space that is created and retained will support the objectives identified in the Brighton & Hove and Adur Employment Land Studies, particularly by:
- Renewing older and poor quality industrial stock and delivering quality workshop and industrial space to meet the needs of key creative/digital industries as well as emerging high-tech manufacturing and environmental technologies sectors.
  - Expanding Adur’s under-developed office market through the provision of new office accommodation and thus supporting growth in higher value-added sectors in the borough.
  - Providing an opportunity to deliver small, affordable, start-up office space for which there is a continuing need in Brighton.
- 3.4.4 Proposals that incorporate initiatives and opportunities to secure apprenticeships, training and new job opportunities for the local area will be encouraged. As

part of planning obligations associated with major development schemes developers may be required to contribute towards the provision of good quality employment and training opportunities.

- 3.4.5 The Partnership will continue to work in partnership with key stakeholders and local service providers to improve access and links to training and skills opportunities for local people.

#### **Policy JAAP 20: Employment Sites**

- i. The JAAP proposals support the delivery of approximately 14,000 sqm of new employment space in Adur and 7500sqm in Brighton & Hove.
- ii. To prevent displacement of employment floorspace and associated jobs the authorities will ensure that existing occupiers displaced by new development will be relocated within the JAAP area, district or sub-region depending upon individual requirements.
- iii. Where relevant, development proposals should provide clear evidence of a relocation strategy which ensures existing business continuity and minimises operational disturbance.
- iv. Prior to sites coming forward for redevelopment to alternative uses, planning permissions for continuation of current employment uses may be granted for temporary periods on a case-by-case basis.
- v. Non-domestic floorspace must achieve a minimum BREEAM 'Very Good' standard.
- i. New development will be required to contribute to the improvement of the local highways network and public realm to improve the street

environment for local businesses. Wherever possible, proposals should seek to incorporate or contribute towards enhancements to areas of public realm identified as being of poor quality.

**Refer to:**

Revised Draft Adur Local Plan (2013):

- Policy 6: Planning for Economic Growth

Brighton & Hove City Plan Part One (2013),

- Policy CP3: Employment Land

**Policy JAAP 21: Retail uses**

- As part of mixed-use redevelopments, small-scale, ancillary retail uses are acceptable provided that such activity will assist in enlivening key frontages and supporting existing retailing areas. Proposals should be appropriate and complementary in relation to Shoreham-by-Sea town centre and the existing district centre designation on Boundary Road / Station Road.
- New development for town centre uses (other than small-scale ancillary uses mentioned in i. above) outside of the defined town centre boundary (or Primary Shopping Area in the case of retail uses) will be assessed in accordance with the National Planning Policy Framework sequential and impact tests. An impact test will be required for any proposed retail development outside of the Primary Shopping Area with a floorspace of 1,000sqm or more.

**Refer to:**

Revised Draft Adur Local Plan (2013):

- Policy 27: Retail, Town Centres and Local Parades

Brighton & Hove City Plan Part One (2013):

- Policy CP4: Retail Provision

## 3.5 HOUSING AND COMMUNITY

### STRATEGIC OBJECTIVE 4: To provide new homes to address local needs

To address shortfalls in local housing provision through delivering new homes of a range of sizes, tenures and types, including affordable and family homes.

3.5.1 In terms of supplying future housing sites, both Adur and Brighton & Hove are geographically constrained by the sea and by the South Downs National Park to the north. Most of the remaining green space is protected through environmental designations and for its recreation and amenity value. As a result, there is a limited supply of sites where new homes can be built and therefore development mainly consists of building on previously developed (brownfield) sites and small scale infill sites. Despite this the demand for new homes continues to grow creating a challenge for local authorities in identifying new sites.

3.5.2 Housing needs assessments for both Adur and Brighton & Hove<sup>17</sup> have identified a shortfall in housing

provision in relation to need, in particular affordable and family sized homes. Supporting the delivery of new housing areas is central to the vision of transforming the harbour into an attractive waterfront community. It is proposed that the JAAP will support the regeneration of a number of brownfield sites which have been identified as suitable for residential development, balanced with the protection of key employment sites in other parts of the harbour.

3.5.3 Affordability remains a significant issue within the District, particularly when taking into account the lower earnings of the population compared with elsewhere in the region. Whilst housing affordability issues are recognised within the area, it is likely to have a greater effect on the types of homes required than absolute numbers.

3.5.4 In line with the NPPF it is proposed that the JAAP will support changes of use (within allocated parts of the harbour) to residential use and associated development based on the identified need for additional housing in the area.

<sup>17</sup> Adur District Council Locally Generated Housing Needs Study (GL Hearn: 2011); Brighton & Hove City Council Housing Requirements Study (GL Hearn: 2012); Sussex Coast HMA Partners Housing Study (Duty to Cooperated) (GL Hearn: 2013)

**Policy JAAP 22: Residential Development**

- i. Sites identified for residential-led redevelopment should contribute approximately 1450 new homes across the harbour by 2031, comprising 1050 within ADC and 400 within BHCC.
- ii. Developers will be required to ensure that proposals deliver a mixed and balanced community through providing a mix of dwelling types, sizes and tenures in accordance with identified local needs. A mix of apartments and terraced town houses would be appropriate across all tenures.
- iii. New build residential developments and conversions of non-domestic buildings to residential use and refurbishments of existing domestic buildings must achieve the Code for Sustainable Homes and BREEAM standards as set out in Local/City Plan policies.
- iv. New residential development will be expected to make provision for a mix of affordable housing, including social rented, affordable rented and intermediate housing in accordance with Local/City Plan policies.

**Refer to :**

- Revised Draft Adur Local Plan (2013):
  - Policy 18 – Sustainable Design
  - Policy 20 – Housing Mix and Quality
  - Policy 21 – Affordable Housing
- Brighton & Hove City Plan Part One (2013):
  - Policy CP9 - Sustainable Buildings
  - Policy CP19 - Housing Mix
  - Policy CP20 - Affordable Housing

**Policy JAAP 23: Co-location of residential with employment uses**

- i. Residential development in close proximity to existing or proposed employment activities and port uses must be carefully designed and incorporate appropriate mitigation measures to prevent future conflicts arising and maintain the continued operation of business uses.
- ii. Innovative solutions to mitigation will be encouraged to ensure that residential-led development proposals are capable of existing with current neighbouring uses, as well as the long-term development scenario envisaged in the JAAP.

**SOCIAL AND COMMUNITY INFRASTRUCTURE**

- 3.5.5 To ensure the regeneration of Shoreham Harbour creates healthy, sustainable communities, it is important that appropriate and sufficient social and community infrastructure is provided to serve existing and future residents. An increase in population in the area will place pressure on existing facilities or create the need for new infrastructure provision.
  
- 3.5.6 Social Infrastructure refers to emergency services, schools and colleges, health facilities, community spaces and cultural venues in the area. This does not include recreational / leisure facilities such as outdoor / indoor sports provision and open spaces / playing pitches (refer to Recreation and Leisure).
  
- 3.5.7 Infrastructure Delivery Plans (IDPs) have been prepared to support Adur’s Local Plan and the Brighton & Hove City Plan. The IDPs will ensure that infrastructure is properly planned for and delivered in-line with the identified requirements of the Councils’ population and to meet the needs resulting from future growth.
  
- 3.5.8 To support the level of development proposed along the Western Harbour Arm, the IDP specifies the following requirements. Refer to JAAP Policy 32: (Infrastructure) in Section 4 below:

- **Primary Education**

- 3.5.9 New development of 1,050 dwellings will need to include a site capable of providing a 1 form entry, 210 place primary school as well as financial contributions; alternatively financial contributions would be required towards the expansion of existing schools in the Shoreham locality. Adequate capacity for extensions to local existing schools has been identified by WSCC.

- **Secondary Education**

- 3.5.10 Shoreham Academy is currently working to capacity. Financial contributions will be required for expanding local provision by 184 additional secondary school places to accommodate the needs arising from the proposed development.

- **Further Education**

- 3.5.11 Financial contributions will be required for expanding local provision for 74 additional places. Contributions will go towards the expansion / improvement of local sixth form facilities.

- **Childcare / Early Years Provision**

- 3.5.12 Proposed housing and employer developments are likely to generate a need for an additional 26 childcare places which would be delivered by private, voluntary

and independent childcare providers. Financial contributions will be required for expanding local provision.

- **Library Provision**

- 3.5.13 The library offer will need to be improved / expanded to facilitate the development at the Western Harbour Arm. This could be through a new facility at Pond Road as part of a comprehensive redevelopment of the site.

- **Health**

- 3.5.14 Health infrastructure providers are in the process of identifying needs resulting from proposed new development across the area. This work is currently being carried out. The IDP will be updated to reflect the outcomes of this work.

- **Youth Facilities**

- 3.5.15 Fishersgate has been identified as an area requiring better facilities for youth services. Currently there is no dedicated Youth Centre close by, although there are a number of community facilities which could offer or do offer a youth service provision. Further work will be carried out for the next iteration of the IDP to identify specific needs.

- **Emergency Services**

- 3.5.16 Contributions towards emergency services, in particular the fire service, will be required as a result of development at the Western Harbour Arm.

- 3.5.17 The Brighton and Hove IDP notes the following in relation to development at South Portslade Industrial Estate and Aldrington Basin:

- **Education**

- 3.5.18 A need for an increase in school provision related to Shoreham Harbour. Further investigations as to the scale and nature of provision will be required and will be investigated for the next iteration of the IDP.

- **Health**

- 3.5.19 Health facilities as part of development at Shoreham Harbour will be required. Further investigations as to the scale and nature of provision will be required and will be investigated for the next iteration of the IDP.

## 3.6 TRANSPORT

### SO5. Sustainable Transport: To improve connections and promote sustainable transport choices

To promote sustainable transport choices through ensuring that new developments are well served by high quality, integrated, improved pedestrian, cycling and public transport routes and seeking to reduce demand for travel by private car in innovative ways.

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- 3.6.1 Transport improvements will be required to support the JAAP proposals and reduce the impact of existing and future traffic congestion and related air quality and noise impacts. Measures that reduce reliance on the private car and improve sustainable transport choices will be promoted.
  - 3.6.2 The draft Shoreham Harbour Transport Strategy has been developed alongside the JAAP to support regeneration and development at Shoreham Harbour. The Draft Transport Strategy contains a package of integrated transport measures that will guide the provision of transport infrastructure for the next 15 years. It takes a balanced view of transport provision in the JAAP area focusing on improvements to the existing road network and measures to encourage the

use of sustainable modes of transport. Five key outcomes are identified in the draft transport strategy:

- OC1 Reduced levels of congestion
- OC2 Strengthened sustainable transport mode share
- OC3 Connectivity to Shoreham Harbour
- OC4 A safe and attractive transport network and environment
- OC5 Adequate parking provision and controls

3.6.3 Policy JAAP 24: Promoting Sustainable Travel Behaviour and Policy JAAP 25: Improving Transport Infrastructure both seek to address outcomes 1-4 identified above. Policy JAAP 26: Parking addresses outcome 5.

3.6.4 The coastal settlement pattern of the JAAP area is linear with most of the key roads connected by the A259 which runs east – west through the Shoreham Harbour area. The A259 carries secondary and local traffic from Littlehampton and Worthing to Brighton and Hove. It has a dual function of carrying long-distance traffic as well as catering for local journeys. The A27 provides the strategic inland route taking much of the through traffic; however there is a significant volume of local traffic along the A259 including high numbers of heavy goods vehicles (HGVs).

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- 3.6.5 Access to the main operational port area is via two main entrances off the A259 (Kingsway) which are not well connected to the A27. The advisory lorry route to Shoreham Harbour from A27 is via A293 which is lined by residential frontages. As a result HGVs often pass through either residential areas (via the advisory routes) or the town centres of Shoreham-by-Sea and Portslade.
- 3.6.6 Access to Shoreham Beach to the south of the harbour is restricted to a single entry point from the A259 (Brighton Road).
- 3.6.7 At peak periods journey times for vehicles on the A259 are slow, such as in High Street Shoreham where it can take in excess of 7 minutes to travel 750 metres. As a gateway to the JAAP area the A259 will be required to facilitate development traffic and provide access to local services, and reducing congestion on this key route is therefore essential to the regeneration proposals.
- 3.6.8 The Adur Local Plan & Shoreham Harbour Transport Study (2013) assessed the impact of proposed housing and employment development at Shoreham Harbour on the highway network. It proposes a package of mitigation measures which will reduce the impact of development and encourage a shift in travel patterns to sustainable modes of transport. This package consists of sustainable transport measures, behaviour change initiatives and junction capacity improvements. Examples of behaviour change initiatives include travel plans, car sharing schemes, encouraging shared car ownership, and cycle training. This study is part of the evidence base for the draft Shoreham Harbour Transport Strategy and development proposals will be expected to contribute towards the package of measures identified.
- 3.6.9 Public transport accessibility to the harbour is generally good with a four local railway stations on the West Coastway line serving most of the population within a 20 minute walk. Despite good accessibility, the railway line acts as a physical barrier to north – south movements for other road users with level crossing downtime (estimated at 30-40 minutes in the hour in peak times) exacerbating congestion. Capacity constraints on the Brighton Main Line and West Coastway have been identified by Network Rail as significant challenges facing this part of the rail network.
- 3.6.10 There are frequent buses along the A259 however north-south movements are limited due to the road layout and severance created by the A259 and roads running under the railway line. In addition, there is scope to improve public perception of the bus network.
- 3.6.11 Shoreham Harbour is well served by pedestrian infrastructure; however the environment for

pedestrians is considered to be poor and unattractive in places, and may not encourage short walking trips. In places the network is narrow, in poor condition, close to road traffic or poorly lit. The railway line and A259 both act as barriers to pedestrian movements causing severance.

old fort on Shoreham Beach and also the lighthouse on Kingston Beach.

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- 3.6.12 Two key pedestrian routes connect across the harbour - the footbridge to Shoreham Beach and the harbour lock gates to Southwick Beach. Whilst both are well used, up until recently neither of these has offered a high quality pedestrian environment. The new Adur Ferry Bridge will now provide a much improved pedestrian and cycle connection between Shoreham Beach and Shoreham-by-Sea town centre and railway station.
  - 3.6.13 To the east, the Brighton & Hove seafront provides a heavily used promenade for pedestrians and cyclists and a series of recreational activities. This currently ends abruptly at Hove Lagoon immediately to the east of Shoreham Harbour.
  - 3.6.14 Southwick Beach and Carats Cafe act to some extent as destinations that help draw people to walk along the eastern part of the Harbour and across the lock gates from Southwick. There is a significant opportunity to improve the quality of this experience. There are also opportunities to create visitor destinations around the

## Policy JAAP 24: Promoting Sustainable Travel Behaviour

- i. New development in the JAAP area must reduce the need to travel by car and should help to deliver sustainable transport improvements as identified in the Shoreham Harbour Transport Strategy.
- ii. Development will be required to contribute towards implementation of an intensive area-wide travel behaviour change programme.
- iii. Pedestrians and cyclists should be given priority over vehicular traffic on residential streets within the Strategic Sites areas, wherever possible.

### Refer to:

Shoreham Harbour Transport Strategy (Draft 2014)

Revised Draft Adur Local Plan (2013)

- Policy 28 Transport and Connectivity

Brighton & Hove City Plan Part One (2013)

- Policy CP7 Infrastructure and Developer Contributions
- Policy CP9 Sustainable Transport
- Policy CP13 Public Streets and Spaces
- Policy SA1 The Seafront

## Policy JAAP 25: Improving Transport Infrastructure

- i. Developments will be required to contribute towards the delivery of transport infrastructure which reduces congestion and increases the use of sustainable transport modes. Specific measures are identified in the Transport Strategy including junction capacity improvements, improvements to bus and rail infrastructure and better cycling and walking routes and facilities.
- ii. Improvements should focus on the following priority corridors and seek to minimise the impact of traffic, including HGV's, on surrounding communities:
  - A259
  - A283
  - A293
- iii. To improve the connectivity of the JAAP area, development proposals must provide or contribute towards the delivery of a comprehensive and well integrated transport network with strong linkages to town / district centres, the harbour waterfront / coastline, the South Downs, access routes and surrounding neighbourhoods. Specific network

improvements for these supporting links are identified in the Transport Strategy.

- iv. Proposals that incorporate facilities and/ or initiatives to promote the use of the river as a means of transport, such as provision of pontoons and additional moorings will be encouraged.
- v. Improvements must be consistent with recommendations in the Shoreham Harbour Streetscape Guide and Shoreham Harbour Transport Strategy.

**Refer to:**

Shoreham Harbour Transport Strategy (Draft 2014)

Revised Draft Adur Local Plan (2013)

- Policy 28 Transport and Connectivity

Brighton & Hove City Plan Part One (2013)

- Policy CP7 Infrastructure and Developer Contributions
- Policy CP9 Sustainable Transport
- Policy CP13 Public Streets and Spaces
- Policy SA1 The Seafront

3.6.15 Guidance produced by WSCC states that car parking provision for residential development should: take

account of the expected levels of car ownership; ensure high quality of design; make efficient use of land. The guidance outlines that expected levels of car ownership and demand should be determined taking account of the type, size and tenure of the proposed development. BHCC standards currently outline maximum levels of parking, however it is anticipated that new guidance will put a priority on minimising off-street car parking provision in accessible locations.

3.6.16 Due to the constrained nature of strategic development sites at Shoreham Harbour, innovative approaches to parking will be required. The Transport Strategy identifies a localised approach to car parking provision such as using appropriate parking controls and the use of Car Clubs.

### Policy JAAP 26: Parking Provision

- i. Car parking provision will be considered as part of the overall package of measures that impact on the need to travel resulting from the development. The amount of surface and on-street car parking should be minimised wherever possible and innovative solutions to the provision of car and cycle parking are encouraged as informed by the Transport Strategy. Measures could include the creation of new car clubs or the extension of existing car clubs, by providing additional vehicles in appropriate locations and access to membership, to cover the JAAP area.
- ii. Proposals should include adequate levels of car parking for residential development or measures to promote lower levels of car ownership.
- iii. All new development proposals will be required to provide adequate, appropriate and secure cycle storage facilities.

#### Refer to:

Shoreham Harbour Transport Strategy (Draft 2014)

West Sussex County Council:

- Guidance on Car Parking in Residential Developments

- County Parking Standards and Transport Contributions Methodology

Brighton & Hove City Plan Part One (2013)

- Policy CP7 (Infrastructure and Developer Contributions)
- Policy CP9 (Sustainable Transport)
- Policy CP13 (Public Streets and Spaces)

## 3.7 FLOOD RISK MANAGEMENT

### Strategic Objective 6: To reduce the risk of flooding and adapt to climate change

To ensure that development avoids and reduces the risks from flooding and impacts on coastal processes and that risks are not increased elsewhere as a result. To ensure that coastal defences accord with the relevant Shoreline Management Plan and the forthcoming Brighton Marina to River Adur Strategy for coastal defences.

- 3.7.1 Parts of the JAAP area are at a high risk of flooding due to the proximity to the coastline and the River Adur exacerbated by the low lying topography of some sites. This is especially true for the Western Harbour Arm, parts of Aldrington Basin, Southwick and Portslade beaches as well as the port operational area.
- 3.7.2 Tidal flooding presents the most significant risk to the area. The Adur & Worthing and Brighton & Hove SFRAs identify a number of sites located within Tidal Flood Zones 2, 3a, 3b and Non-functional Flood Zone 3b. This latter category recognises that some sites have the same risk of tidal flooding as Flood Zone 3b but do not have a significant storage or conveyance potential which materially impacts flood risk elsewhere.

In addition to this tidal flood risk, some areas are also affected by fluvial and surface water flooding.

- 3.7.3 Working closely with the Environment Agency, the partnership is in the process of preparing a user-friendly, stand-alone technical guide setting out the types of flood risk present in the harbour area, the vision for a comprehensive flood defence network along the Western Harbour arm and the requirements of developers in relation to mitigating flood risk in the JAAP area. A key consideration of the Technical Guide will be the impact that climate change will have on rising sea levels, storm frequency and storm magnitude.
- 3.7.4 Brighton & Hove City Council, in partnership with Adur District Council and the EA are currently drafting the Brighton Marina to River Adur Coastal Strategy Study. This document will examine how the stretch of coastline between Brighton Marina and the River Adur (up to the Canal lock gates in Southwick) will change over the next 100 years. This includes investigating erosion and flood mitigation measures that need to be delivered over this period. The strategy is due to complete in 2014. A similar strategy, The Rivers Arun to Adur Flood and Erosion Management Strategy (2010) has already been adopted by DEFRA. This strategy includes a large part of the River Adur.
- 3.7.5 The NPPF highlights the need to direct development away from areas at highest risk of flooding (thereby

avoiding the risk in the first instance), but where development is necessary, ensuring it will be safe without increasing the risk of flooding elsewhere.

- 3.7.6 Refer to Policies in Part 2 of this Plan which identify the site-specific flood defence and mitigation measures required within the character areas. Development in the Western Harbour Arm in particular will be required to deliver significant flood risk mitigation infrastructure.

### Policy JAAP 27: Managing Flood Risk

- i. Proposals should demonstrate how the risks of surface water run-off and water pollution have been reduced including through the introduction of Sustainable Drainage Systems (SuDS) and water capture / recycling technology.
- ii. New developments must incorporate open space, appropriate planting, green roofs and / or green walls (suitable for coastal growing conditions) to reduce levels of surface water run-off and consequent risk of flooding.
- iii. Proposals which seek to provide basement parking in tidal /fluvial flood zones will only be acceptable where adequate mitigation and emergency planning are included as part of the planning application.
- iv. Where development creates new flood flow routes, the site specific FRA must assess the potential flood hazard posed by them.
- v. Development proposals in the JAAP area must comply with the Shoreham Harbour Flood Risk Management Technical Guide.
- vi. Proposals must include an emergency strategy to ensure the safety of residents at times of

flooding. This should be developed in conjunction with the Councils' Emergency Planning Officer. The maintenance and review of the strategy will be the responsibility of the development management company.

**Refer to:**

Shoreham Harbour Flood Risk Management Technical Guide (in progress)

Revised Draft Adur Local Plan (2013):

- Policy 36 Flood Risk and Sustainable Drainage

Brighton & Hove City Plan Part One (2013)

- Policy CP11 Managing Flood Risk

**3.8 LOCAL ENVIRONMENT AND NATURE CONSERVATION**

**STRATEGIC OBJECTIVE 7: To conserve and enhance the harbour's environmental assets.**

To protect and conserve the area's important environmental assets and wildlife habitats including Site of Special Scientific Interest (SSSI), Royal Society for the Protection of Birds (RSPB) reserve, Sites of Nature Conservation Importance (SNCI), Local Nature Reserves (LNR) and Village Green.

- 3.8.1 It is essential that any development in the harbour takes in to account the sensitivities of the local environment. Located just outside the JAAP boundary to the west, is the Adur Estuary, a Site of Special Scientific Interest (SSSI) of particular ecological significance for its inter-tidal mudflats. It also contains one of the few saltmarsh habitats in West Sussex. The Adur Estuary is an important habitat for a range of species, particularly wading birds and is considered to be of national importance for the Ringed Plover.
- 3.8.2 The Shoreham Harbour area as a whole is of regional importance for passage bird species and is of county importance for wintering birds as a result of the sheltered nature of the site. The area is also of local

importance for breeding birds. It will be important to consider the impacts of increased recreational activities as a result of new development at the harbour on these sensitive areas.

3.8.3 Shoreham Beach is designated as a LNR and includes an SNCI. Vegetated shingle has also been identified at the Basin Road South SNCI in Brighton & Hove. These sites are considered to be of high ecological value at district level and are an important habitat for a diverse range of rare plants. They are also known to contain several reptile species, including the protected slow-worm and viviparous lizards. These sites are particularly vulnerable to trampling.

3.8.4 Other environmentally protected areas nearby include the chalk downland at the Beeding Hill to Newtimber Hill SSSI, located 4.2km north of the JAAP area, the Waterhall (SNCI) as well as the Mill Hill SNCI and LNR, located 1.8km north, which is a particularly important site for invertebrates.

3.8.5 A Reptile Survey (2009) indicated the presence of an exceptional population of common lizards and a good population of slow worms on the northern edge of Shoreham Harbour's Eastern Arm, south of the A259. A Great Crested Newt Pond HSI Survey (2009) concluded that due to a general lack of ponds and standing water bodies within the area, there is a

negligible risk of impacts on this protected species as a result of the proposals.

3.8.6 In reflection of the eco-town aspirations, major new development within the harbour is expected to be outstanding from an environmental perspective and designed accordingly to promote sustainable development. Therefore all potential opportunities for enhancement to promote biodiversity need to be considered.

3.8.7 It is possible to significantly reduce negative impacts of development on the ecology of the area through mitigation measures. Any potential wildlife habitats that will be lost as a result of development will need to be compensated for and enhanced wherever possible, in order to meet sustainable development requirements.

## Policy JAAP 28: Nature Conservation

- i. All development must seek to provide a net gain to biodiversity, in particular to Biodiversity Action Plan (BAP) species and habitats. The indirect impacts of development, such as recreational disturbance, on designated nature conservation sites and other significant habitats must be considered. Appropriate mitigation must be identified, along with the means for its delivery and maintenance.
- ii. Development proposals will be required to include schemes to conserve, protect and enhance existing biodiversity, taking into account appropriate, coastal protected sites and species. Measures to enhance biodiversity include, but are not limited to:
  - Incorporating appropriate planting schemes for the location, using locally native species wherever possible.
  - Incorporating features such as green walls and green/brown roofs, with appropriate planting for the location.
  - Providing bird-nesting and bat-roosting boxes.
  - Providing ponds in appropriate locations.
  - Providing areas of vegetated shingle.

- Using SuDS to create wetland habitat features, which help store and clean surface water.
- Creating, restoring or enhancing off-site habitats, including designated nature conservation sites.

- iii. The Shoreham Harbour Streetscape Guide (2012) states that all vegetation must be salt tolerant and suitable for a coastal environment. Trees must be securely staked, hardy and able to withstand strong winds

### Refer to:

Revised Draft Adur Local Plan (2013)

- Policy 30 Green Infrastructure
- Policy 31 Biodiversity

BHCC City Plan Part One (2013)

- CP10: Biodiversity

### 3.9 RECREATION AND LEISURE

#### Strategic Objective 8: To enhance and activate the harbour's leisure and tourism offer

To create places that promote healthy and enjoyable living by improving existing and providing new open spaces, green links, leisure and recreation opportunities. To improve connections to and use of the waterfront, coast and beaches as attractive destinations for both locals and visitors.

- 3.9.1 Shoreham Harbour presents significant leisure opportunities given its proximity to the River Adur, the coast, and areas of environmental importance. The harbour is already home to a number of popular recreational and leisure related facilities.

#### Beaches and water sports

- 3.9.2 The public beaches play a significant role in the provision of amenity space in the harbour for residents and visitors. They provide recreational and leisure opportunities as well as providing landscape, environmental and biodiversity benefits. Some of the beaches, such as Southwick Beach, Shoreham Beach and, to a lesser extent, Kingston Beach are well used for traditional seaside activities (walking, swimming,

sunbathing). In addition, Southwick Beach is well used by surfers when conditions are right, whilst the Shoreham Beach area is well used by windsurfers and kite surfers. Paddle boarding is becoming an increasingly popular sport for coastal areas. Currently, facilities for these users do not exist, other than car parking facilities.

- 3.9.3 The harbour is also home to Shoreham Rowing Club located next to the Lifeboat Station on Kingston Beach. The Partnership is currently working with the Rowing Club to support its redevelopment to provide a new, expanded, modern facility.

- 3.9.4 Outside of the JAAP area to the west on Adur Recreation ground, the Adur Outdoor Activity Centre is home to the Adur Canoe Club, Adur Water Activities Centre and the Sea Scouts. At Hove Lagoon in the east, Lagoon Water sports offers courses in wake boarding, dinghy sailing, yachting and windsurfing.

#### Sailing and facilities for boat-users

- 3.9.5 The harbour is also home to a number of sailing facilities including:

- Lady Bee Marina (Southwick Waterfront)
- Riverside Yard (Southwick Waterfront)
- Sussex Yacht Club (Western Harbour Arm / Southwick Waterfront)

- Shoreham Sailing Club (Harbour Mouth)

3.9.6 All four areas have a strong leisure and recreation function with the first three providing berthing opportunities for larger vessels. These three currently have capacity for around 120 pontoon berths although access is a constraint to further pontoon capacity. The SPA are seeking to increase berthing capacity at Lady Bee Marina.

3.9.7 Whilst there is good provision of uses in and around the JAAP area, access is constrained in some places, and some facilities are in poor condition in need of replacement, improvement or re-provision. The Western Harbour Arm currently benefits from the location of a number of historic slipways and hard to the east of the footbridge. Most of these are either inaccessible or dilapidated and lack sufficient parking and turning areas for trailers to make them usable. The Partnership is currently working with the Shoreham Slipways Group to identify a suitable location in the harbour for a new public slipway with sufficient space for appropriately laid out parking.

#### Outdoor Activities

3.9.8 Outside of the JAAP area to the west, the Adur Outdoor Activity Centre provides facilities for a number of recreational activities. The centre has a climbing wall and offers a range of courses open to the public

raging from beginners through to advanced, run by qualified instructors. The Activity Centre has facilities and courses available for canoeing and kayaking, mountain biking, orienteering and team building.

#### Footpaths

3.9.9 Strategic routes for rural walkers are concentrated in the South Downs and stop at the outskirts of built up areas. Currently that do not connect well into the town centres and to the sea. Walking routes in the urban areas of the JAAP are not well designed and signage is poor. The new footbridge to Shoreham Beach has significantly improved the quality of the pedestrian environment in that area.

3.9.10 The pedestrian network running east to west along the majority of the JAAP area north of the coast / waterfront is limited to the path that runs along the A259 and as such currently offers a very poor experience for cyclists and pedestrians.

#### Cycle Paths

3.9.11 The Sustrans national cycle route runs through the Harbour area from Hove Lagoon in the east, along the southern section of the canal (the South Quayside area) across the canal locks, at which point the route takes a more inland course away from the JAAP area and re-emerges in Shoreham. Here it crosses over

Shoreham Footbridge and carrying on to the seafront to the west. This route links Brighton in the east and Worthing in the west.

3.9.12 The section from Hove Lagoon to Brighton in the east and Shoreham Beach to Worthing in the West is almost entirely 'traffic-free' with dedicated bike lanes. The section in between that runs through the harbour area is classified as 'on-road', with no dedicated cycle lanes. This route is well used by cyclists for leisure and recreation. It is also a popular commuting route for cyclists, although a high number of commuters use the A259 from the lock gates in Southwick as this is the quickest and most direct course.

3.9.13 In addition, the harbour area has good cycling links to the South Downs in the north. The 'Downs Link' Bridleway that runs along the river Adur from Ropetackle to the South Downs is a key cycling and pedestrian link which connects Shoreham with the South Downs and which continues up to the North Downs in Surrey. Signage to this route from the town centre however is poor. Other routes to the South Downs from the JAAP area are also poorly signposted.

#### Policy JAAP 29: Facilities for Boat-users

- i. Major waterfront development schemes, are expected to incorporate features that improve open access to the waterfront such as river inlets as well as facilities for boat users such as additional moorings, floating pontoons/docks and slipways where appropriate and in discussion with Shoreham Port Authority.
- ii. Development schemes that result in the loss of an existing slipway or hard and that fail to incorporate a new useable slipway (with sufficient parking/turning space) on-site may be expected to contribute towards re-provision of the facility off-site.

#### Refer to:

Revised Draft Adur Local Plan (2013):

- Policy 26: The Visitor Economy

Brighton & Hove City Plan Part One (2013):

- CP17 Sports Provision

### Policy JAAP 30: Public Open Space

- i. Development proposals will be required to provide high quality public open space on site. The type and quantity of open space will be determined by the scale and type of development, the identified needs of the area and local standards.
- ii. BHCC and ADC will work with developers to explore the role, function and more detailed design of green spaces as they come forward. These areas could help to meet local need for a range of open spaces including parks and gardens, amenity green space, provision for children and young people, outdoor sports facilities, allotments and community gardens.
- iii. Improved linkages to existing open space assets will be encouraged.
- iv. In accordance with Local/City Plan policies, the loss of existing open space will be resisted unless it has become surplus to requirements or would be replaced with equivalent or improved provision in a suitable location. In the case of any loss of open space, mitigation measures include, but are not limited to:
  - Better access to remaining open space.

- Provision of an alternative site.
- Significant enhancements to remaining open space including features to improve open access to the waterfront.

#### Refer to:

Revised Draft Adur Local Plan (2013):

- Policy 32: Open Space, Recreation and Leisure

Brighton & Hove City Plan Part One (2013):

- CP16 Open Space
- CP17 Sports Provision

### 3.10 PLACE MAKING AND DESIGN QUALITY

#### STRATEGIC OBJECTIVE 9: To promote high design quality and improve townscape

To promote developments of high design quality that maximise the waterfront setting, respect local character and form and enhance key gateways and public spaces. To protect and enhance the area's historic assets, including the Scheduled Monument at Shoreham Fort, listed buildings and conservation areas.

- 3.10.1 High quality urban design is an integral element of successful developments. Good design encompasses architectural design, form, height, scale, siting, layout, density, orientation, materials, parking and open space. New developments should be well-designed and integrated into the landscape and townscape, and should contribute positively to the harbour's character and distinctiveness. Existing poor-quality design should not set a precedent.
- 3.10.2 Improvements to the public realm (streets and public spaces) provide an opportunity to enhance the quality, character and distinctiveness of the harbour. Good use of 'natural surveillance', natural and artificial light and careful siting of buildings and street furniture can

improve the layout of an area, reduce perceived and actual crime and opportunities for anti-social behaviour, and make an area more pleasant to use.

- 3.10.3 Lighting is an important element of design quality; whilst necessary for safety reasons it can also add character and highlight elements of architectural quality. However, it is also important to ensure that light shines on its 'target' and does not waste energy or contribute to 'sky glow'.
- 3.10.4 Shoreham Harbour benefits from a number of historic assets. The harbour area includes:
- Parts of the Shoreham-by-Sea Conservation Area
  - The Riverside Section of the Southwick Conservation Areas.
  - Three Grade II Listed Buildings (Royal Sussex Yacht Club, Sussex Arms Public House, Kingston Buci Lighthouse)
  - Shoreham Fort (Scheduled Monument).

### Policy JAAP 31: Place making and Design Quality

- i. Schemes should be designed to reflect the character of the marine environment and should be sensitive to strategic views of the waterfront, surrounding landscape and historic features.
- ii. Waterfront development schemes are encouraged to incorporate features that improve public access, views and experience of the marine environment. This may be externally in the form of landscaped viewing areas and/or internally as an integral part of building design.
- iii. Major development proposals may be subject to design review process at the pre-application and application stages in order to ensure the highest quality of design.
- iv. Development proposals should improve the quality, accessibility, security and legibility of public streets and spaces. The public realm elements of the development proposals must be designed in accordance with the Shoreham Harbour Streetscape Guide (2012).
- v. Where appropriate contribution will be sought for the provision of public art, in accordance with the scale of development proposed.

- vi. All development proposals will be expected to embrace principles of good urban design with reference to the following characteristics:
  - High standards of architectural design and detailing.
  - Suitable scale and massing in relation to housing type and local context, including townscape character and historic environment.
  - Appropriate internal and external space standards in accordance with each authority's policy requirements.
  - Dwellings should benefit from excellent provision of private, semi-private and communal space. Buildings should provide strong enclosure to public spaces and streets, and should maintain a clear distinction between public, semi-private and private space.
  - High standards of private amenity space for all residential development, maximising a range of solutions including private balconies, terraces, gardens and shared courtyards as appropriate.
  - Provision of suitable family accommodation.

- Compliance with Lifetime Homes criteria.
- Incorporation of the features and principles of Secured by Design.
- vii. Avoidance of single aspect north-facing dwellings, and provision of dual aspect dwellings wherever possible.
- viii. The Partnership will work with its partners and other stakeholders to conserve and enhance the harbour's historic assets.

### **Refer to:**

Revised Draft Adur Local Plan (2013):

- Policy 14 Quality of the Built Environment and Public Realm
- Policy 16 The Historic Environment

Brighton & Hove City Plan Part One (2013):

- CP12 Urban Design
- CP13 Public Streets and Spaces
- CP15 Heritage

## **4 DELIVERY AND IMPLEMENTATION**

## 4 DELIVERY AND IMPLEMENTATION

### 4.1 A PARTNERSHIP APPROACH

- 4.1.1 The following section sets out how the JAAP proposals will be delivered on the ground and how progress will be monitored over time. The plans will need to remain flexible and adjustable as opportunities emerge over time.
- 4.1.2 The regeneration plans are being driven by the Shoreham Harbour Regeneration Partnership. Members of the Partnership signed up to a renewed joint commitment to deliver renewal plans for the harbour via a Memorandum of Understanding signed in 2011. Partnership work is organised around an agreed governance structure that sets out day to day project management and operating protocols. Progress on project work is overseen by a Project Board of senior officers and key stakeholders that meets every quarter. In turn the Project Board reports back to a Leaders' Board comprising the leaders of each council and the Chief Executive of the Shoreham Port Authority. Key decisions are taken through the relevant committees of each authority.
- 4.1.3 Since 2009, significant technical work has been undertaken by the local authorities to determine the appropriate scale and land use mix to plan for at the

harbour. Given the changes in the wider economy and government approach during the recent period, it is critical that the plans are not held back by reliance on a large injection of upfront public funding which may be difficult to access. The current plans aim to provide a pragmatic balance between the aspirations and ambitions for a new waterfront community and the commercial realities of bringing forward complex, brownfield sites under current market conditions.

- 4.1.4 The role of the Partnership is to provide a dedicated resource to work with developers and investors to facilitate bringing forward packages of catalyst sites and local area improvement projects. Recent work has been focussed on gaining a better understanding of the barriers and costs that have contributed to the large viability gaps that have stalled previous iterations of harbour plans. This has highlighted potential solutions and alternative approaches to reduce costs, delays and risks that are now being taken forward by the Partnership.
- 4.1.5 Examples of current areas of Partnership work to support delivery include:

- Technical studies to identify infrastructure costs and delivery mechanisms including flood defence, transport and social infrastructure.
- Supporting business relocation plans including identifying alternative sites in the local area that better meet business requirements.
- Communications activities to maintain a positive two-way dialogue with land owners, developers and stakeholders and promote joint working for mutual benefit.
- Proactively seeking ways to reduce viability gaps and unlock stalled sites.
- Close working and ongoing dialogue with local charities and community groups with an active interest in the harbour area.
- Close working and engagement with key government agencies including Environment Agency, Highways Agency, Natural England and the Marine Management Organisation.

## 4.2

## DELIVERY OBJECTIVES AND DEPENDENCIES

### 4.2.1

The objectives for plan delivery are as follows:

- To ensure that the JAAP proposals and policies are realistic, viable and deliverable within the plan period (to 2031).
- To maintain appropriate governance structures and adequate resources to ensure responsibility for implementation.
- To commit to partnership working to identify delivery solutions and to source external funding where required.
- To maximise investor confidence and reduce risk for developers, partners and stakeholders.

### 4.2.2

The successful delivery of the JAAP is dependent on a number of factors including:

- Delivery of the Strategic Site proposals, underpinned by a business relocation and retention strategy.
- Funding and timely delivery of infrastructure, including flood defences, highway works and social infrastructure.
- Ability to resource working with local community groups and managing the local area improvement projects..

- The members of the Partnership and key stakeholders continuing to provide on-going commitment to Shoreham Harbour as a strategic development priority.

### 4.3 DELIVERING STRATEGIC SITE PROPOSALS

- 4.3.1 Bringing forward the major development opportunities referred to as the Strategic Sites (SS1-SS4) in this Draft JAAP will require the formation of land owner and developer partnerships. Some of the key sites are owned by members of the Partnership, particularly the Port Authority which will enable greater control over the nature of proposals coming forward. Landowner and stakeholder partnerships and potentially joint venture companies will carry forward proposals on the basis of development agreements, within the framework set out by the JAAP, and other supplementary site briefs.
- 4.3.2 Land assembly and anticipated release of development sites through the proactive work of the regeneration partnership will help to kick start progress during the first five years. It is not intended to utilise compulsory purchase powers ('CPO') in implementing strategic sites in multiple ownership and/or occupation, as the JAAP places an onus on developers to negotiate any land acquisition with support from the Partnership. However, an approach that takes a CPO

route to deliver a scheme may be required if negotiation proves unsuccessful. This will be carried out in accordance with Circular 06/2004.

### 4.4 INFRASTRUCTURE REQUIREMENTS

- 4.4.1 Development at Shoreham Harbour will generate the need for additional and improved infrastructure to support the needs of an increased population. Essential infrastructure covers a range of items including social infrastructure (e.g. health facilities, libraries, educational establishments etc.); physical infrastructure (e.g. highways, flood defences, utility provision etc.) and green infrastructure (e.g. allotments, natural open spaces etc.).
- 4.4.2 Infrastructure Delivery Plans (IDPs) have been drafted for ADC and BHCC<sup>18</sup>. These are live documents that set out the infrastructure priorities associated with the implementation of the ADC Local Plan and BHCC City Plan and include requirements for Shoreham Harbour. The IDPs clarify which organisation/s are responsible for delivering the infrastructure, how it will be funded and when it is required.
- 4.4.3 Private sector funding through planning obligations linked to individual development proposals will be an

<sup>18</sup> Draft Adur Infrastructure Delivery Plan September (2013); Annex to Submission City Plan Part 1: Infrastructure Delivery Plan (2013).

important mechanism for securing delivery of infrastructure. The authorities are currently exploring the use of the Community Infrastructure Levy (CIL). Work is on-going to identify which types of developments are applicable for CIL as well as suitable rates and how this might impact on the use of traditional contribution mechanisms such as Section 106 Agreements.

4.4.4 Local Plan policies and Supplementary Planning Guidance set out the approach to planning obligations that will be applied which can be summarised as follows:

- On-site obligations required as part of the development including access roads and junctions for development and local public open space.
- Community infrastructure standard charges including towards public realm improvements, highways improvements and community facilities that may be required or impacted as a result of the development.
- Strategic infrastructure standard charge covering major capacity enhancing projects including transport network, and flood alleviation.

4.4.5 For strategic level infrastructure technical work is underway to scope out the critical priorities and costs for the harbour. For example, a Flood Risk Management Technical Guide is currently being

commissioned which will set out the parameters for provision of harbour-side flood defences. A Shoreham Harbour Transport Strategy is being prepared by WSCC which will establish the priority transport works that are required to support the proposals. Both of these documents will be used as part of planning negotiations to provide greater clarity to developers over contributions.

4.4.6 The following items of infrastructure are typically likely to be requirements for major developments within the Strategic Site areas:

- Contributions to public transport and highway network improvements
- Upgraded flood defences integrated with public waterfront walking / cycle route (where appropriate – particularly Western Harbour Arm waterfront sites)
- Contributions to social infrastructure
- Remediation of contaminated areas
- On-site renewable energy systems / low carbon technologies

### Policy JAAP 32: Infrastructure Requirements

- i. Developers will be required to provide or contribute to the provision of infrastructure made necessary by the development.
- ii. Infrastructure must be provided at the appropriate time, prior to any part of the development becoming operational or being occupied. Infrastructure needs are identified in each local authority's Infrastructure Delivery Plan (IDP).
- iii. In accordance with each local authority's planning contributions guidance, infrastructure contributions will be sought via Section 106 Planning Obligations where they meet the statutory tests, and potentially through a future Community Infrastructure Levy.

#### Refer to:

Revised Draft Adur Local Plan (2013):

- Policy 29: Delivering Infrastructure
- Planning Contributions for Infrastructure Provision: Interim Planning Guidance Document (2013)
- Draft Infrastructure Delivery Plan (2013)

Brighton & Hove City Plan Part One (2013):

- CP7: Infrastructure and Developer Contributions

- Infrastructure Delivery Plan
- Brighton & Hove City Council Developer Contributions: Technical Guidance on the main types of contributions

## 4.5 SECURING FUNDING

4.5.1 The work of the Partnership is currently supported by a limited amount of public funding that was awarded by central government prior to 2010. This funding is used to support staff resources, undertake technical studies and provide match funding for future funding bids. The main current sources of funding include:

- Growth Points Programme funding
- Eco-town funding
- Homes and Communities Agency contributions
- Environment Agency contributions
- Local authority and Port Authority contributions

4.5.2 Once the JAAP is adopted, there will be greater certainty for stakeholders to be able to work together to target sources of external funding. Potential sources being currently being explored include:

- City Deal
- Coastal Communities Fund
- Coast to Capital Local Economic Partnership (LEP) – Single Growth Pot

- Sustainable Transport Fund
- Heritage Lottery Funding
- EU funding

## 4.6 MONITORING OF PROGRESS

- 4.6.1 The progress of the JAAP will be measured at regular intervals over time against the indicators set out within the Sustainability Appraisal that accompanies this document. As the JAAP evolves, the monitoring framework will be established working in partnership with relevant stakeholders. Final monitoring arrangements will be confirmed in the Sustainability Statement to be produced after the JAAP is adopted.
- 4.6.2 The local authorities undertake ongoing monitoring of their Local Development Frameworks of which this JAAP is a part. Progress on the delivery of the key opportunity development sites will be contained with the Authority Monitoring Report (AMR) for each respective council.



**Shoreham Harbour Regeneration**

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Ham Road  
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BN43 6PR

**Brighton & Hove City Council**

Hove Town Hall  
Norton Road  
Hove  
East Sussex  
BN3 4AH



<b>Subject:</b>	<b>Coastal West Sussex and Greater Brighton Local Strategic Statement for Delivering Sustainable Growth 2013 – 2031</b>		
<b>Date of Meeting:</b>	<b>23<sup>rd</sup> January 2014</b>		
<b>Report of:</b>	<b>Executive Director for Environment, Housing and Development</b>		
<b>Contact Officer:</b>	<b>Name:</b>	<b>Mike Holford</b>	<b>Tel: 29- 2501</b>
	<b>Email:</b>	<a href="mailto:Mike.Holford@brighton-hove.gov.uk">Mike.Holford@brighton-hove.gov.uk</a>	
<b>Ward(s) affected:</b>	<b>All</b>		

**FOR GENERAL RELEASE****1. SUMMARY AND POLICY CONTEXT:**

- 1.1 The Coastal West Sussex and Greater Brighton (CWS&GB) Local Strategic Statement (LSS) will be an important mechanism for local planning authorities on the Sussex Coast to identify and deliver priorities for Strategic Planning. A copy of the LSS is included as an appendix. The LSS will assist in managing strategic issues and is important evidence to demonstrate that strategic co-operation has been an integral part of plan-making across the area. The LSS also contains the terms of reference for the CWS&GB Strategic Planning Board and a Memorandum of Understanding between the constituent authorities. Unlike Local Plans, however, the LSS is not a statutory document and therefore relies on the voluntary consensus of all partners around the shared ambitions and priorities.

**2. RECOMMENDATIONS:**

- 2.1 That:

The Committee approve the Coastal West Sussex and Greater Brighton Local Strategic Statement including the terms of reference and memorandum of understanding.

**3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS:**

- 3.1 In October 2012 the Local Planning Authorities (LPAs) in Coastal West Sussex (Adur District, Arun District, Chichester District, Worthing Borough along with West Sussex County Council and the South Downs National Park Authority) together with Brighton & Hove City Council and Lewes District Council agreed to establish a new Coastal West Sussex Strategic Planning Board to facilitate joint planning work. This would allow, amongst other things, the duty to co-operate required under planning legislation to be discharged. The Board, which comprises lead councillors from each of the LPAs works in an advisory capacity

with all decision-making through the individual member authorities. The Coastal West Sussex approach has been highlighted nationally as an example of best practice with regarding to meeting the duty to co-operate.

- 3.2 This LSS is the document for taking forward the Board's work on behalf of the LPAs. The LSS sets out the long term strategic objectives for the period 2013-2031 and the Spatial Priorities for delivering these in the short to medium term 2013-2020. The LSS focuses on the strategic issues that are shared across the area or that will impact on the long term sustainability of the area, providing a background for local plans and the business priorities of key stakeholders.
- 3.3 Managing strategic issues which impact on more than one local planning area has always been part of the plan preparation process. The 2011 Localism Act laid down the foundations for a new way of delivering strategic planning, the duty to co-operate. This LSS will be an important mechanism for LPAs in CWS&GB to manage strategic issues and will provide evidence to demonstrate that strategic cooperation has been an integral part of plan-making across the area and that this is being managed on an on-going basis.
- 3.4 The strategic objectives of the LSS aim to facilitate improved accessibility within and across the CWS&GB labour and housing markets, promote strategic development opportunities in town centres and other sustainable locations, and protect the high quality environmental and landscape assets of the area.  
The strategic objectives are:-
  - Delivering Sustainable Economic Growth
  - Meeting Strategic Housing Needs
  - Investing in Infrastructure
  - Managing Environmental Assets and Natural Resources
- 3.5 LPAs will work with their partners to support the development of strategic employment and housing sites, by giving priority to the infrastructure improvements needed to enable the sites to be delivered. The LSS identifies the following locations as the focus for attention:-
  - Shoreham Harbour and Brighton Airport, Shoreham
  - Chichester City/Tangmere/Bognor Regis
  - Littlehampton
  - Worthing's Key Town Centre Sites
  - Greater Brighton City Region
- 3.6 The LSS also aims to ensure alignment with the work of the Greater Brighton Economic Board, the delivery of the Greater Brighton City Deal, and the delivery of the emerging priorities in the Coast to Capital Local Enterprise Partnership's draft Strategic Economic Plan.
- 3.7 The LSS also contains as annexes the terms of reference for the CWS&GB Strategic Planning Board and a memorandum of understanding that establishes a framework for co-operation between the eight LPAs with respect to strategic planning and development issues.

#### **4. COMMUNITY ENGAGEMENT AND CONSULTATION**

- 4.1 Adjoining planning authorities and utility companies have been consulted on the LSS and their comments, where appropriate, have been included.

## **5. FINANCIAL & OTHER IMPLICATIONS:**

### **5.1 Financial Implications:**

The costs associated with the production of the Coastal West Sussex and Greater Brighton Local Strategic Statement have been met from the existing Planning Strategy revenue budget. The main input from the City Council is Member and Officer time. There is occasionally some requirement for technical studies, costs of which are split equally between the Board members.

*Finance Officer Consulted: Steven Bedford Date: 05/12/13*

### **5.2 Legal Implications:**

As stated in the body of the report the Localism Act 2011 (section 110) introduced a “duty to co-operate” in relation to “strategic matters”. A “strategic matter” is defined as “sustainable development or use of land that has or would have a significant impact on at least two planning areas, including (in particular) sustainable development or use of land for or in connection with infrastructure that is strategic and has or would have a significant impact on at least two planning areas”. The duty involves engaging “constructively, actively and on an ongoing basis” and “considering whether to consult on and prepare, and enter into and publish, agreements on joint approaches”

The Local Strategic Statement accords with this duty.

It is not considered that any adverse human rights implications arise from the report.

*Lawyer Consulted: Hilary Woodward Date: 9/12/13*

### **5.3 Equalities Implications:**

The aim of the LSS is to bring forward strategic housing and employment sites and thereby provide homes and jobs.

### **5.4 Sustainability Implications:**

A Sustainability Appraisal has been carried out on the LSS

### **5.5 Crime & Disorder Implications:**

None arising directly from the report

### **5.6 Risk and Opportunity Management Implications:**

None arising directly from the report

### **5.7 Public Health Implications:**

None arising directly from the report.

5.8 Corporate / Citywide Implications:

Approval of the LSS will assist in meeting the duty to co-operate which is required under national planning legislation

**6. EVALUATION OF ANY ALTERNATIVE OPTIONS**

6.1 One option is not to produce a LSS and another is to not formally approve the LSS.

6.2 Neither of these options would assist the City Council and its partner authorities in discharging their duty to co-operate or enable the proper strategic planning of this part of the Sussex Coast.

**7. REASONS FOR REPORT RECOMMENDATIONS**

7.1 The LSS will be an important mechanism for LPAs in CWS&GB to manage strategic issues and will provide evidence to demonstrate that strategic cooperation has been an integral part of plan-making across the area and that this is being managed on an on-going basis. The recommendation is that the Committee approve the LSS (and terms of reference/memorandum of understanding) on this basis.

**SUPPORTING DOCUMENTATION**

**Appendices:**

1. Coastal West Sussex and Greater Brighton Local Strategic Statement for Delivering Sustainable Growth 2013 – 2031 (including terms of reference and memorandum of understanding)

**Documents in Members' Rooms**

1. None

**Background Documents**

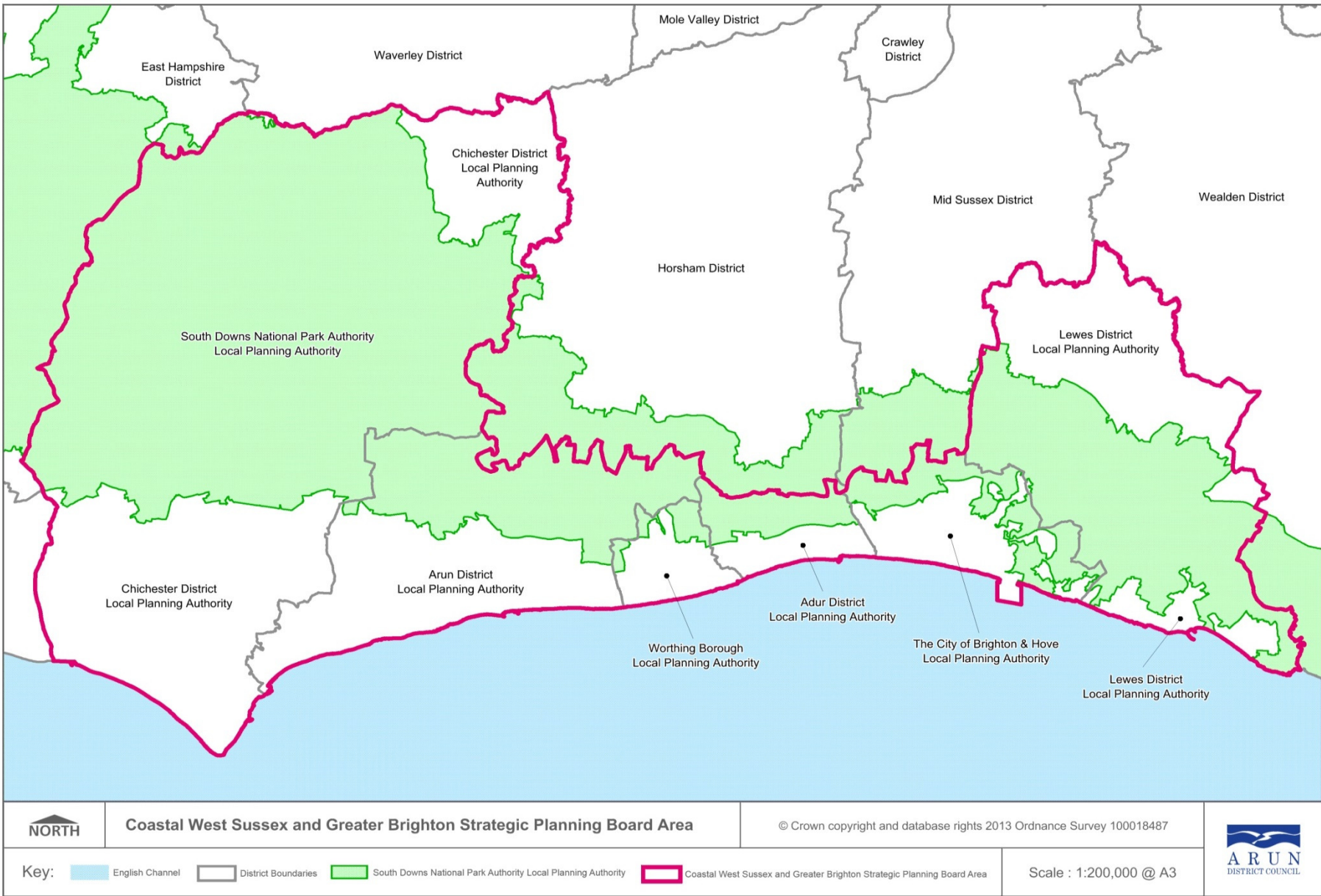
1. None

# **Coastal West Sussex and Greater Brighton**

## **Local Strategic Statement**

**Delivering Sustainable Growth 2013-31**

**October 2013**



# Coastal West Sussex and Greater Brighton

## Local Strategic Statement for

### Delivering Sustainable Growth 2013-2031

## 1. Introduction

- 1.1 In October 2012 the local planning authorities (LPAs) in Coastal West Sussex<sup>1</sup>, together with Brighton & Hove City Council and Lewes District Council (CWS&GB) agreed to establish a new Strategic Planning Board to facilitate joint work on strategic planning priorities. The Board's remit is to:
- (1) identify and manage spatial planning issues that impact on more than one local planning area within CWS&GB; and
  - (2) support better integration and alignment of strategic spatial and investment priorities in CWS&GB, ensuring that there is a clear and defined route through the statutory local planning process, where necessary.
- 1.2 The Board, which comprises lead councillors from each of the LPAs works in an advisory capacity with all decision-making through the individual member authorities (Memorandum of Understanding is attached as Annex 1). It works closely with the Coastal West Sussex Partnership (CWSP) which brings together organisations and people from the business, education and public sectors to work collectively on economic issues that affect the area<sup>2</sup>. Both bodies have responsibility between them for ensuring that strategic planning and investment issues are addressed locally through the relevant local authorities and organisations, and within a wider context, particularly through the Coast to Capital Local Enterprise Partnership (C2CLEP) and the Coast to Capital Local Transport Body (C2CLTB).<sup>3</sup> They also have responsibility for providing a framework for aligning strategic spatial and investment priorities with the business plans of other public and private sector bodies operating in the CWS&GB area.
- 1.3 The *Local Strategic Statement for Coastal West Sussex and Greater Brighton (LSS)* is the main vehicle for taking forward the Board's work on behalf of the LPAs. It sets out the long term *Strategic Objectives* for the period 2013-2031 and the *Spatial Priorities* for delivering these in the short to medium term (2013-2020). Many are already being addressed through the planning system albeit at very different stages, but all will benefit from a coordinated approach across the area, both in terms of planning and investment. Some will be considered ambitious given the significant challenges to be addressed, particularly in the short to medium term, and many will require new and

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<sup>1</sup> Adur, Arun, and Chichester, Worthing Borough Council, West Sussex County Council and the South Downs National Park Authority

<sup>2</sup> <http://www.coastalwestsussex.org.uk/>

<sup>3</sup> <http://www.coast2capital.org.uk/>

innovative solutions to funding. But they also reflect the local planning authorities' clear aspirations for long term sustainable growth to meet the existing and future needs of the residents and workforce in the CWS&GB area.

- 1.4 The *LSS* focuses on the strategic issues that are shared across CWS&GB or that will impact on the long term sustainability of the area, providing an overlay for local plans and the business priorities of key stakeholders. Unlike local plans, however, the *LSS* is not a statutory document and therefore relies on the voluntary consensus of all partners around the shared ambitions and priorities. A number of stakeholders have therefore been involved in its preparation, particularly those with a role to play in its delivery.
- 1.5 The *LSS* builds upon the long term aims and objectives of successive strategic plans for the area and has largely been informed by the evidence being developed to support local plans, particularly the following strategic research:
  - *Duty to Cooperate Housing Study* (GL Hearn on behalf of the Coastal West Sussex Authorities, May 2013 - <http://www.adur-worthing.gov.uk/media/media.114125.en.pdf>)
  - *Developing an Employment and Infrastructure Strategy* (Parsons Brinkerhoff on behalf of the CWSP, Feb 2012 - <http://www.coastalwestsussex.org.uk/wp-content/uploads/2012/04/consolidated-strategy-and-appendix-1-2.pdf>)
  - *Advice to Support the Development of a Delivery and Investment Framework* (GVA on behalf of the CWSP, March 2013 - <http://www.coastalwestsussex.org.uk/wp-content/uploads/2013/07/Coastal-West-Sussex-Strategic-Investment-Framework-GVA-Final-Report.pdf>)

## **Why develop a Strategic Framework for Coastal West Sussex and Greater Brighton?**

### ***Delivering long term sustainable growth***

- 1.6 Achieving long term sustainable growth in CWS&GB will depend on addressing the key strategic planning issues in an integrated and deliverable way. The *LSS* will provide an opportunity for the LPAs and partners to come to a consensus on what 'sustainable growth' means for the area, and what the short, medium and long term priorities are. An overarching statement reflecting the ambitions of local authorities and their partners around sustainable growth will help to:
  - provide a framework for integrating and aligning the investment priorities and business plans of both public and private sector bodies;
  - establish a clear set of priorities for funding opportunities; and
  - provide a mechanism for contributing to and coordinating work on strategic planning and economic activity in the wider area.

### ***Effective strategic planning & the Duty to Cooperate***

- 1.7 Managing strategic issues which impact on more than one local planning area has always been part of the plan preparation process. However, until recently, the strategic elements were managed through regional strategies, which for CWS&GB was the South East Plan. The 2011 Localism Act laid down the foundations for a new way of delivering strategic planning, the ‘Duty to Cooperate’<sup>4</sup>. This requires LPAs to demonstrate how they have engaged ‘*constructively, actively and on an on-going basis*’ with neighbouring authorities and other organisations in the development of strategic planning policies. The statutory bodies bound by the Duty are listed in Local Plan Regulations<sup>5</sup>. Under the terms of the Duty, LPAs are also expected to ‘take account of’ the work of Local Enterprise Partnerships (LEPs) and Local Nature Partnerships (LNPs).
- 1.8 Although the Duty to Cooperate is a legal requirement where compliance is tested through the Local Plan Examination process, the strategic content of a plan and the way in which the evidence and policies have been developed is also fundamental to the plan’s soundness. The LSS will be an important mechanism for LPAs in CWS&GB to manage strategic issues and will form key evidence to demonstrate that strategic cooperation has been an integral part of plan-making across the area and that this is being managed on an on-going basis.

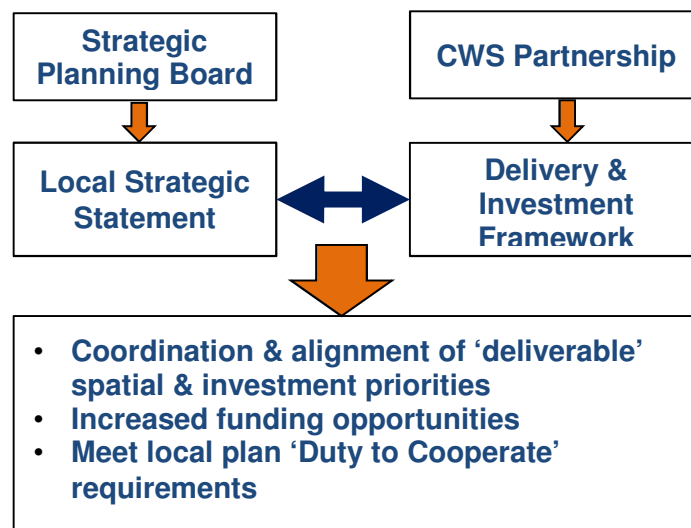
### **Links with other plans, strategies and organisations**

- 1.9 Implementation of the LSS will depend on LPAs playing a key role in ensuring that it is properly tested through the statutory planning process and the local community have been consulted, particularly where Neighbourhood Plans are being prepared. But it will also depend on building consensus with a wide range of other public and private sector bodies and organisations to ensure that they align their business plan priorities accordingly (the key bodies that will need to play a role in delivery are summarised in Annex 2). Critical to the successful implementation of the LSS will therefore be a coordinated approach to investment, particularly on infrastructure funding. The CWSP’s *Delivery and Investment Framework (DIF)* will provide a mechanism for managing this co-ordination and ensuring that the LSS has the best chance of delivery. See figure below.

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<sup>4</sup> <http://www.legislation.gov.uk/ukpga/2011/20/section/110/enacted>

<sup>5</sup> Local Planning Regulations 2012: Duty to Cooperate: <http://www.legislation.gov.uk/uksi/2012/767/part/2/made>



1.10 The *LSS* and *DIF* will also play important roles in informing the C2C LEP’s emerging Strategic Economic Plan, a multi-year investment plan for the whole Coast to Capital area which will form the basis for bids to the Government’s ‘Local Growth Fund’<sup>6</sup>. The strategy will use the priorities established through each of the partnership areas, including CWS&GB, to determine what the priorities are on a LEP scale and how much funding should be allocated to support delivery of these priorities.

1.11 In February 2013 Brighton and Hove City Council and its partners (Worthing Borough Council, Adur and Lewes District Councils, and West Sussex County Council), agreed to develop a new ‘Greater Brighton City Deal’ with Government which would see the transfer of powers, funding and responsibilities to the local authorities in return for a commitment to support growth. The deal focuses on the area becoming a hub for Creative Innovation that prioritises growth in innovative low carbon, high-tec and creative businesses, and includes the development of a network of growth hubs. Part of the deal is a strong governance structure. As such, the authorities have established a high level ‘City Deal Board’. Although the final outcome of this will not be known until later in 2013, the freedoms and flexibilities given to local authorities as part of the deal will enable opportunities to support the regeneration and sustainable growth of the whole CWS&GB area.<sup>7</sup>

1.12 In taking forward the *LSS*, local authorities will take account of the wider economic priorities, particularly around the skills agenda, recognising that a key part of improving economic performance and addressing social inequalities is improving skills and access to training and education. This is a priority in the CWSP’s Strategy (*Sustaining Growth through Partnership*), for the Brighton and Hove Economic Partnership and C2CLEP, and in West Sussex County Council’s Economic Strategy. Improving skills

<sup>6</sup> Proposals for a Single Local Growth Fund were set out in ‘Investing in Britain’s Future’ (June 2013) <https://www.gov.uk/government/publications/investing-in-britains-future>.

<sup>7</sup> The Government’s City Deal initiative is a competitive process, the final outcome of which will not be known until late 2013. The latest position with regards to the ‘Greater Brighton City Deal’ bid is set out in the update report - [http://present.brighton-hove.gov.uk/Published/C00000705/M00004661/AI00034413/\\$20130610163735\\_004280\\_0016395\\_GreaterBrightonCityDealProgressUpdate20June13FINAL1.docA.ps.pdf](http://present.brighton-hove.gov.uk/Published/C00000705/M00004661/AI00034413/$20130610163735_004280_0016395_GreaterBrightonCityDealProgressUpdate20June13FINAL1.docA.ps.pdf)

and education is also a key part of developing Greater Brighton City Deal's proposed growth hubs. Although the *LSS* focuses on 'spatial priorities', the LPAs will continue to work with partners to align its priorities with wider economic objectives thus ensuring a holistic and integrated approach is taken to delivering sustainable economic growth.

- 1.13 A large part of the CWS&GB is within the South Downs National Park. This is a significant asset to the area in terms of its contribution to the overall quality of life, as well as enhancing investment opportunities by providing a high quality environment and visitor attraction. The local authorities will therefore need to work closely with the SDNP Authority to ensure that the ambitions for sustainable growth are delivered in a way that compliments the SDNP's role and functions and are reflected in the SDNPA's emerging Management Plan.<sup>8</sup>
- 1.14 Contributing to the strategic planning priorities is a core objective of the new Sussex Local Nature Partnership (SLNP). Although the SLNP is still in the process of developing its priorities and considering how it will contribute to the various planning activities in the Sussex area, it is potentially an important partnership in terms of implementing the *LSS*. The high quality environmental and ecological assets of CWS&GB are recognised as having a valuable role in supporting the health and well-being of the local community as well as sustainable economic growth. The LPAs will work with SLNP on an on-going basis to ensure that investment in the area's natural capital continues to be a priority.

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<sup>8</sup> The SDNP Authority's Management Plan is currently being prepared - <http://www.southdowns.gov.uk/about-us/news/how-will-you-manage-the-south-downs-national-park>

## **2. Coastal West Sussex & Greater Brighton: The Place**

- 2.1 Coastal West Sussex covers an area uniquely positioned between the English Channel and the SDNP. With a resident population of around 524,000, it comprises a number of small towns along the coast, bounded by the City of Chichester in the west and Seaford in the east. The main towns vary in size and character, with the offer to residents and employers different in each – including the historic places of Arundel, the City of Chichester and Lewes, the seaside places including the vibrant and cultural City of Brighton, Bognor Regis, Littlehampton, Shoreham on Sea along with its successful commercial port, Worthing and the Seahaven area of Lewes which includes the Port of Newhaven.
- 2.2 The area boasts a very high quality environment, with the SDNP covering a large part of the northern CWS&GB and a high concentration of other national landscape, ecological and environmental designations, including the Chichester AONB and several SSSIs and SPAs. These distinguishing assets make a major contribution to the attractiveness of the area as a place to live and work. They are also highly regarded by local businesses and are key factors in decisions to invest or locate in the area.
- 2.3 CWS&GB is relatively well served by both roads and public transport with rail services connecting the main towns along the coast, as well as providing good connections north towards London and Gatwick Airport, particularly from Brighton and Worthing. However, the road network along the main east-west routes, is heavily congested restricting access to the main centres during peak periods. As this has had a major impact on the regeneration and investment potential of CWS&GB, tackling the main bottlenecks is a priority for all those that live and work in the area.
- 2.4 Like its towns, the coastal economy is diverse with a wide range of businesses servicing different sectors. The area is home to some of the country's leading companies in advanced manufacturing and horticulture as well as Shoreham Harbour which continues to be one of the country's most successful commercial ports. The tourism and culture sectors are also major contributors to the area's economic success, with the SDNP on its doorstep and several seaside resorts.<sup>9</sup>
- 2.5 However, the level of skills and educational attainment of the resident workforce is generally lower on average than that of the wider South East which has restricted access to jobs for many. Average household income also reflects this and with house prices generally in line with the wider area, access to the housing market is restricted, particularly for younger people and families. This relatively unique position within the affluent South East has been the subject of successive strategic and local policy interventions aimed at regenerating the coastal communities. These have aimed to improve accessibility within the area, harness the area's high quality environmental assets; reflect the distinctiveness character and roles of the different parts of

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<sup>9</sup> A full economic profile of CWS is contained in the CWS Partnership's strategy, Sustaining Growth Through Partnership - [http://www.coastalwestsussex.org.uk/wp-content/uploads/2012/12/1.-Full-CWS\\_Economic-Profile.pdf](http://www.coastalwestsussex.org.uk/wp-content/uploads/2012/12/1.-Full-CWS_Economic-Profile.pdf)

CWS&GB; improve the overall quality of the built environment; and increase opportunities for residents to access both housing and jobs.

## Opportunities and Challenges

- 2.6 CWS&GB offers considerable opportunities for residents and businesses. Local authorities and partners are keen to promote CWS&GB as an area that is 'open for business'. Proposals to transform the economy are highlighted in the CWSP's Strategy, including the major regeneration of Shoreham Harbour, and the new business opportunities at Brighton Airport, Shoreham and Enterprise Bognor Regis. However, many of the opportunities now and in the future also bring challenges. Ensuring development is properly supported by the right infrastructure is one. Transforming the area through the successful delivery of high quality development without destroying the very environment that attracts both people and businesses to the area in the first place, is another.

### *Tackling the Infrastructure Deficit*

- 2.7 CWS&GB is, on paper, a highly accessible place. In reality, its infrastructure foundations are under severe pressure and have been for a number of years. Significant improvements are being made and more are in the pipeline, all of which aim to address existing deficits in infrastructure and increase opportunities for growth. Improvements to the existing road network are already increasing opportunities for development and enhancing the attractiveness of CWS&GB to investors. Existing bottlenecks on the A27 are being targeted and the Bognor Regis Relief Road, which will facilitate development at Enterprise Bognor Regis and strategic housing sites, is already under construction. The Government recently acknowledged the importance of improving the transport infrastructure in and to CWS&GB, in its recent Spending Review and has signalled further commitments to investment<sup>10</sup>. These improvements, together with roll-out of superfast broadband across the whole area, a priority for both residents and businesses,<sup>11</sup> and the promotion of alternative modes of travel, aim to increase the long term sustainability of the area and support its regeneration and growth prospects.
- 2.8 But considerably more investment in infrastructure is needed to both address existing capacity problems and open up new opportunities. Additional, potentially more major, improvements to the A27, A29 and A259 will be needed in the long term. For example, the possibility of an Arundel Bypass has been investigated over the years

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<sup>10</sup> As part of the Government's July 2013 Spending Review, 'Investing in Britain's Infrastructure' - [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/209279/PU1524\\_IUK\\_new\\_template.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/209279/PU1524_IUK_new_template.pdf)

- was published. This sets out details of the Government's commitments to infrastructure spending and includes: Government funded Feasibility Study for the A27 (incl. Arundel and Worthing; upgrading of junctions on Chichester Bypass; and improvements of M23 Junctions 8-10 which will link the Greater Brighton City Region more efficiently to Gatwick Airport and the M25.

<sup>11</sup> West Sussex CC is currently working with partners to deliver super-fast broadband across the county by 2016 [http://www.westsussex.gov.uk/your\\_council/news\\_and\\_events/news/2013\\_archive/may\\_2013/superfast\\_broadband\\_to\\_44000.aspx](http://www.westsussex.gov.uk/your_council/news_and_events/news/2013_archive/may_2013/superfast_broadband_to_44000.aspx).

and is likely to improve movement in CWS&GB generally and the viability of potential sites, particularly to the north-west of Littlehampton.

- 2.9 The relatively good railway network both along the coast and north towards London also enhances the infrastructure 'offer' of the area. However improvements are needed to address capacity issues, to increase accessibility to other main towns outside of the area, particularly to the rest of the Coast to Capital area and London, and to ensure that rail transport can genuinely compete with cars as a more sustainable travel option. Network Rail has already identified some significant gaps where improvements are considered a priority<sup>12</sup>. These include addressing capacity problems for all peak services to and from London, to and from Brighton, and to and from Chichester on the Coastway Line. Other priorities include improvements to journey times between the main towns on the coast, provision of additional signals in the Arun Valley, examining the potential for an Arundel Chord or other similar solution, and provision of new level crossings which could significantly impact on local journey times.
- 2.10 Many of the infrastructure challenges faced in CWS&GB can be addressed with the right funding and cooperation but they are expensive and some will take a long time to deliver. The LSS, together with the DIF, aim to put in place a coherent strategy to address this, even if it is recognised that, whilst there are potential 'quick wins' which can be delivered in the next 5 to 7 years, many of the barriers will take a concerted and collaborative approach over a number of years to address.

### ***Delivering a good choice of high quality sites***

- 2.11 CWS&GB offers a number of unique opportunities to deliver high quality strategic sites for both residential and business use, such as Shoreham Harbour and Enterprise Bognor Regis. But the area is already intensively developed due to fact that it is tightly bound between the SDNP and the sea, and opportunities to deliver new, high quality, sustainably located strategic sites outside the town centres are increasingly limited without some form of major infrastructure or policy intervention. As well as general improvements to infrastructure to meet existing deficits and enhance the area's future potential, therefore, significant targeted investment is also needed to support the delivery of strategic sites.
- 2.12 Regeneration of town centres continues to be a priority and makes an important contribution to development needs, especially in areas to the east where land supply is particularly constrained. However, there is increasing pressure to use commercial sites for housing, which is likely to be exacerbated by changes in 'permitted development rights' aimed at making this easier.<sup>13</sup> Making the best use of town centre sites as well as getting the balance right between residential and commercial development, will be an essential part of ensuring long term sustainability of the whole area. Part of the challenge will be making sure that town centres continue to be seen by investors as an

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<sup>12</sup> Sussex Route Utilisation Strategy (2010) - <http://www.networkrail.co.uk/browsedirectory.aspx?root=\rus%20documents\route%20utilisation%20strategies&dir=\rus%20documents\route%20utilisation%20strategies\sussex>

<sup>13</sup> <https://www.gov.uk/government/news/new-measures-to-breathe-life-into-empty-buildings-and-boost-growth>

attractive offer, which will help deliver some of the more difficult sites and the choice of homes and commercial properties that are needed.

- 2.13 There are potentially more development opportunities in the west of CWS&GB, particularly in Chichester and Arun Districts where the gap between the SDNP and sea is wider. However, there are still some considerable challenges in relation to the transport and waste water treatment capacity issues, and in terms of flooding (coastal, river and surface water) which will need to be addressed before their full potential can be realised. There is also a high concentration of environmental and landscape designations in these areas which will need to be managed carefully to ensure that development does not compromise these vital assets.

### ***Meeting the housing needs of a growing population***

- 2.14 The high concentration of national environmental and landscape designations in CWS&GB make an essential contribution to the overall quality of life and enhance the attractiveness of CWS&GB as an area to invest in and as a business location. But, together with the constrained geography and infrastructure of the area, they are also major obstacles to the long term growth potential of the area. This combination of potential barriers to development was recognised in the previous sub-regional strategy for the area (the South East Plan) where the Government acknowledged that housing provision should be restricted to meeting local needs with limited contribution made to the wider regional housing needs<sup>14</sup>. This position was recently reconfirmed in the GL Hearn Housing Study (referred to in Paragraph 1.5) which considered the 'objectively assessed needs' of the area (as required by the NPPF) to be a minimum of 2,475 dwellings per annum. However, the authors also concluded that:

*"... it is highly unlikely that this level of development can be achieved across the sub-region in light of the significant environmental, landscape and infrastructure constraints to development which exist. This is a function of the geography of the sub-region, much of which forms a narrow intensively developed coastal strip which falls between the South Downs National Park and the English Channel."* [Para 6.6]

### **Indicative Comparison of Housing Needs against Maximum Potential Supply Levels**

	<b>Requirement (Minimum)</b>	<b>Maximum Delivery considered achievable</b>	<b>Minimum Likely Shortfall</b>	<b>20 Year Shortfall</b>
<b>Adur</b>	215	200	15	300
<b>Arun*</b>	550	700	-150	-3000
<b>Chichester*</b>	480	470	10	200
<b>Worthing</b>	430	250	180	3600
<b>Brighton &amp; Hove</b>	800	565	235	4700
<b>Lewes</b>	430	225	205	4100

<sup>14</sup> The housing provision allocated to the Sussex Coast in the South East Plan was approximately 30% below assessed demographic needs in recognition of the high level of constraints placed on the area.

<b>Total</b>	2905	2410	485	9900
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\*Includes high level estimates of potential supply within the South Downs National Park based on past completions levels

2.15 Having considered the challenges and opportunities across CWS&GB, the conclusion was that under current conditions, a ‘deliverable’ housing target was more likely to be around 2,410 dwellings per annum, leaving a potential minimum shortfall of about 17% (see table above). This study suggested ways in which the shortfall could be reduced including:

- Targeted investment in infrastructure to help and enhance the pace and potential of development at Shoreham Harbour, potential urban extensions in Adur District and urban extensions to Chichester.
- Consideration of longer term options (subject to detailed feasibility testing) on land to the north-west of Bognor Regis and enhanced housing delivery in the Five Villages in Arun.

But it also recognised that even if all of these were deliverable, the ‘objectively assessed needs’ of CWS&GB would still not be met.

2.16 The tight labour supply and restrictions on new housing present a major challenge to meeting the CWS&GB’s full economic potential and to its long term sustainability as this will limit opportunities for in-migration to support job growth, placing pressure on surrounding areas. It will also significantly limit the provision of affordable and intermediate housing to meet the needs of low-paid workers, young people and families. As the GL Hearn Housing Study surmised:

*“...affordable housing, intermediate housing options for younger people in their 20s and 30s and family housing which middle aged households can afford to buy, will be important in sustaining the economically-active population and supporting the economy.”* [Para. 6.44]

2.17 Part of the solution will be addressing the skills gaps to provide more job opportunities for existing residents but it will also be essential that housing delivery is carefully monitored and reviewed as new opportunities are opened up as a consequence of, for example, infrastructure investment. In line with Duty to Co-operate requirements, on-going discussions between LPAs should seek to address opportunities for additional housing provision to meet needs in both the short to medium term recognising the need for infrastructure investment.

2.18 In the longer term, the LPAs recognise that opportunities may be increasingly limited and are therefore committed to working with the Gatwick Diamond and other adjoining authorities on an ongoing basis to develop a joint understanding of the issues and potential responses to these. However, given the advanced stage in the development of many of the local plans and the need for long term infrastructure investment to open up new opportunities for additional housing, the implications of any wider joint work are likely to be addressed through subsequent local plan reviews.

### 3. Coastal West Sussex & Greater Brighton: Delivering Sustainable Growth

- 3.1 The vision for CWS&GB reflects long term aspirations of the LPAs and partners to support regeneration of the area, providing the jobs and homes needed for its residents and businesses, whilst protecting the high quality environment that provides the essential foundations for *sustainable* growth.

#### Vision for a sustainable future

By 2031 Coastal West Sussex & Greater Brighton will be a place:

- where businesses will want to locate and grow, with a thriving economy supporting a wide range of employment opportunities, high quality, commercially viable sites and a high level of skill and education attainment;
  - which offers a choice of housing to meet the changing needs of the population, with access to a decent home for everyone;
  - which is easy to travel around, with excellent transport links both around CWS&GB and to major destinations in the wider South East;
  - where high quality digital communication plays a key role in supporting the way we live and do business;
  - where residents, businesses and visitors continue to benefit from CWS&GB's high quality natural environment; and
  - where each town continues to play a different role with its distinctive character, opportunities and 'sense of place'.
- 3.2 LPAs will work closely with both public and private sector partners to proactively pursue realisation of this vision through an agreed set of *Strategic Objectives* and *Spatial Priorities* which will be reflected in local plans and other relevant plans and strategies. These will also form the basis for influencing spending priorities, particularly those included in the C2C LEP's Strategic Economic Plan. The *Strategic Objectives* are considered to be long term objectives and will be delivered over the lifetime of the local plans (up to 2031). The *Spatial Priorities* will provide a short to medium term strategic focus for delivering the objectives and will inform the initial priorities set out in the *DIF*.
- 3.3 The *Spatial Priorities* are based on existing or emerging local plans and previous work undertaken by the CWS Partnership, particularly the Parson's Brinkerhoff study referred to in Paragraph 1.5. This highlighted four strategic locations where a 'place-based' approach would help to coordinate activity, focus investment and unlock the potential of important employment and housing sites. These areas form the basis of the short to medium term *Spatial Priorities* across the area (2013-2020), although some of the proposals have evolved since then. The *Spatial Priorities* also reflect the ambitions to support hubs promoting 'Creative Innovation' in the Greater Brighton area which is the focus of the emerging City Deal. It is important to recognise that these are considered to be 'strategic' priorities where the benefits will be shared across CWS&GB and do not exclude pursuit of other more local priorities in each LPA area.

- 3.4 Although reference is made to specific projects and schemes, these will be addressed in more detail through the *DIF* to allow flexibility in potential solutions and to ensure the *LSS* is responsive to changes, particularly funding and policy changes.

## **Strategic Objectives 2013-2031**

- 3.5 The following *Strategic Objectives* aim to facilitate improved accessibility within and across the CWS&GB labour and housing markets; promote strategic development opportunities in town centres and other sustainable locations; and protect the high quality environmental and landscape assets of the area.

### **STRATEGIC OBJECTIVE 1: DELIVERING SUSTAINABLE ECONOMIC GROWTH**

Local planning authorities will work with their partners to support sustainable economic growth by:

- Identifying and giving priority to the development of the strategic employment sites required to deliver the *Spatial Priorities*, working through partnership to break down the barriers to delivery, improve their viability and realise their full potential.
- Promoting the continued regeneration of brownfield sites in the Coastal Towns, ensuring that there is a wide range of sites and premises to meet the diversity of business needs and a good balance between commercial and residential development.
- Enhancing the overall quality and choice of well-located employment sites and premises by enabling the provision of new sites and making better use of existing sites.
- Facilitating the development of a network of Growth Hubs to support creative and technology innovation identified in the Greater Brighton City Deal.
- Providing an environment that attracts high skilled jobs and enhances employment opportunities for existing residents through access to high quality training and education.

Local planning authorities will also continue to supporting the wider economic initiatives aimed at improving the skills and education of the resident workforce, ensuring a holistic and integrated approach is taken to delivering sustainable economic growth.

### **STRATEGIC OBJECTIVE 2: MEETING STRATEGIC HOUSING NEEDS**

Local planning authorities will plan for a minimum of 2,410 dwellings per annum (dpa) between 2013 and 2031. Local authorities will work with their partners to address the shortfall between the planned provision and the assessed needs of 2,905 dpa by:

- Giving priority to infrastructure investment that enables the delivery of the *Spatial Priorities* and opens up new, longer term development opportunities.
- Maximising the potential of existing sites and regeneration opportunities to deliver housing, without compromising the other *Strategic Objectives*, particularly in relation to enhancing the choice and quality of employment sites.

Each local planning authority will continue to look for opportunities for further development to meet their assessed needs in the short to medium term, particularly as a result in infrastructure investment. This will be tested through the development of their local plan and any changes highlighted as a result of this will be managed through the monitoring and review process associated with both the *Local Strategic Statement* and *Delivery and Investment Framework*.

In recognition of the increasingly limited opportunities for development in the longer term due to the absolute constraints imposed by the English Channel and South Downs National Park, the LPAs will work with neighbouring authorities on an on-going basis to explore options for meeting housing needs in sustainable locations as part of future local plan reviews.

It is essential that a wide choice of housing is provided but priority will be given to homes that meet the needs of low-paid workers, young people and families to sustain the economically-active population of CWS and support the economy.

### **STRATEGIC OBJECTIVE 3: INVESTING IN INFRASTRUCTURE**

Local planning authorities will work with their partners to enable and facilitate improvements to the capacity of infrastructure required to meet both existing capacity deficits and to provide new infrastructure needed to open up opportunities for sustainable growth. Priorities will be:

- Delivering the new and improved infrastructure required to support the *Spatial Priorities*, strategic priorities.
- Improvements to road infrastructure aimed at providing faster, more efficient east-west movement along the A27/ A259 Corridor and north-south linkages between them, and better access to strategic sites and Growth Hubs identified in the Greater Brighton City Deal proposal.
- Enhanced rail service infrastructure, including the removal of level crossings and new interchanges along the Coastway Rail Line and north towards major destinations in the South East, particularly London and Gatwick Airport.
- Roll-out of superfast broadband across CWS&GB.
- To support changes in travel behaviour by increasing opportunities for sustainable modes of transport that can compete effectively with private cars.
- Facilitate delivery of both waste water treatment and sewerage network capacity to overcome constraints, and address poor surface water drainage which adversely impacts on the performance of the infrastructure. .
- Improving coastal and river flood defences and surface water management.
- Enhancing the provision of Green Infrastructure, particularly where it plays an important 'strategic gap' role, and linking networks across CWS&GB.

## **STRATEGIC OBJECTIVE 4: MANAGING ENVIRONMENTAL ASSETS AND NATURAL RESOURCES**

Local planning authorities will work with their partners to deliver sustainable growth within the environmental limits by:

- Managing and investing in the high quality environmental assets and nationally designated landscapes that make a significant contribution to the overall quality of life in the area and to its economic success.
- Reducing the environmental and ecological impact of growth where development is necessary.
- Protecting and enhancing the character and distinctiveness of individual settlements.

### **Spatial Priorities 2013-20**

- 3.6 The following *Spatial Priorities* set out a framework for investment and strategic planning for the period 2013-2020. Although many of these will be challenging, particularly in terms of the funding needed for new and improved infrastructure, they are considered to be achievable within the next 5-7 years with the benefit of a coordinated and flexible approach to delivery.

#### **SPATIAL PRIORITY 1: SHOREHAM HARBOUR AND BRIGHTON AIRPORT, SHOREHAM**

Local planning authorities will work with their partners to support the development of the strategic employment and housing sites, including Brighton Airport, Shoreham and Shoreham Harbour, identified in the Adur Local Plan by giving priority to the infrastructure improvements needed to enable the sites to be delivered.

*Shoreham Harbour:* Priorities for meeting the significant regeneration opportunities to provide new homes and jobs will include:

- Improved road access to and from the A27 and A259 and to local transport infrastructure.
- Improved flood defences.

*Brighton Airport, Shoreham:* Priorities for securing new employment floorspace and job opportunities will include improved road access from the A27 including access to a new strategic housing site.

Development potential should take into account the Landscape setting and views of the Airport from the River Adur and the South Downs National Park as well as the biodiversity and heritage assets of the area.

Taking account of the opportunities on the fringe of the urban areas to meet future housing needs, the Green Gap between Lancing and Shoreham will be protected to preserve the character of Lancing and Shoreham and its role promoted as Strategic Green Infrastructure.

- 3.7 Shoreham Harbour and Brighton Airport, Shoreham offer significant regeneration opportunities for high quality employment land and in the case of the Harbour, a major contribution to housing needs of the wider community in this central coastal area. They also offer an opportunity for a coordinated approach to the delivery of infrastructure improvements that are needed to realise their full development potential and for opening up further longer-term opportunities. If successful, delivery of both sites will benefit from the Greater Brighton City Deal as both are promoted as 'growth hubs' to support the growth in eco-technology.
- 3.8 Shoreham Harbour regeneration is the subject of an emerging Joint Area Action Plan (JAAP) between Brighton & Hove Council, Adur District Council and West Sussex County Council which will consider in detail provision for housing and employment land, as well as the supporting infrastructure. Studies already undertaken highlight both the transport and flood defence infrastructure improvements that are necessary to deliver the site
- 3.9 Proposals for enhanced business use at Brighton Airport, Shoreham are included in the emerging Adur Local Plan. The Airport offers significant opportunities for high value-added businesses given its attractive environment and relatively easy access to the A27. Improved access to the A27 however is needed possibly through a new roundabout which will also help to deliver additional housing in the area. Development of the site is also considered necessary to support the long term viability of the Airport.

## **SPATIAL PRIORITY 2: CHICHESTER CITY/TANGMERE/ BOGNOR REGIS**

Local planning authorities will work with their partners to support the development of the strategic employment and housing sites identified in the Chichester and Arun Local Plans by giving priority to the infrastructure improvements needed to enable the sites to be delivered. Priorities will include:

- Improvements to junctions on the A27 Chichester Bypass.
  - Improvements to north-south links on the A284 and the A29.
  - Co-ordination of improvements required to help stimulate and maximise investment opportunities in Bognor Regis Town Centre and Seafront.
  - Support and facilitate delivery of infrastructure schemes identified in the Chichester area to provide wastewater treatment capacity for new development, and meet water quality objectives.
  - Improved surface water management, particularly around Bognor Regis and the southern part of Chichester, including the Manhood Peninsula.
- 3.10 Several strategic employment and housing sites are located within the Chichester/ Tangmere/ Bognor Regis area. The sites include the major employment land opportunity in Bognor Regis (Enterprise Bognor Regis) which could provide a significant amount of new jobs to support the coastal economy and major mixed-use housing/employment sites in Chichester/Tangmere. All of these are reliant on improvements to transport infrastructure, improved approaches to travel demand and in most cases, mitigation measures to reduce flood risk. Although issues around waste water treatment capacity present significant challenges in this area, the local

authorities are already working together with the relevant organisations to find solutions which can be delivered by 2019. In Arun, issues related to surface water impact on sewerage systems are being addressed through a Surface Water Management Plan. A coordinated approach on an ongoing basis, particularly between the two District Councils, will be required in planning and delivering these sites and the associated infrastructure if their full potential is to be realised.

### **SPATIAL PRIORITY 3: LITTLEHAMPTON**

Local planning authorities and their partners will work together to coordinate transport and other infrastructure improvements in Littlehampton to address existing capacity issues and enhance further opportunities for the delivery of strategic employment and housing sites. Priorities will include:

- Construction of the Lyminster Bypass (southern and northern sections) and improvements to the A259.
- Improvements to rail connections along the Arun Valley and to London.
- Improvements to River Arun flood defences.
- Further consideration of the strategic development potential at West Bank.

3.11 Although not related to any specific sites, the Parsons Brinkerhoff report (referred to in Paragraph 1.15) concluded that transport improvements in and around Littlehampton (including construction of the Lyminster Bypass) are likely to help investor confidence both for employment and residential uses. The strategic contribution to development in CWS&GB will therefore be a rebalancing of the local economy and therefore reduced dependency on other parts of the area for local shopping and employment opportunities.

3.12 Arun District Council has undertaken a Feasibility Study to examine the potential for strategic development at West Bank, Littlehampton, looking specifically at the constraints from flood risk and highways. Further consideration will be given to the requirements to make this viable in the medium to long term.

### **SPATIAL PRIORITY 4: WORTHING'S KEY TOWN CENTRE SITES**

Worthing Borough Council will work with its partners to co-ordinate the infrastructure and transport improvements required to help stimulate and maximise investment opportunities in the Town Centre. Priorities to help secure sustainable economic regeneration and improve economic performance will include:

- Regeneration of the seafront and improved linkages with the town centre.
- Regeneration of key gateway sites in and around the town centre including Union Place and Teville Gate
- Increased vitality in the town centre, including creating new flexible retail floorspace.
- Improved levels of accessibility and connectivity.

- The delivery of new employment floorspace on currently contaminated land at Decoy Farm to potentially relocate existing businesses at Shoreham Harbour and encourage new business growth and investment.

3.13 Worthing is a Borough that is constrained by limited opportunities for expansion, given the South Downs to the north and the sea to the south. The downland setting and the green links from the town are important and need to be protected and enhanced. However, if the borough is to remain competitive and secure regeneration there is a need for the Council and its partners to provide more housing, employment and retail space as well as infrastructure. A coordinated approach to infrastructure and transport improvements is required to help stimulate and maximise investment opportunities. However, consideration will also have to be given to the scope for further development opportunities on the fringe of the built up area to meet future housing needs as part of the review of the current Development Plan subject to appropriate landscape considerations.

## **SPATIAL PRIORITY 5: GREATER BRIGHTON CITY REGION**

The local authorities within the Greater Brighton City Region will work with their partners to co-ordinate and deliver the infrastructure and transport investment needed to support a network of Growth Hubs focusing on creative and technology innovation. Priorities for supporting the Hubs will be established through the City Region's 10 year Growth Plan but include improvements generally to the A27 and to flood defences.

3.14 Brighton & Hove City Council, together with Adur and Lewes District Councils and Worthing Borough Council have submitted a proposal to the Government for a Greater Brighton City Deal. If successful, the authorities within the City Region will benefit from the transfer of powers, funding and responsibilities to the local level to support economic growth. A key part of the proposals is the development of a network of Growth Hubs to support creative and technology innovation, linked to the expertise within the area's universities. Specific details of each of the Hubs will be set out in the City Region's 10 year Growth Plan which will include details of the infrastructure improvements needed to support the Hubs (the outcome of the bidding process will not be known until Autumn 2013). This potentially will contribute significantly to the economic success of the whole coastal area and is therefore considered a strategic priority for CWS & GB.

### **Longer term *Spatial Priorities* 2020-31**

- 3.15 Longer term priorities in CWS & GB will be confirmed as the local plans for the area are taken forward and further opportunities are exposed as a result of the short to medium term priorities being realised. Particular consideration should be given to the potential opportunities in Arun District that could be offered in the longer term as a result of a new Arundel Bypass.
- 3.16 CWS&GB authorities will continue to work together and with their neighbours on the long term development needs in the wider area, particularly given the significant constraints along the coast. Although this will aim to address development needs towards the end of the LSS period (2031), a strategy will take time to agree and to take

through the planning process, especially if done on a joint basis. This should also take account of any major new opportunities that will have potential as a result of long term infrastructure improvements in the area. Any implications arising from this work would be taken into account in a future round of local plan reviews.

## 4. Translating the *LSS* into Action

- 4.1 The *Strategic Objectives* and *Spatial Priorities* set out in the *LSS* will be implemented through a number of different routes and by different organisations working together, often with the local authorities in a lead coordinating role. Highlighted in Annex 3 are the key partners expected to play a role in delivering both the *Strategic Objectives* and *Spatial Priorities* alongside the local authorities. This list is not exclusive and may change/evolve as implementation of the *LSS* through the local plans and *DIF* is taken forward. It is also important to note that some partners identified are 'partnerships' in themselves and will therefore involve a considerable number and mix of public, private and voluntary stakeholders both within CWS & GB and the wider 'Coast to Capital' area. Although many of these have been involved in the development of the *LSS*, the local authorities will consult each of the Statutory Bodies and key partnerships with the intention that they endorse the *LSS* and subsequently include it in their business plans/strategic priorities.
- 4.2 Most, if not all of the short to medium term priorities are already reflected in existing or emerging local plans or other planning processes (see Annex 4 for current Local Plan timetables). As such, many partners, particularly the Statutory Bodies, are actively engaged in the development of the local plans. It is envisaged that the *LSS*, together with the local plans will increase investor confidence over time and delivery of some of the more challenging aspects of the *LSS* will become more viable.
- 4.3 Critical to the success of the *LSS* will be the coordinated approach to delivery and funding provided by the *Delivery and Infrastructure Framework*. This aims to develop an approach and practical framework to coordinate the delivery of these objectives between CWS&GB partners and develop a set of tools for their delivery plans. As part of this process, the *DIF* will analyse schemes and initiatives, helping the local authorities and partners to prioritise these. The *DIF* will also be used as a bidding document (together with the *LSS*) to raise the profile of CWS&GB and access funding from the C2C LEP and Transport Body. An immediate priority in 2013 will be to feed into the development of the C2C Strategic Economic Plan, ensuring that the CWS&GB priorities are reflected.
- 4.4 Engagement with the authorities in the wider C2C area will be key to developing a sustainable approach to meeting needs in CWS&GB, as set out in *Strategic Objective 2*. As such, and following initial consultation, particularly with those authorities adjoining the area, discussions on how to take this forward should be initiated as soon as possible.

## 5. Monitoring and Review

- 5.1 The Strategic Planning Board (SPB) will be responsible for monitoring implementation of the *LSS*, ensuring the priorities are being progressed through the relevant key plans and strategies, particularly local plans, and identifying any potential obstacles that have not already been picked up through other processes or through the *DIF*.
- 5.2 A progress report on each of the *Spatial Priorities* should be made to the SPB on a 6 monthly basis, setting out how these are being taken forward through the relevant local plans and through the business priorities of other key partners. This should also set out any potential risks to delivery that have been highlighted through the *DIF*. A full review of the *LSS* should be undertaken every two years with the first taking place following adoption of all local plans in the area. This should also include a review of the SPB's Terms of Reference and its membership.
- 5.3 The SPB's Planning Officers' Group should be tasked with ensuring that a proper monitoring framework for the *LSS* is put in place as soon as possible following formal approval and endorsement by the individual local authorities. This should clearly identify lead officers for each of the *Strategic Objectives* and *Spatial Priorities*.

### Annex 3: LSS Key Delivery Partners (in addition to the Local Authorities)

<p><b>Strategic Objective 1: Delivering Sustainable Growth</b></p> <p>Coastal West Sussex Partnership; Coast to Capital Local Enterprise Partnership/Transport Board; Greater Brighton City Deal Board; Environment Agency.</p>
<p><b>Strategic Objective 2: Meeting Strategic Housing Needs</b></p> <p>Homes &amp; Communities Agency; Environment Agency; Coastal West Sussex Partnership Coast to Capital Local Enterprise Partnership/Transport Board; House Builders.</p>
<p><b>Strategic Objective 3: Investment in Infrastructure</b></p> <p>Coastal West Sussex Partnership Coast to Capital Local Enterprise Partnership/Transport Board; Highways Agency; Network Rail; Rail Operating Companies; Environment Agency; Southern Water</p>
<p><b>Strategic Objective 4: Managing Environmental Assets and Natural Resources</b></p> <p>Environment Agency; Natural England; South Downs National Park Authority; Sussex Local Nature Partnership.</p>
<p><b>Spatial Priority 1: Shoreham Harbour and Shoreham Airport</b></p> <p>Coastal West Sussex Partnership; Coast to Capital Local Enterprise Partnership/Transport Board; Greater Brighton City Deal Board: Highways Agency; Environment Agency.</p>
<p><b>Spatial Priority 2: Chichester City/Tangmere/Bognor Regis</b></p> <p>Coastal West Sussex Partnership; Coast to Capital Local Enterprise Partnership/Transport Board; Environment Agency; Southern Water; Highways Agency.</p>
<p><b>Spatial Priority 3: Littlehampton</b></p> <p>Coastal West Sussex Partnership; Coast to Capital Local Enterprise Partnership/Transport Board; Environment Agency; Highways Agency.</p>
<p><b>Spatial Priority 4: Worthing's Key Town Centre Sites</b></p> <p>Coastal West Sussex Partnership; Coast to Capital Local Enterprise Partnership/Transport Board; Greater Brighton City Deal Board;</p>
<p><b>Spatial Priority 5: Brighton Eco-Technology City Region</b></p> <p>Coastal West Sussex Partnership; Coast to Capital Local Enterprise Partnership/Transport Board; Greater Brighton City Deal Board.</p>

### Annex 3: Local Plan Timetables (as at July 2013)

<b>Adur Local Plan</b>	<p>Consultation on Revised Draft Local Plan: Sept-Nov 2013</p> <p>Submission of Draft Local Plan to Planning Inspectorate: Aug 2014</p> <p>Examination: Nov 2014</p> <p>Adoption: Feb 2015</p> <p><a href="http://www.adur-worthing.gov.uk/adur-ldf/adur-local-plan/#alp-timetable">http://www.adur-worthing.gov.uk/adur-ldf/adur-local-plan/#alp-timetable</a></p>
<b>Arun Local Plan</b>	<p>New timetable for preparation of Draft Local Plan currently being revised as a result of Council decision in May 2013.</p> <p><a href="http://www.arun.gov.uk/main.cfm?type=LOCALPLAN2&amp;objectid=6221&amp;searchtermredirect=Local%20Plan%202012">http://www.arun.gov.uk/main.cfm?type=LOCALPLAN2&amp;objectid=6221&amp;searchtermredirect=Local%20Plan%202012</a></p>
<b>Brighton &amp; Hove City Plan</b>	<p>Draft City Plan submitted to the Planning Inspectorate June 2013</p> <p>Examination due to take place Sept/Oct 2013</p> <p>Adoption Feb 2014</p> <p><a href="http://www.brighton-hove.gov.uk/content/planning/local-development-framework/city-plan-previously-core-strategy">http://www.brighton-hove.gov.uk/content/planning/local-development-framework/city-plan-previously-core-strategy</a></p>
<b>Chichester Local Plan</b>	<p>Consultation on Pre-Submission Draft Plan: Oct/Nov 2013</p> <p>Submission of Draft Plan to Planning Inspectorate: March 2014</p> <p>Examination: June/July 2014</p> <p><a href="http://www.chichester.gov.uk/index.cfm?articleid=5079">http://www.chichester.gov.uk/index.cfm?articleid=5079</a></p>
<b>Lewes Core Strategy</b>	<p>Submission to Planning Inspectorate December 2013</p> <p>Examination early 2014</p> <p>Adoption Summer 2014</p> <p><a href="http://www.lewes.gov.uk/corestrategy/index.asp#timetable">http://www.lewes.gov.uk/corestrategy/index.asp#timetable</a></p>
<b>Worthing Core Strategy</b>	<p>Core Strategy Adopted April 2011</p> <p><a href="http://www.adur-worthing.gov.uk/worthing-ldf/worthing-core-strategy/">http://www.adur-worthing.gov.uk/worthing-ldf/worthing-core-strategy/</a></p>
<b>South Downs National Park LP</b>	<p>Draft Local Plan submitted to Planning Inspectorate: June 2016</p> <p>Adoption: June 2017</p> <p><a href="http://www.southdowns.gov.uk/planning/planning-policy/local-plan">http://www.southdowns.gov.uk/planning/planning-policy/local-plan</a></p>

## Annex 1

### COASTAL WEST SUSSEX & GREATER BRIGHTON STRATEGIC PLANNING BOARD

#### Terms of Reference

October 2013

#### 1. Aims and Objectives

**(1) The Strategic Planning Board will identify and manage spatial planning issues that impact on more than one local planning area within Coastal West Sussex and the Greater Brighton area.<sup>15</sup>**

- 1.1 Local authorities are required by law through the Duty to Cooperate to '*engage constructively, actively and on an on-going basis*' on planning matters that impact on more than one local planning area ('strategic planning matters'). The duty is further amplified in the National Planning Policy Framework (NPPF) which sets out the key 'strategic priorities' that should be addressed jointly<sup>16</sup>.
- 1.2 The Strategic Planning Board ('the Board') is responsible, on behalf of the CWS and Greater Brighton Authorities, for identifying the sustainable development issues that impact on more than one local planning area and agreeing how these should be prioritised and managed (covering the whole local plan cycle from plan-making, through to delivery and monitoring)
- 1.3 As part of this process, the Board should review existing 'strategic priorities' being progressed through the current local plans and identify areas which are likely to be vulnerable in the legal tests applied under the Duty to Cooperate.

**(2) The Strategic Planning Board will support better integration and alignment of strategic spatial and investment priorities in the Coastal West Sussex and Greater Brighton area, ensuring that there is a clear and defined route through the statutory local planning process, where necessary.**

- 1.4 In order to maximise development potential and investor confidence in the wider CWS area there should be a clear strategic planning vision which helps integrate spatial and infrastructure investment priorities. The Board will be responsible for developing the vision and will work jointly with the economic and regeneration Coastal West Sussex Partnership (CWSP) to integrate this with long term investment priorities and ensure that these are aligned with other public and private sector investment plans.
- 1.5 The Board will also work closely with the CWSP on any work that is already underway and is relevant to the Board's strategic planning role. Of immediate priority, the Board

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<sup>15</sup> The Coastal West Sussex and Greater Brighton area covers the local planning areas of Adur, Arun, Chichester, Worthing, the South Downs National Park, Brighton and Hove and Lewes.

<sup>16</sup> 'Strategic priorities' that local planning authorities have a duty to cooperate on are defined in Paragraph 156 of the National Planning Policy Framework (NPPF).

will support the CWSP in developing an investment framework which builds on the priorities set out in the report 'Developing an Employment and Infrastructure Study'<sup>17</sup>.

## **2. Membership and Accountabilities**

- 2.1 The Strategic Planning Board provides a forum for local authorities to manage issues that impact on more than one local planning area, developing the necessary evidence base and ensuring wider corporate and other relevant matters are fully taken into account. Although there is a clear emphasis on reaching a common approach on key strategic policies, the Board is an advisory body, therefore any decisions on taking forward outputs from its work programme (e.g. shared evidence or research) will be the responsibility of individual local authorities and the statutory planning process.
- 2.2 Core membership of the Board will comprise representatives from Adur, Arun, Chichester, Worthing, LewesWest Sussex County Council, Brighton & Hove City Council, and the South Downs National Park. Each Authority will be invited to contribute to the work programme and to consider strategic planning issues that impact on the wider area. Others may be invited to attend on an occasional basis if an issue being considered is likely to have a significant impact on the authority's planning area. Each constituent authority will be represented on the Board by the relevant holder of the planning portfolio to ensure confidence of authority and commitment to resources.
- 2.3 Regular feedback and briefings to the constituent members' political and corporate leadership should be used as a way of ensuring wider ownership and support for the Board's work as it progresses. There should also be appropriate liaison between the local authority representatives of both the Board and the CWSP.
- 2.4 The Chairman of the Board will be appointed on a rotating basis which should be reviewed on an annual basis to ensure fair and equal opportunities amongst the constituent member authorities. Given the potential close working between the Board and the CWSP, the chairman should have a place on the CWSP Board to provide a link between the two bodies.

## **3. Ways of Working**

- 3.1 Refer to Diagram in Annex 1 for details of working arrangements. The Strategic Planning Board will agree a work programme, including steering and management arrangements for each project, on an annual basis. This could include setting up 'task and finish' groups for specific projects, either reporting directly to the Board or on a shared basis with the CWSP. The Board will meet four times a year at times to best suit the forward work programme. Additional meetings may be called if workload justifies. In the interests of transparency, notes of the Board's meetings will be publically available.

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<sup>17</sup> Parsons Brinckerhoff, February 2012

- 3.2 The CWS Development and Infrastructure Group and the CWS Officer Group will work on behalf of the CWS Strategic Planning Board and the CWS Partnership Board to provide either direct advice or support or to deliver agreed projects.
- 3.3 Good project management principles should be applied, such as risk management, particularly around political sensitivities and funding, and keeping the work programme under review to ensure that it is meeting the agreed objectives and the identified priorities remains relevant.

#### 4. Key relationships

- 4.1 **CWS Partnership:** The Board will work closely with the CWSP to ensure the long term integration of strategic planning and investment priorities. The technical work, including appropriate support structures, for any joint projects will be agreed at an annual meeting of the two bodies. An early initial joint meeting should be used to agree how to take forward any immediate shared objectives, particularly related to those identified in Paragraph 1.5. Local authority Leaders and Chief Executives should be invited to attend this initial meeting to ensure corporate buy-in for the priorities and work programme.
- 4.2 **Coast to Capital LEP:** The LEP plays a key support role on economic development and regeneration and is responsible for major funding streams, such as the Growing Places Fund. It is also identified in Local Planning Regulations as a body that local authorities need to take account of in meeting its 'duty to cooperate' obligations. Although the C2C LEP's role in strategic planning has yet to be determined, any support provided to the local authorities is likely to use the existing local partnership areas, such as Coastal West Sussex. Through the CWSP, the Board should ensure regular liaison with the LEP Board and provide advice on strategic planning and investment priorities for the CWS area, particularly through the preparation and delivery of a strategic planning and investment framework.
- 4.3 **West Sussex Joint Planning Board:** The JPB is an established forum for all West Sussex Authorities to come together and discuss planning issues of common interest. This will provide a useful forum for the Board to share and learn from good practice, to receive updates on common policy or legislative changes, and to contribute to the management of the wider strategic planning issues i.e. strategic infrastructure needs and priorities beyond the CWS area.
- 4.4 **Other Key Partners:** A number of key bodies and organisations will be necessary to support the work of the Board either through direct support/advice or through joint projects. Most of these will be subject to the legal requirements of the 'duty to cooperate' and may well already be involved in the other partnerships mentioned above. Key bodies include the Environment Agency, Highways Agency, Homes and Communities Agency. Private sector infrastructure providers, particularly utility companies, will also be key partners particularly in terms of ensuring alignment between investment plans and priorities.

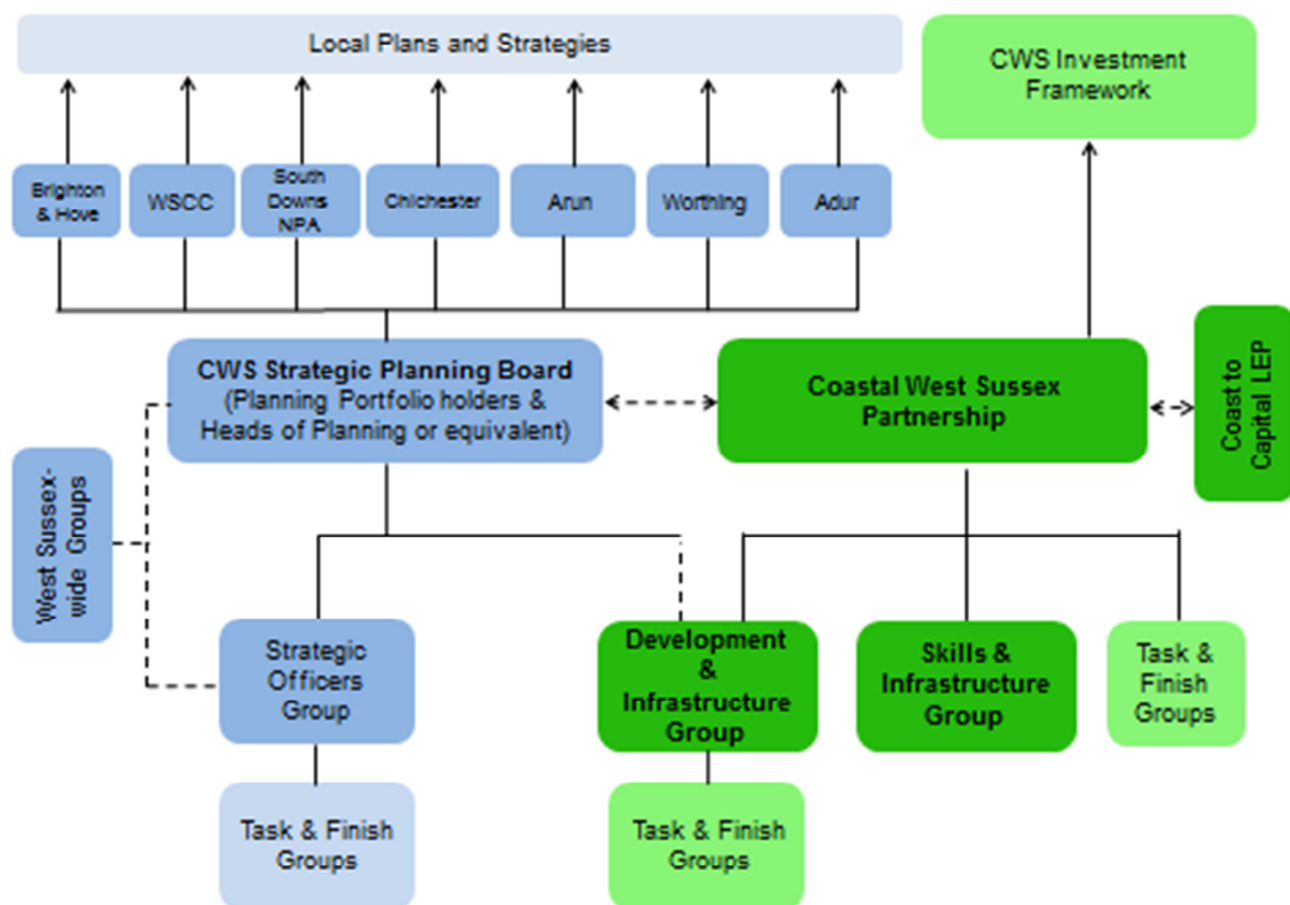
## **5 Technical Support**

- 5.1 The Board will be supported by an officer group with representatives from each of the constituent authorities. The group will act as a steering group for each identified project and will establish suitable technical support and project management arrangements for each. This may involve the use of 'task and finish' groups and could include the use of external expertise e.g. from key statutory bodies identified in Paragraph 3.6 above or the use of consultants. The group will therefore also be responsible for any necessary joint procurement arrangements. Where joint projects with the CWS Partnerships are commissioned, appropriate joint steering and technical arrangements should be established with clear lines of responsibility and accountability.
- 5.2 A representative of the officer group will attend the Strategic Planning Board meetings and provide regular progress updates on the work programme to the Chairman. A representative(s) of the officer group will also be identified as the main liaison with key partners.
- 5.3 In establishing the new support arrangements, the opportunity should be taken to identify where key skills and expertise lie within the local authorities and partners, and share these where it is practical to do so. The identification of 'lead' experts can be used to develop a relationship with other organisations on behalf of the partners.
- 5.4 The officer group will work closely with the CWSP's Development and Infrastructure Group and will establish joint working arrangements where required to support any Strategic Planning Board/CWS Partnership projects.

## **6. Review**

- 6.1 It is important to keep arrangements flexible to respond to changes in planning policy, changes in priorities and work programmes and to move forward from plan policy development stages to implementation which may require changes to.

## Proposed working arrangements in Coastal West Sussex



## **Annex 2**

### **COASTALWEST SUSSEX & GREATER BRIGHTON<sup>18</sup> AUTHORITIES**

#### **MEMORANDUM OF UNDERSTANDING<sup>19</sup>**

##### **INTRODUCTION**

This memorandum of understanding establishes a framework for co-operation between the eight local planning authorities with respect to strategic planning and development issues.

Local planning authorities are required by law through the Duty to Cooperate to '*engage constructively, actively and on an on-going basis*' on planning matters that impact on more than one local planning area ('strategic planning matters'). The duty is further amplified in the National Planning Policy Framework (NPPF) which sets out the key 'strategic priorities' that should be addressed jointly<sup>20</sup>.

##### **PARTIES TO THE MEMORANDUM**

The Memorandum is agreed by the following Local Planning Authorities:

- Arun District Council
- Worthing Borough Council
- Chichester District Council
- West Sussex County Council
- Adur District Council
- Brighton and Hove City Council
- South Downs National Park
- Lewes District Council

##### **LIMITATIONS**

The Local Planning Authorities recognise that there will not always be full agreement with respect to all of the issues on which they have agreed to cooperate. For the avoidance of doubt, this Memorandum will not restrict the discretion of any of the local planning authorities in the determination of any planning application, or in the exercise of any of its statutory powers and duties, or in its response to consultations, and is not intended to be legally binding.

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<sup>18</sup> The Coastal West Sussex and Greater Brighton area covers the local planning areas of Adur, Arun, Chichester, Worthing with the South Downs National Park, Brighton and Hove and Lewes.

<sup>19</sup> This paper is based on work from the Gatwick Diamond

<sup>20</sup> 'Strategic priorities' that local planning authorities have a duty to cooperate on are defined in Paragraph 156 of the National Planning Policy Framework (NPPF).

## **OBJECTIVES**

The Memorandum has the following broad objectives:

- To help secure a broad but consistent approach to strategic planning and development issues across the Coastal West Sussex and Greater Brighton area.
- To identify and manage spatial planning issues that impact on more than one local planning area within Coastal West Sussex and the Greater Brighton area.
- To ensure that the local planning and development policies prepared by each local planning authority are, where appropriate, informed by the views of other local planning authorities across the Coastal West Sussex and Greater Brighton area
- To ensure that decisions on major, larger than local planning applications are informed by the views of other local planning authorities across the Coastal West Sussex and Greater Brighton area
- To support better integration and alignment of strategic spatial and investment priorities in the Coastal West Sussex and Greater Brighton area, ensuring that there is a clear and defined route, where necessary, through the statutory local planning process.

## **STRATEGIC PLANNING AND DEVELOPMENT ISSUES**

The Local Planning Authorities will jointly:

- Prepare, maintain and update a Local Strategic Statement which provides a broad strategic direction for the Coastal West Sussex and Greater Brighton area and establishes areas for inter-authority cooperation on strategic issues
- Develop and implement a programme for jointly addressing strategic planning and development issues
- Maintain liaison with the Local Enterprise Partnership(s) on the work they are undertaking

## **POLICY DOCUMENTS**

Each Local Planning Authority will:

- ❖ Notify the Councils party to the MoU at each consultation stage in the preparation of its local development documents and, in the case of a County Council, plans relevant to its statutory function; Waste and Minerals and local transport.
- ❖ Notify the Councils of consultation on any other policy document which, in its view, would have a significant impact on strategic planning or development within the Coastal West Sussex & Greater Brighton area
- ❖ If requested, meet with and discuss any issues raised by one or more of the other Local Planning Authorities and take into account any views expressed on those issues.

Any response from the Coastal West Sussex Partnership will be made by the Chairman and is independent from the individual local planning authorities.

## **DEVELOPMENT MANAGEMENT**

Each Local Authority will:

- ❖ Notify the Council's party to the MoU of any major planning applications, from within its area or on which it is consulted by a local authority from outside its area, which would, in its view, have a significant impact on the strategic planning and development of the Coastal West Sussex & Greater Brighton area, having particular regard to the Local Strategic Statement agreed by the Councils and
- ❖ Take into account any views expressed in determining the application.

Any response from the Coastal West Sussex Partnership will be made by the Chairman and is independent from the individual local authorities.

## **LIAISON**

The Members of the CWS & Greater Brighton Strategic Planning Board will meet quarterly, or more frequently when appropriate, in order to;

- ❖ Maintain and update the Local Strategic Statement and the joint work programme
- ❖ Monitor the preparation of policy documents across the Coastal West Sussex & Greater Brighton area and discuss strategic issues emerging from them
- ❖ Review work undertaken jointly by the Coastal West Sussex & Greater Brighton Local Authorities

The Development and Infrastructure Group and the CWS Planning Officer Group will work on behalf of the CWS & Greater Brighton Strategic Planning Board and the CWS Partnership Board to deliver the agreed work programme

## **TIMESCALE**

The Memorandum of Understanding is intended to run for a two year period from October 2013 but will be reviewed in October 2014 to establish how effective it has been.

Signed by the parties

Arun District Council	
Signed by.....	Date.....
Name .....	Position.....
Worthing Borough Council	
Signed by.....	Date.....
Name .....	Position.....
Chichester District Council	
Signature by.....	Date.....
Name .....	Position.....
West Sussex County Council	
Signed by.....	Date.....
Name .....	Position.....
Adur District Council	
Signed by.....	Date.....
Name .....	Position.....
Brighton and Hove City Council	
Signed by.....	Date.....
Name .....	Position.....
South Downs National Park	
Signed by.....	Date.....
Name .....	Position.....

Lewis District Council

Signed by.....

Date.....

Name .....

Position.....

<b>Subject:</b>	<b>Local Aggregate Assessment for East Sussex and Brighton &amp; Hove</b>		
<b>Date of Meeting:</b>	<b>23 January 2013</b>		
<b>Report of:</b>	<b>Executive Director, Environment Development &amp; Housing</b>		
<b>Contact Officer:</b>	<b>Name:</b>	<b>Steve Tremlett</b>	<b>Tel: 29-2108</b>
	<b>Email:</b>	<b>steve.tremlett@brighton-hove.gov.uk</b>	
<b>Ward(s) affected:</b>	<b>All</b>		

**FOR GENERAL RELEASE****1. PURPOSE OF REPORT AND POLICY CONTEXT**

- 1.1 This report set outs to the Economic Development and Culture Committee the outcome of the joint Local Aggregate Assessment 2012/13 for the Mineral Planning Authorities (MPAs) of Brighton & Hove City Council, East Sussex County Council and the South Downs National Park Authority.
- 1.2 The National Planning Policy Framework requires MPAs to produce an annual Local Aggregate Assessment (LAA) to assess the demand for and supply of aggregates in their area. The LAA is based on the Plan Area for the East Sussex, South Downs and Brighton & Hove Waste and Minerals Plan which was adopted in February 2013. The Plan Area covers the administrative areas of East Sussex and Brighton & Hove including those parts which lie within the South Downs National Park.

**2. RECOMMENDATIONS:**

- 2.1 That the Local Aggregate Assessment 2012/13 for East Sussex and Brighton & Hove be approved and published.

**3. CONTEXT/ BACKGROUND INFORMATION**

- 3.1 The National Planning Policy Framework states that Mineral Planning Authorities should plan for a steady and adequate supply of aggregates by preparing an annual LAA. It is important to maintain an adequate supply of aggregates to ensure there is sufficient material available for construction activities and to facilitate economic growth in the city.
- 3.2 The draft National Planning Practice Guidance indicates that a LAA should contain three elements:
  - A forecast of the demand for aggregates based on the rolling average of 10 year sales data and other relevant local information;
  - An analysis of all aggregate supply options;
  - An assessment of the balance between demand and supply, and the economic and environmental opportunities and constraints that might influence the

situation. It should conclude if there is a shortage or surplus of supply and, if the former, how this is being addressed.

### Demand

- 3.3 Due to the limited amount of aggregate production in the Plan Area, a LAA based on a rolling average of 10 years sales data is not considered appropriate. Over half of the 10 years period would be zero returns and the rest is a confidential figure due to individual sites being involved. The figure is too volatile and not a good indicator of demand.
- 3.4 As a substitute, it is proposed to use the apportionment figure of 0.1m tonnes per annum utilised in the adopted Waste & Minerals Plan as the principle local indicator of demand. This was the figure proposed in the Secretary of State's Changes to Policy M3 of the South East Plan.

### Supply

- 3.5 There are large scale permitted reserves in the far east of the Plan Area, totalling approximately 4.1m tonnes of sand and gravel, where extraction could last until 2026. Additionally, significant quantities of marine dredged aggregates have been imported through the ports of Shoreham, Newhaven and Rye, and this is likely to continue provided sufficient wharf capacity is safeguarded.
- 3.6 The best estimate of secondary (recycled) aggregates production in the Plan Area is 240,000 tonnes per annum (tpa). It is estimated that an additional 68,000 tonnes of secondary aggregate are produced from two main sources: Ashdown Brickworks, near Bexhill, produces approximately 10,000tpa of reject bricks and the Newhaven Energy Recovery Facility creates around 58,000tpa of incinerator bottom ash. The latter is exported by rail to Brentford for use as a road construction material.

### Balance of Supply and Demand

- 3.7 The requirement for land-won aggregates of 0.1mtpa over the Plan period is more than met by the existing planning permissions in the far east of the Plan Area. The adopted Waste & Minerals Plan includes a commitment that if it appears supply is not being maintained, the relevant policy in the Plan will be reviewed.
- 3.8 There is more than adequate supply of marine dredged aggregates to meet demand. The principle constraint on maintaining levels of marine aggregates is therefore not the level of reserves, but maintenance of wharf capacity.
- 3.9 A considerable quantity of construction and demolition waste is processed into secondary aggregates, as noted in paragraph 3.6. Policies in the WMP seek to increase the contribution of secondary aggregates to total demand, however the availability rate remains unpredictable and substitution is not always possible. Primary resources will be required to a significant extent for the foreseeable future.

#### **4. ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS**

- 4.1 None considered appropriate.

#### **5. COMMUNITY ENGAGEMENT & CONSULTATION**

- 5.1 A draft LAA was circulated in October 2013 to neighbouring Mineral Planning Authorities, the Marine Management Organisation and the Mineral Products Association for comments.
- 5.2 The South East England Aggregates Working Party (SEEAWP) was consulted on the draft LAA. The LAA was circulated to SEEAWP members and was reported to SEEAWP at its meeting on 13 November 2013. SEEAWP supported the provision of land-won sand and gravel at 0.1mtpa, noting that this was the figure in the adopted Waste and Minerals Plan.

#### **6. CONCLUSION**

- 6.1 The City Council, as a Mineral Planning Authority is required by the National Planning Policy Framework to produce a Local Aggregates Assessment. The LAA has been produced jointly with East Sussex County Council and the South Downs National Park Authority to reflect the Plan Area of the adopted Waste and Minerals Plan.
- 6.2 The LAA concludes that existing planning permissions and marine reserves should be sufficient to main an adequate supply of aggregates to support development in East Sussex and Brighton & Hove until 2026. The situation will be monitored.

#### **7. FINANCIAL & OTHER IMPLICATIONS:**

##### Financial Implications:

- 7.1 The cost of officer time associated with the production and publication of the Local Aggregate Assessment have been met from within existing Planning & Public Protection revenue budgets.

*Finance Officer Consulted: Steven Bedford*

*Date: 26/11/13*

##### Legal Implications:

- 7.2 The background to the requirement for a Local Aggregate Assessment is set out in the report.

*Lawyer Consulted:*

*Name Hilary Woodward*

*Date: 29/11/13.*

##### Equalities Implications:

- 7.3 None directly arising from this report.

##### Sustainability Implications:

- 7.4 The planning system has a clear purpose to contribute towards the achievement of sustainable development. A steady and adequate supply of aggregates facilitates the new development required to support economic growth in the city.
- 7.5 The LAA notes that there are moves to increase utilisation of recycled aggregates.

Any Other Significant Implications:

- 7.6 The City Council, as a Minerals Planning Authority is required by the National Planning Policy Framework to produce a LAA. Failure to do so would risk inadequately planning for the steady and adequate supply of aggregates required to support future development.

## **SUPPORTING DOCUMENTATION**

### **Appendices:**

*Any appendix more than 20 pages long should be listed and placed in the Members' Rooms at Kings House and referenced in the main body of the report. It can also be included as a supporting document separate to the agenda that is published on-line. Each appendix should be a separate document.*

1. Local Aggregates Assessment for East Sussex County Council, Brighton & Hove City Council and the South Downs National Park Authority 2012/13.
- 2.

### **Documents in Members' Rooms**

*[List any relevant documents to be placed in the Members' Rooms. This must be done at least 5 clear days before the meeting].*

- 1.
- 2.

### **Background Documents**

*[List any background / supporting documents referred to or used in the compilation of the report. The documents must be made available to the public upon request for four years after the decision has been taken].*

1. East Sussex, South Downs and Brighton & Hove Waste and Minerals Plan (February 2013).
- 2.

*Any of the implications listed below can be included in the body of the report under the heading **Any Other Significant Implications** and especially where they have a significance that should be drawn to Members' attention. Otherwise list them here in appendix 1 or state that there are 'None' under the heading in the report and delete this appendix and upload any relevant appendices to the report.*

Crime & Disorder Implications:

- 1.1 None identified as a result of this report.

Risk and Opportunity Management Implications:

*[Set out how risks and opportunities have been assessed and details of any risk management actions planned]. Contact: [jackie.algar@brighton-hove.gov.uk](mailto:jackie.algar@brighton-hove.gov.uk)*

- 1.2

Public Health Implications:

- 1.3 None identified as a result of this report.

Corporate / Citywide Implications:

*[Set out how the proposals support the council's priorities and their effect on other services, other agencies and the city as a whole].*

- 1.4



<b>Subject:</b>	<b>Review of s106 Developer Contributions Temporary Recession Measures</b>		
<b>Date of Meeting:</b>	<b>23<sup>rd</sup> January 2014</b>		
<b>Report of:</b>	<b>Executive Director, Environment Development &amp; Housing</b>		
<b>Contact Officer:</b>	<b>Name:</b>	<b>Debra May</b>	<b>Tel: 29-2295</b>
	<b>Email:</b>	<b>Debra.may@brighton-hove.gov.uk</b>	
<b>Ward(s) affected:</b>	<b>All</b>		

**FOR GENERAL RELEASE/ EXEMPTIONS****1. SUMMARY AND POLICY CONTEXT:**

This report provides an update on the current practice of prioritised and reduced s106 developer contributions temporary 'recession' measures first introduced in 2010 to be reflective of the economic situation. This is the 4<sup>th</sup> annual review and is an opportunity to renew these temporary measures and further extend this process in consideration of the ongoing economic situation and delivery of new development particularly housing.

**2. RECOMMENDATIONS:**

- 2.1 That the committee notes the update and extends the (revised) Developer Contributions Temporary Recession Relief Measures until 2015.

**3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS:**Policy Context

- 3.1 To meet planning policy requirements to enable the granting of planning permission for development it may be necessary for developers to mitigate potential negative impacts by providing or upgrading infrastructure. These requirements are secured through s106 Planning Obligations, commonly known as developer contributions. The contributions secured help ensure that developers mitigate site specific impacts or contribute towards the necessary infrastructure needs that the development creates.

- 3.2 It is important that S106 planning obligations continue to facilitate necessary infrastructure but do not impede development and economic activity. In certain circumstances s106 planning obligation requirements may impact on the viability of a development either by the cumulative requirements or if there are abnormal site costs. The Council has been responsive to the need for flexibility in respect of developer contributions to reflect the ongoing market conditions and will negotiate with developers in such situations.

#### Current Practice

- 3.3 Temporary relief measures for planning obligations were introduced in April 2010, and approved by Cabinet 17<sup>th</sup> February 2011. These allow for a flexible approach in recognition of the economic climate by allowing a range of temporary 'recession' measures in certain types of s106 developer contributions. These measures were renewed in 2012 and 2013 and the practice continues in recognition of the need to enable appropriate development during the ongoing economic climate.
- 3.4 These temporary measures provide flexibility without compromising on provision towards necessary infrastructure provision in order to enable development to be acceptable and proceed. This approach is consistent with the Homes & Communities Agency (HCA) good practice guidance for delivery of both affordable housing and the National Planning Policy Framework (NPPF) requiring planning to deliver provision of viable infrastructure necessary to support sustainable development.
- 3.5 Recession relief measures and priorities  
The requirements have been updated to reflect current priorities for developer contributions and the measures below may be applied if development will only become viable if the s106 contribution is reduced. In such circumstances where the Council considers that viability of development is affected, the priorities when seeking developer contributions will be:

#### **Affordable Housing**

Affordable Housing will be sought in accordance with existing planning policy and the thresholds therein with a requirement for direct on site provision through approved Registered Providers or in exceptional circumstances a commuted sum towards off site provision may be considered. A methodology for calculating contributions for such exceptional circumstances towards off site provision is included in the Developer Contributions Technical Guidance.

#### **Local Employment & Training**

Obligations will be sought for major applications only, to support providing a skilled workforce through targeted on site construction training requirements providing local employment and for financial contributions towards a skills development partnership programme as part of a training project supporting apprenticeship and local employment needs. The on site employment requirement and financial contributions to support the programme will be calculated in accordance with approved methodology detailed in the Developer Contributions Technical Guidance.

#### **Sustainable Transport**

The development threshold on which sustainable transport contributions are sought will remain as a net gain of 5 residential units and above and non-

residential schemes with a floor space greater than 500 sqm. The Developer Contributions Technical Guidance clarifies how payments towards mitigating the impact of increased travel are calculated. Where possible the requirement to secure Car Free Housing in accordance with policy H07, financial contributions for amendments to Traffic Regulation Orders (TRO's) will not be sought. The Council will however continue to attach a condition whereby occupiers within the Controlled Parking Zone (CPZ) will be ineligible for parking permits. The approach to allow developers to carry out, where appropriate, highways works under s278 agreements rather than through financial contributions will be continued. This approach will be further reviewed in January 2015.

### **Sport, Recreation & Play Space**

The Developer Contributions Technical Guidance includes a breakdown and further detail of the approved standards for open space provision together with a methodology for assessing contributions in accordance with the agreed Open Space, Sports and Recreation Study. Contributions will be spent towards upgrading parks and other amenity space for sports, play provision or other community facilities with health, leisure and social benefits.

### **Education**

The contributions may contribute towards additional class room provision (in relation to key major schemes) or upgrade to resources, such as classroom equipment or on site play facilities. The Developer Contributions Technical Guidance provides clarification and the methodology for calculating contributions for local schools.

### **Sustainable Buildings**

Requirements for appropriate sustainable development will be sought, for major applications only, in accordance with existing planning policy, additional guidance in the Sustainable Building Design Supplementary Planning Document (SPD) 08 adopted by the Council 5th June 2008 and pertinent Planning Inspectorate decisions. The requirement for introducing additional financial contributions as identified in this SPD for off site carbon off-set measures will remain suspended until the next annual review and following adoption of the City Plan.

### **Nature Conservation & Development**

Securing requirements towards on site nature conservation and biodiversity measures in accordance with adopted SPD 011 will continue. The requirement for introducing additional financial contributions as identified in Annex 6 (Calculating Developer Contributions) of this document will not be applied and will remain suspended until the next annual review and following adoption of the City Plan.

## **3.6 Other Relief Measures**

Where a scheme is acceptable and a s106 is considered to be necessary to mitigate impact the following will apply:

### **Deferral of contributions**

Payment of contributions or provision of infrastructure may be deferred to a later date so they are due on first occupation of the development.

Staged payment of contributions may also be permitted for major phased development schemes. The full payment of contributions on 'commencement of development', was previously commonly sought.

#### Waiving of 'indexation' on financial contributions

A RPI (Retail Prices Index) indexation clause is usually applied to allow for inflation adjustments to contributions from the date the s106 is signed to actual date of payment. This clause may be omitted from s.106 agreements.

#### Pre-application planning advice

The Local Planning Authority does not currently charge for any of its pre planning application advice service. There is a full service review currently underway. As a consequence we will consider whether it is appropriate to levy a charge for pre application advice other than that for householders.

#### 3.7 Further guidance

When assessing the necessary contributions to assist developers calculate s106 costs, further detailed guidance on thresholds and methodology on the usual types of infrastructure investment that will be required from new development are identified in the Developer Contributions Technical Guidance as approved by Cabinet on 17<sup>th</sup> February 2011. This document sets out the methodology, thresholds and calculations and further details how contributions will be spent.

#### 3.8 All other developer contributions

There will be no changes to other contributions and these will continue to be sought where necessary in accordance with existing planning policy as set out in the current adopted development plan and further detailed advice in the Developer Contributions Technical Guidance.

#### 3.9 Development viability

Planning obligations are a necessary cost of development and it is expected that the likely cost of developer contributions will be factored into the development cost at an early stage. However in specific instances planning obligations may be a factor that affects development viability and it is recognised that there may be circumstances where development cannot meet all s106 requirements.

Developers will be advised that where the Council considers that development viability would be compromised by developer contributions these issues should be raised as soon as possible and detailed cost information should be submitted to the Council at the earliest opportunity. This may help reduce delay where a dispute arises and so that outcomes of negotiations are clearly understood by all parties before agreeing to enter into and finalising a legal agreement to provide planning obligations.

To substantiate a claim the Council may require a full financial appraisal through an informed and independent assessment of viability of the proposal signed by an appropriately qualified and independent valuer/financial professional. An independent assessment cannot provide binding arbitration, but the council will take into account its recommendations when considering applications where viability issues are identified. In all cases, the onus of proving the non-viability of a development proposal is on the developer to provide robust evidence.

#### 3.10 Review of current approach to temporary recession measures

These measures will be reviewed annually and annulled if the economic situation improves significantly. The next review will be in January 2015.

## **4. COMMUNITY ENGAGEMENT AND CONSULTATION**

- 4.1 The temporary s106 Recession Measures were introduced in response to address concerns of developers and the business community. These bodies acknowledge the council being reflective of the ongoing economic recession and remain supportive to this approach. Further internal consultation has been undertaken and comments are included in this report.

## **5. FINANCIAL & OTHER IMPLICATIONS:**

### Financial Implications:

- 5.1 Developer financial contributions (through Section 106 obligations) are commonly used to secure infrastructure and services created by the demand from new development including highways infrastructure, transport improvement and travel initiatives, education, health, community or recreation facilities. The implementation of temporary recession relief measures and priorities reduces the potential contributions from developers, however are considered to be appropriate in the current market conditions to facilitate economic growth in the city.

Costs associated with producing this report have been met from within existing Planning revenue budgets.

*Finance Officer Consulted: Steven Bedford Date: 19/11/13*

### Legal Implications:

Developer contributions are secured under planning obligations agreed or offered under s106 of the Town and Country Planning Act 1990. Any obligation must meet the statutory tests set out in Regulation 122 of the Community Infrastructure Regulations 2010. The viability of a proposal development is capable of being a material planning consideration and is therefore something that the local planning authority is able to take into account in considering the amount and nature of s106 obligations sought.

- 5.2 *Lawyer Consulted: Alison Gatherer Date: 29/11/13*

### Equalities Implications:

- 5.3 Developer contributions can provide wide community benefits and can be used to provide, for example, local employment, affordable housing, recreation space, education provision and accessibility to city wide facilities.

### Sustainability Implications:

- 5.4 The aim of developer contributions is to assist in enabling development to contribute towards the establishment of sustainable communities. The continuation of seeking contributions will ensure appropriate measures are secured to the wider infrastructure to help provide long-term sustainable development for the city.

### Crime & Disorder Implications:

- 5.5 Planning obligations may restrict the use of land and contributions may be sought towards community safety initiatives such as improved lighting or CCTV.

Risk and Opportunity Management Implications:

- 5.6 Decisions on determining planning applications should take account of all material considerations including the provision of the infrastructure necessary to support the development. If development takes place without adequate contributions to infrastructure provision, a strain is placed on existing facilities to the detriment of the wider community and public resources. Further investigation for progressing a Community Infrastructure Levy (CIL) is currently underway and will be subject to a forthcoming report.

Public Health Implications:

- 5.7 Developer Contributions may be secured towards retention or provision of new health facilities for the City and address inequalities that can impact upon health.

Corporate / Citywide Implications:

- 5.8 Developer Contributions will continue to ensure that the Council's policies on securing contributions towards infrastructure and services will help deliver the Sustainable Community Strategy priorities to improve housing and affordability, promote sustainable transport and improve health and well being in the city. The continuation of the recession measures will continue to enable the provision of necessary development in the City.

**6. EVALUATION OF ANY ALTERNATIVE OPTION(S):**

- 6.1 An alternative option is to secure the full range of developer contributions from all developments in accordance with existing and emerging policy changes. To enable appropriate development to proceed during the current economic climate the issue of s106 priorities may be addressed by regular review and extending the temporary recession relief measures.

**7. REASONS FOR REPORT RECOMMENDATIONS**

- 7.1 The recommendation takes into account current practice for priority areas for seeking s106 developer contributions that needs to be reviewed annually.

**SUPPORTING DOCUMENTATION**

**Appendices:**

1. None.

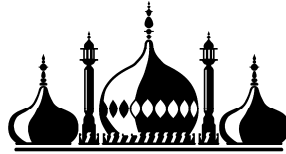
**Documents in Members' Rooms**

1. None

## **Background Documents**

1. Brighton & Local Plan 2005
2. Developer Contributions Technical Guidance – 17<sup>th</sup> February 2011
3. Brighton & Hove submission City Plan Part One





## Brighton & Hove

### **PLANNING – TEMPORARY MEASURES TO ASSIST THE DEVELOPMENT INDUSTRY**

#### **Pre-application advice**

As a service we will continue to focus on the pre-application advice that we offer and encourage as much community consultation as possible. Clear and concise pre-application advice is the best way to avoid unnecessary expense and applications. It should create an environment where as far as possible the likely recommendation on an application is known.

The Local Planning Authority does not currently charge for any of its pre planning application advice service. There is a full service review currently underway and as a consequence we will consider whether it is appropriate to levy a charge for pre application advice other than that for householders.

On larger schemes we will prepare and consult on Development Briefs. These will prioritise the need to bring development forward as quickly as possible.

#### **s106 Priorities where viability is an issue**

Where viability is an issue, usually on major applications, the LPA will consider whether it is appropriate to be flexible with respect to s106 contributions or through a flexible approach to the implementation of policy. The services of the District Valuer will be used to assess viability. As set out in both the adopted Brighton & Hove Local Plan and the emerging City Plan, there are many potential areas where a contribution for securing works or infrastructure in mitigation might be appropriate. The priorities are:

- Affordable Housing
- Securing on site construction apprenticeships and payment towards Local Employment Scheme training
- Transport
- Open Space
- Education
- Sustainable Buildings
- Nature Conservation & Development

#### **Operational Arrangements**

Where a scheme is acceptable and a s106 is considered to be necessary to mitigate impact the following operation arrangements will apply:

- **Waiving** “indexation” on financial contributions;
- For major schemes a move to **phased payment of contributions** rather than an up front lump sum;
- **Deferral** of payment of contributions or provision of infrastructure to a later date in the development or on occupation of the development;
- **Raising the bar** on transport contributions for s106 purposes from all schemes to schemes of 5 residential units and above and with non-residential schemes to those with a floor area greater than 500sq.m;
- Where possible the requirement to secure Car Free Housing in accordance with policy H07, financial contributions for amendments to Traffic Regulation Orders (TRO’s) will not be sought.
- A move towards **allowing developers, where appropriate, to carry out highways works under s278** agreements rather than through a financial contribution;
- Contributions section of SPD 08 Sustainable Building Design **suspended** until adoption of the City Plan – Summer 2014;
- Contributions section of SPD 11 Nature Conservation and Development **suspended** until adoption of the City Plan – Summer 2014.

As a matter of practice the Local Planning Authority will cease to secure s106 contributions through conditioned s106’s. The Local Planning Authority will though continue to discharge these conditions.

**Jeanette Walsh**

Date issued: 11/05/10  
 Implementation: 17/05/10  
 Reviewed: 17/01/11  
 17/07/11  
 02/02/12 & 10/01/13  
 23/01/14  
 Next Review: January 2015

<b>Subject:</b>	<b>Maintenance of Historic Buildings</b>		
<b>Date of Meeting:</b>	<b>23 January 2014</b>		
<b>Report of:</b>	<b>Executive Director Environment Development and Housing</b>		
<b>Contact Officer:</b>	<b>Name:</b>	<b>Tim Jefferies</b>	<b>Tel: 29-3152</b>
	<b>Email:</b>	<b>tim.jefferies@brighton-hove.gov.uk</b>	
<b>Ward(s) affected:</b>	<b>All</b>		

**FOR GENERAL RELEASE**

**1. SUMMARY AND POLICY CONTEXT:**

- 1.1 This report provides the annual update on the pro-active programme to ensure the re-use, repair and restoration of historic buildings in the city, including the enforcement of works where necessary. It includes an updated register of those listed buildings considered to be 'at risk' (Appendix 1) and an updated list of other historic buildings where significant action is ongoing to secure repair and redecoration works to improve their appearance (Appendix 2).

**2. RECOMMENDATIONS:**

- 2.1 That the Committee endorse the updated register of listed buildings that are considered to be 'at risk' (Appendix 1).

**3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS:**

- 3.1 The adopted Conservation Strategy (2003) describes the council's approach to dealing with the maintenance of historic buildings. That approach and the priorities for future action were updated and approved at the meeting of the Cabinet Member for Environment on 4 July 2008. The Conservation Strategy is currently being reviewed.
- 3.2 The highest priority has been given to maintaining the register of listed buildings at risk, identified in accordance with criteria set down by English Heritage. Officers have worked corporately to seek the repair and/or re-use of these buildings where appropriate.
- 3.3 Since the last annual report no buildings have been removed from the 'at risk' part of the register but no further buildings have been added. However, significant and positive progress has been made in respect of a number of the buildings at risk and details are as follows:

- **53 Brunswick Square** – an Urgent Works Notice was served on the owner of the building requiring significant works to be carried out to make it weathertight whilst its long term future is resolved. As a result of the Notice the owner carried out all of the works satisfactorily. The building has been marketed during 2013 and some interest has been shown, which the owner is following up.
  - **Saltdean Lido** – the council invited bids for a new lease in 2013 and following that process the local Community Interest Company has been appointed as the preferred bidder for the building. Its repair and restoration will be subject to a bid to the Heritage Lottery Fund.
  - **The Hippodrome, Middle Street** – extensive pre-application discussions have been carried out during 2013 on proposals to convert the building and adjoining land to a multi-screen cinema and supporting uses and a planning application is expected to be submitted shortly.
  - **51 Ship Street, former Post Office** – following the eviction of squatters a comprehensive programme of repair works has now commenced on the building. Planning consents have also been granted for the conversion of the ground floor frontage into restaurant use and conversion works are expected to commence once the external repairs have been carried out.
  - **13A and 14 Stone Street** – planning applications have been submitted for the retention and restoration of these recently listed buildings and the redevelopment of adjoining land and buildings.
  - **19 and 20 The Square, Patcham** – following intervention by officers planning applications have been submitted for the retention and repair of these buildings and the development of some adjoining land.
- 3.4 Further details of all properties are given in the updated register of Buildings at Risk at Appendix 1. For existing entries the previous year's priority rating is shown in brackets (where A is the highest priority and F the lowest).
- 3.5 In accordance with the strategy set out in originally agreed report (of 4 July 2008), the second priority for pro-active action is those other historic buildings (usually listed) that are in significant need of maintenance. Action is most typically taken under Section 215 of the Town and Country Planning Act 1990, where buildings are considered to be adversely affecting the amenity of the area by virtue of their poor and deteriorating appearance.
- 3.6 Over the last year the following twelve historic buildings in conservation areas have been successfully repaired and/or redecorated following such action, or the threat of such action. This includes seven out of the 14 properties on last year's list: The successfully restored properties are:
- 38 Adelaide Crescent, Hove
  - 22 Bloomsbury Place, Brighton
  - 11 Dean Court Road, Rottingdean (Flint boundary wall to front)
  - 3 Lansdowne Square, Hove
  - 1 Marine Parade, Brighton (facing Steine Street)
  - 70 Montpelier Road, Brighton
  - 71 Montpelier Road, Brighton
  - 30 Old Steine, Brighton

- 8 Powis Square, Brighton
- 22 Powis Square, Brighton
- 23 Powis Square, Brighton
- 1 Steine Street, Brighton

- 3.7 In another three cases repair and redecoration works are currently in progress. Five properties have been identified where such action may now be necessary and an updated list of current cases is given at Appendix 2, with the new cases shown in bold type.

#### **4. COMMUNITY ENGAGEMENT AND CONSULTATION**

- 4.1 The Head of Property Services has been consulted on the report in respect of council owned properties. The subject of this report does not represent matters of new policy or introduce any new schemes. Therefore it is not considered that external consultation would be appropriate in this case. Consultation is taking place on the review of the Conservation Strategy.

#### **5. FINANCIAL & OTHER IMPLICATIONS:**

##### Financial Implications:

- 5.1 Any enforcement action arising from this report can usually be covered within existing revenue budgets. In cases where exceptional costs may be incurred due to the council having to undertake repair work in default, and/or to compulsorily acquire a property, a separate report may be presented to the relevant Committee for consideration.

*Finance Officer Consulted: Steven Bedford Date: 05/12/13*

##### Legal Implications:

- 5.2 In the case of listed buildings at risk, action may be taken, where necessary, under section 47 (compulsory purchase), section 48 (repairs notice) and section 54 (urgent works of preservation) of the Planning (Listed Buildings and Conservation Areas) Act 1990. In the case of necessary repair and redecoration works to other historic buildings, whose condition adversely affects the amenity of the area, action may be taken under section 215 of the Town and Country Planning Act 1990. It is not considered that any adverse human rights implications arise from this report.

*Lawyer Consulted: Hilary Woodward Date: 9/12/13*

##### Equalities Implications:

- 5.3 An Equalities Impact Assessment (EQIA) of the Conservation service was undertaken in 2010 and covers work on the pro-active enforcement of the maintenance of historic buildings.

#### Sustainability Implications:

- 5.4 The proposals in this report have no substantial impact upon the four priorities of the UK's Sustainable Development Strategy. But in terms of Sustainable Consumption and Production, the retention and timely repair of existing buildings reduces construction and demolition waste.

#### Crime & Disorder Implications:

- 5.5 The good repair and maintenance of publicly visible buildings and structures can help to discourage anti-social behaviour and graffiti.

#### Risk and Opportunity Management Implications:

- 5.6 This report identifies buildings which are considered to be 'at risk' and where priority pro active action is considered justified to secure heritage assets. The failure to retain and maintain listed buildings could lead to significant adverse publicity for the council.

#### Public Health Implications:

- 5.7 The repair of residential buildings in poor condition can improve the health and/or well-being of existing and/or future occupants.

#### Corporate / Citywide Implications:

- 5.8 The Sustainable Community Strategy contains a commitment to implement the Conservation Strategy (which will be reviewed in 2013). The repair and reuse of historic buildings contributes towards the Corporate Plan 2011-15 priority of creating a more sustainable city and particularly the outcome of a healthier and higher quality built environment. The Corporate Plan includes a performance indicator that seeks a reduction in the number of listed buildings at risk.

### **6. EVALUATION OF ANY ALTERNATIVE OPTION(S):**

- 6.1 The only alternative option would be to no longer maintain a Buildings at Risk register and to take a reactive rather than proactive approach to listed building that are vacant and/or in poor condition. The consequent failure to retain and maintain listed buildings could lead to the eventual loss of heritage assets and could result in significant adverse publicity for the council.

### **7. REASONS FOR REPORT RECOMMENDATIONS**

- 7.1 The report recommendation will result in resources being directed to those historic buildings that are most in need of repair and to ensure a consistent and transparent approach to the prioritisation of any future enforcement action.

## **SUPPORTING DOCUMENTATION**

### **Appendices:**

1. Register of Buildings at Risk 2013
2. Historic buildings in significant need of maintenance – current cases

### **Documents in Members' Rooms**

None.

### **Background Documents**

1. The Conservation Strategy (2003)



## Register of Listed Buildings at Risk (2013)

Listed Buildings At Risk	
Grade I	
<b>Building/Address</b>	Brunswick Square, 53
<b>Priority</b>	C (C)
<b>Designation</b>	Grade 1, Conservation Area
<b>Condition</b>	Poor, partially occupied
<b>Ownership</b>	Private
<b>Summary</b>	Terraced house 1825-27 in multiple occupancy. Rear elevation and outbuildings are in poor condition and parts of the building are not habitable. An Urgent Works Notice was served in 2013 to secure the carrying out of works to make the rear of the building weathertight. These works have largely been satisfactorily completed. The property has been marketed and discussions about its long term reuse and restoration are ongoing with the owner and potential purchasers.
<b>Building/Address</b>	Kings Road, The West Pier
<b>Priority</b>	A (A)
<b>Designation</b>	Grade 1, Conservation Area
<b>Condition</b>	Very bad
<b>Ownership</b>	Trust
<b>Summary</b>	Pier, 1864-66 by Eugenius Birch. Closed in 1975. Offered c£14 million grant by the Heritage Lottery Fund in March 1998. Stage II grant refused February 2004. English Heritage has declared its view that the combination of subsequent damage and cost of repair make restoration uneconomic from public funds.
Grade II*	
<b>Building/Address</b>	Marine Drive, Saltdean Lido
<b>Priority</b>	C (C)
<b>Designation</b>	Grade II*
<b>Condition</b>	Poor, partially occupied
<b>Ownership</b>	Local Authority
<b>Summary</b>	Lido of 1938 by RWH Jones in Moderne style. Suffering from a maintenance backlog and in particular deterioration of its reinforced concrete. The long-term head lease was surrendered to the council in June 2012. The council invited bids for a new lease in 2013 and following that process the local Community Interest Company has been appointed as the preferred bidder for the building on a 60 year lease. Its repair and restoration will be subject to a bid to the Heritage Lottery Fund.
<b>Building/Address</b>	Middle Street, 52-58, Hippodrome
<b>Priority</b>	C (C)
<b>Designation</b>	Grade II*, Conservation Area

<b>Condition</b>	Poor, vacant
<b>Ownership</b>	Company
<b>Summary</b>	1897. Originally an ice rink, enlarged & converted to circus and theatre in 1901, architect Thomas Matcham. Further enlarged 1939. New owner in place but no firm proposals for re-use at present. Some repair works carried out. Security presence on site. Extensive pre-application discussions have been carried out during 2013 on proposals to convert the building and adjoining land to a multi-screen cinema and supporting uses and a planning application is expected to be submitted shortly.
<b>Building/Address</b>	West Street, St Paul's Church
<b>Priority</b>	A (A)
<b>Designation</b>	Grade II*
<b>Condition</b>	Poor, occupied
<b>Ownership</b>	Religious Organisation
<b>Summary</b>	Anglican church designed by Richard Cromwell Carpenter in 1846-8 and built by George Cheeseman. The tower and spire by Richard Herbert Carpenter; the narthex, fishermen's institute (west end) and covered way by George Frederick Bodley. Large fragments of stone and flint have fallen from the tower, which is adjacent to a busy street. This has been temporarily protected. Tower suffers from apparent maintenance problems. English Heritage is leading discussions with the church.
<b>Grade II</b>	
<b>Building/Address</b>	Adelaide Crescent , Retaining walls to south side of gardens,
<b>Priority</b>	C (C)
<b>Designation</b>	Grade II, Conservation Area
<b>Condition</b>	Poor
<b>Ownership</b>	Local authority
<b>Summary</b>	Retaining wall to public gardens c1830, designed by Decimus Burton. Render over brick with vermiculated rustication. The rendering is gradually becoming detached from the brickwork and the detailing lost. Funding options to secure repairs are being investigated.
<b>Building/Address</b>	Blatchington Road, Walls to churchyard of Holy Trinity Church,
<b>Priority</b>	C (C)
<b>Designation</b>	Grade II, Conservation Area
<b>Condition</b>	Poor
<b>Ownership</b>	Religious organisation
<b>Summary</b>	Brick and flint. Collapsed section on south side, including entire brick pier and gate. Some urgent repairs carried out September 2010 to replace missing flints and fill holes, to ensure short term preservation. Further repairs awaiting resolution of the future of the church itself, which is the subject of ongoing discussions.

<b>Building/Address</b>	Gloucester Place, 10-14, The Astoria Theatre
<b>Priority</b>	D (D)
<b>Designation</b>	Grade II, Conservation Area
<b>Condition</b>	Poor, vacant
<b>Ownership</b>	Private
<b>Summary</b>	Former cinema, 1933. Vacant since 1997. Ground floor frontage redecorated and secured but building not fully weather tight. Significant structural repairs needed and no viable use found. The council has granted listed building consent for the demolition of the building and planning permission for redevelopment but no works have commenced. Revised applications have recently been submitted.
<b>Building/Address</b>	Hangleton Lane, Benfield Barn
<b>Priority</b>	C (C)
<b>Designation</b>	Grade II, Conservation Area
<b>Condition</b>	Poor, partially occupied
<b>Ownership</b>	Company
<b>Summary</b>	Barn, probably 18 <sup>th</sup> century. Coursed flint. Lease has changed hands regularly. No maintenance plan. Barn itself in use as tractor store and in fair condition but three historic outbuildings have collapsed and a fourth is in poor condition.
<b>Building/Address</b>	Preston Drove, Wellhouse to Preston Manor
<b>Priority</b>	A (A)
<b>Designation</b>	Grade II, Conservation Area
<b>Condition</b>	Very bad
<b>Ownership</b>	Local authority
<b>Summary</b>	Circa 1735. Ruinous. Collapsed flint walls, no roof, invaded by extensive plant and tree growth. Cast iron winding gear survives largely intact. An appropriate approach for the stabilisation of this building and the identification of funding for such works are being actively explored.
<b>Building/Address</b>	Preston Street, 67
<b>Priority</b>	C (C)
<b>Designation</b>	Grade II, Conservation Area
<b>Condition</b>	Poor, vacant
<b>Ownership</b>	Private
<b>Summary</b>	Included in the listing for 22-25 Regency Square. Town house dating from c1818. Ground floor to Preston Street with later shop front. Upper floors last in use as offices. Structural problems and some water ingress. Planning Permission and Listed Building Consent for conversion to an HMO were refused in 2012. A revised application has been submitted and is under consideration.
<b>Building/Address</b>	Russell Square, 43
<b>Priority</b>	C (C)

<b>Designation</b>	Grade II
<b>Condition</b>	Poor, vacant
<b>Ownership</b>	Private.
<b>Summary</b>	Terraced house c1820, probably by Amon Wilds. Subject to past squatting and resulting damage. Now in new ownership. Planning Permission was refused in 2013 to convert the building to an HMO and basement flat with external and internal alterations, though Listed Building Consent was granted. A certificate of lawfulness application has been submitted for conversion to a small HMO and is under consideration
<b>Building/Address</b>	Ship Street, 51, Post Office
<b>Priority</b>	C (C)
<b>Designation</b>	Grade II, Conservation Area
<b>Condition</b>	Poor, vacant.
<b>Ownership</b>	Company
<b>Summary</b>	Main building of 1925, incorporating parts of an earlier building of c1895, with annexe to the south of 1849. Main building no longer in use and being marketed. Following the eviction of squatters a comprehensive programme of repair works has now commenced on the building. Planning consents have been granted for the conversion of the ground floor frontage into restaurant use and conversion works are expected to commence once the external repairs have been carried out. A further planning application for residential use for the upper floors is expected.
<b>Building/Address</b>	Stanford Avenue, St Augustine's Church
<b>Priority</b>	D (D)
<b>Designation</b>	Grade II, Conservation Area
<b>Condition</b>	Poor, partially occupied
<b>Ownership</b>	Religious organisation
<b>Summary</b>	Nave of 1896, chancel of 1914 by GES Streatfield. Red brick. The church is in partial use but the attached hall is vacant. Neither are weathertight. A planning application to convert the church to community use and the hall to residential was approved in October 2012 subject to a s106 agreement and discussions on the agreement are ongoing. Listed Building Consent was granted for the necessary alterations and was linked by condition to a schedule of repair works. In 2013 action was taken to require the removal of ivy and other plant growth from the walls of the church and to board over the entrance to the church hall.
<b>Building/Address</b>	Stone Street, 13A and 14
<b>Priority</b>	C (C)
<b>Designation</b>	Grade II, Conservation Area
<b>Condition</b>	Poor, vacant
<b>Ownership</b>	Private

<b>Summary</b>	Early 19 <sup>th</sup> century stables and coach house buildings. Listed in September 2012. Planning applications have been submitted for the retention and restoration of these buildings and the redevelopment of adjoining land and buildings.
<b>Building/Address</b>	The Square, 19 and 20
<b>Priority</b>	A (C)
<b>Designation</b>	Grade II, Conservation Area
<b>Condition</b>	Poor, vacant
<b>Ownership</b>	Private.
<b>Summary</b>	Later 18 <sup>th</sup> century terraced outbuildings in flint with brick dressings. Long vacant and in disrepair. Planning applications have been submitted for the retention and repair of these buildings, with a new extension, to form a single dwellinghouse.
<b>Listed Buildings considered Vulnerable</b>	
<b>Grade I</b>	
<b>Building/Address</b>	R/O Brunswick Square, 14 (38 Brunswick Street East)
<b>Priority</b>	F (F)
<b>Designation</b>	Grade I, Conservation Area
<b>Condition</b>	Fair, partially occupied
<b>Ownership</b>	Private
<b>Summary</b>	Terraced house 1825-27 in multiple occupancy. The rear part, known as 38 Brunswick Street East, is at risk. Consent granted for conversion to a self-contained dwelling in 2005. Conversion and repair works largely carried out and ground floor occupied, but works to basement are still unfinished.
<b>Grade II*</b>	
<b>Building/Address</b>	Old Steine, 54, Marlborough House
<b>Priority</b>	E (E)
<b>Designation</b>	Grade II*, Conservation Area
<b>Condition</b>	Fair, vacant
<b>Ownership</b>	Private
<b>Summary</b>	Original house 1765 but remodeled 1786 by Robert Adam. Most recently used as offices but vacant for a number of years. Now fully weather tight and secure but full repair works not completed and no solution in place for its reuse and full restoration.
<b>Grade II</b>	
<b>Building/Address</b>	Blatchington Road, Holy Trinity Church
<b>Priority</b>	E (E)
<b>Designation</b>	Grade II, Conservation Area
<b>Condition</b>	Fair, vacant
<b>Ownership</b>	Religious organisation
<b>Summary</b>	1863-64, tower 1866, red brick with Bath stone dressings. Declared redundant under the Pastoral Measure 1983. Long term future uncertain. Discussions on possible reuse ongoing.

	Action taken during 2013 to require removal of extensive plant growth from exterior of building.
<b>Building/Address</b>	St George's Place, 2
<b>Priority</b>	F (D)
<b>Designation</b>	Grade II, Conservation Area
<b>Condition</b>	Fair, vacant
<b>Ownership</b>	Company
<b>Summary</b>	Terraced house of c1825. Probably by Wilds and Busby. Long-term vacant. Urgent works carried out by default under S54 of the Planning (Listed Buildings & Conservation Areas) Act. Planning permission and listed building consent granted in 2011 for restoration and conversion to flats and works to implement this are in progress.
<b>Building/Address</b>	Sussex Street, Tower and walls in Turner Recreation Ground
<b>Priority</b>	E (E)
<b>Designation</b>	Grade II, Conservation Area
<b>Condition</b>	Fair
<b>Ownership</b>	Local Authority
<b>Summary</b>	Lookout tower in public park, 1832. Knapped flint. No public access to tower. The tower has been cleaned of graffiti and made secure but a need for specific repairs has been identified following full survey. An initial bid for HLF funding was unsuccessful but The Friends of Turner Park intend to make a fresh bid once listed building consent has been secured for new handrails and the reinstatement of a weathervane.

## Footnote

Priority for action follows the criteria set out by English Heritage, which are based on how fast a building is likely to deteriorate without intervention, and it may not necessarily be those buildings in the worst condition that are afforded highest priority.

Priority for action is graded as follows:

- A** Immediate risk of further rapid deterioration or loss of fabric; no solution agreed
- B** Immediate risk of further rapid deterioration or loss of fabric; solution agreed but not yet implemented
- C** Slow decay; no solution agreed
- D** Slow decay; solution agreed but not yet implemented
- E** Under repair or in fair to good repair, but no user identified; or under threat of vacancy with no obvious new user (for buildings capable of beneficial use)
- F** Repair scheme in progress and (where applicable) end use or user identified; functionally redundant buildings with new use agreed but not yet implemented.

**Historic Buildings in Significant Need of Maintenance  
Current Cases (2013)**

**13 Bedford Square**

**4 Bloomsbury Place** – works in progress

23 Bloomsbury Place – works nearing completion

26 Bloomsbury Place

6 Brunswick Square

1 Eastern Terrace

47 Holland Mews

**149 Kings Road (Mercure Hotel), Archway to Norfolk Buildings**

**68 Marine Square**

3 – 5 Percival Terrace – works largely complete

**24 Powis Square**

16 Ship Street

Fitzherbert Centre, Upper Bedford Street

*NB. (New cases in bold text)*



<b>Subject:</b>		<b>Brunswick Town Painting Scheme</b>	
<b>Date of Meeting:</b>		<b>23 January 2014</b>	
<b>Report of:</b>		<b>Executive Director Environment Development and Housing</b>	
<b>Contact Officer:</b>	<b>Name:</b>	<b>Lesley Johnston</b>	<b>Tel: 292104</b>
	<b>Email:</b>	<b>lesley.johnston@brighton-hove .gov.uk</b>	
<b>Ward(s) affected:</b>		<b>Brunswick and Adelaide</b>	

**FOR GENERAL RELEASE****1. SUMMARY AND POLICY CONTEXT:**

- 1.1 The five-yearly redecoration of the original Brunswick Estate, which is required by the Hove Borough Council Act 1976, last took place in 2010. Following this, concerns were raised by some owners, agents and contractors over early failure of the paint, and the advice of independent paint specialists has been sought and is now being provided for consideration by the committee following their analysis of the paint and its performance.
- 1.2 In line with the expert advice provided, the committee is being asked to agree to continue to specify the current paint and not to change the five year redecoration period.

**2. RECOMMENDATIONS:**

- 2.1 That the committee agrees that the council continues to specify Crown Sandtex Classic Stone Gloss for use in the original Brunswick Estate under the Hove Borough Council Act 1976 for the next repainting in 2015.
- 2.2 That the interval for redecoration under the Hove Borough Council Act 1976 be kept at 5 years.
- 2.3 That the specification provided for guidance purposes be amended in accordance with the advice given by Hirst Conservation in their report dated August 2013.

**3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS:****3.1 Historic background**

The 1976 Hove Borough Council Act (the Act) is the successor to the original legislation of 1830, which was introduced following the completion of the

development to preserve the uniformity of appearance throughout the estate. The Act applies to 1-58 Brunswick Square, 1-42 Brunswick Terrace and 1-8 Brunswick Place and revised and updated the original legislation. The primary objective of preserving uniformity remains.

- 3.2 The painting of the fronts of buildings, iron railings, balconies etc is required under the Act every fifth year starting in 1980, with a paint of type and colour specified by the council. Before 1990 a lead based paint was used, however this was changed to a lead free, oil based paint until its second cycle in 1995. Following specialist advice the required paint for the 2000 redecoration was changed to the current product, Crown Sandtex Classic Stone Gloss which was used again in 2005 and 2010.
- 3.3 A consequence of the enforced redecoration is that each building is fully scaffolded (a major cost of each redecoration project) at 5 yearly intervals, allowing the close inspection of the historic fabric and enabling necessary repairs to be coordinated with the redecoration. It is considered that this has significantly aided the proper conservation of these buildings which are subjected to an extreme coastal environment, and visually they compare well with the fabric of other newer and better constructed seafront properties.
- 3.4 Current paint requirements  
The legislation does not allow the council to require the removal of old paints or specify the preparation works prior to painting, and therefore any paint specified must be simple to apply with the minimum council intervention or supervision. The current paint has the merits of being suitable for application over other paints and does not require abrasion of the substrate prior to application, merely washing down. It also has better environmental credentials than previous products, being water-based.
- 3.5 The performance of this paint was considered so successful by its second application in 2005 that residents requested that the length of the repainting cycle be extended in order to reduce their financial burden. As a result the council appointed a consultant to review the condition of the finishes throughout the estate in 2008 and consider whether an extended cycle of seven or eight years would continue to deliver a satisfactory result.
- 3.6 The recommendation of the consultant was that although overall the paint was performing well at the time, certain areas of masonry and timber decoration had deteriorated to the extent that in the most exposed parts of the estate (Brunswick Terrace) extension of the painting period could not be recommended. In addition there were significant problems with rust staining from corroded iron railings after just three years and the consultant advised that either the specification for the painting of the ironwork be improved, or the painting period reduced.
- 3.7 The council therefore decided at the Environment Cabinet Member Meeting on 27<sup>th</sup> January 2009 to continue with a five year cycle and require redecoration in 2010, but that a further review of the paint condition should be undertaken in 2013 to consider whether the next repainting could be deferred until 2017.
- 3.8 Crown Paints subsequently revised their advice on the preparation of ironwork and specified a different primer in 2010.

3.9 Recent problems

Concern began to be expressed over the early failure of the 2010 paint in January 2011, by owners, agents and decorating firms on six properties, and a technical advisor from Crown Paints came to advise on the causes of the failures. His analysis was that the problems were to do with either inadequate washing down prior to painting, the use of fillers that were incompatible with the paint, or redecoration in temperatures below that recommended by Crown.

- 3.10 There was dissatisfaction from owners and agents with this outcome, and the involvement of an independent specialist was therefore considered necessary in order to guide the decision on whether to change to another paint for the next redecoration and whether the extension of the paint cycle beyond 2015 would meet the aims of the Act and should be considered.

3.11 Consultants findings

Hirst Conservation, specialists in paint technology, were selected from a shortlist of firms suggested by English Heritage and the Society for the Protection of Ancient Buildings. Their report is summarised in Appendix 1 and is available in full on the council website.

- 3.12 Through visual survey, analysis of geographical and climactic factors, and scientific paint flake analysis, the consultants identified a number of different types of paint defects throughout the estate. The causes of these defects vary and are set out in Appendix 1 and fully explained in the report, however none of them can be attributed to the paint product itself.

- 3.13 The consultants researched alternative paints currently available and advise that they consider that none of them are likely to perform better than the current product, and until paint technology advances further they advise against changing to an alternative.

- 3.14 The current 5 year painting interval is considered by the consultants to be appropriate for this product in this exposed marine environment and they do not recommend extending it.

- 3.15 The consultants have identified some changes to the advisory specification that could be made to improve the performance of the paint and avoid some of the areas of failure.

- 3.16 The outcome of this review has also highlighted the need for further interaction with owners, agents and contractors to reinforce the need for careful observance of the specification for successful outcomes, and the Friends of Brunswick Square and Terrace have expressed a willingness to be involved with this.

- 3.17 Other means of monitoring the use of the correct product to best effect have been suggested, and the paint supplier (Brewers) has indicated that there may be support it can give with this.

#### **4. COMMUNITY ENGAGEMENT AND CONSULTATION**

- 4.1 The commissioning of the report from Hirst Conservation was a direct response to requests from the community for an independent review of the paint. Owners, residents and agents were all notified about the survey work and many took the opportunity to engage directly with the consultants.
- 4.2 The consultant's report was presented to representatives of the Friends of Brunswick Square and Terrace, (a community group representing 127 households within the square and terrace) and the ward councillors, at a meeting on 6<sup>th</sup> November.
- 4.3 The Friends of Brunswick Square and Terrace have agreed to collaborate with the council by sharing advice on good practice with all owners and agents affected, in order to increase the potential for good results in future paint schemes.

#### **5. FINANCIAL & OTHER IMPLICATIONS:**

##### Financial Implications:

- 5.1 The cost of implementing the recommendations will be met from existing Planning Strategy and Projects revenue budget. The cost of commissioning the consultant's report has already been met from the revenue budget.

*Finance Officer Consulted: Steven Bedford Date: 03/12/13*

##### Legal Implications:

- 5.2 The Hove Borough Council Act 1976 provides that the exterior of the front of the building shall be painted every 5 years. A longer period may be determined by the Council, having consulted with the Royal Institute of British Architects. As the report recommends retaining the five year interval, the need for such consultation would not arise.

*Lawyer Consulted: Alison Gatherer Date: 10/12/13*

##### Equalities Implications:

- 5.3 An Equalities Impact Assessment (EQIA) of the Planning Strategy and Projects Group was undertaken in 2010 and covers work of the Conservation Service.

##### Sustainability Implications:

- 5.4 The proposals in this report have no substantial impact upon the ten One Planet Principles of sustainability, with the potential to nurture a 'sense of place which builds on local cultural heritage' under the 'Culture and Community' Principle.

##### Crime & Disorder Implications:

5.5 None identified

Risk and Opportunity Management Implications:

- 5.6 Failure to act on the consultant's advice could result in adverse publicity for the council if problems with the paint were to follow the next redecoration.

Public Health Implications:

- 5.7 A well maintained built environment can improve the well-being and sense of place of existing and/or future inhabitants of the city.

Corporate / Citywide Implications:

- 5.8 The Brunswick Estate is one of the city's finest architectural set pieces, and one that contributes immensely to the quality of the city as a place to live and visit. The works will have a beneficial effect on the appearance of the Brunswick Town Conservation Area, which is of national significance.

**6. EVALUATION OF ANY ALTERNATIVE OPTION(S):**

- 6.1 Changing the specification to the product used by the Crown and Grosvenor Estates has been considered. The consultants have advised that this product is likely to perform to a similar standard as the existing paint and no significant advantage is identified. In addition, compatibility issues may result from a change in product and it is therefore considered that this option would not be justified.

**7. REASONS FOR REPORT RECOMMENDATIONS**

- 7.1 The recommendations are based on the advice of well respected independent paint specialists and are considered to be the most effective means of ensuring that the aims of the Act are met.

**SUPPORTING DOCUMENTATION**

**Appendices:**

1. Synopsis of Hirst Conservation Report

**Documents in Members' Rooms**

**Background Documents**

1. Hove Borough Council Act 1976
2. Link to Hirst report on council website



## **Synopsis of Hirst Conservation's report into paint failure in the Brunswick Estate. November 2013.**

This report was prepared between August and November 2013 in response to concerns over paint failure following the 2010 redecoration under the Hove Borough Council Act 1976.

The research involved an external survey with photographic records of every property, identifying areas of paint failure and their likely causes; paint flake analysis of 26 samples; analysis of geographical and climatic factors; and the relationship between the time of year decoration took place and the degree of deterioration of the paint on each building.

### 9 different types of paint defects were identified:

- Blistering - caused by trapped moisture under the paint.
- Flaking - caused by underlying old paint becoming brittle and cracking.
- Peeling - caused by painting (or drying) during cold weather.
- Cratering - caused by incorrect application (applied too quickly causing bubbles, or painting un-primed, porous surfaces).
- Staining - environmental causes.
- Mud-cracking - caused by painting in low temperatures.
- Biological growth - caused by dampness on the wall, poor air circulation or little sunlight, poor preparation.
- Failure along fractures - caused by dampness in the cracks or incompatibility with fillers.
- Salt efflorescence – caused by salts emerging from within the walls.

The evaluation of environmental factors did not reveal any overwhelming relationship between position or orientation of individual facades and the degree of paint failure. Larger percentages of the properties painted outside the recommended time period (May to October) showed failure than those painted within this period. The analysis of climatic data showed that 2010 was generally wetter, colder and with fewer sun hours than 2005 and therefore the buildings were likely to have been wetter than in 2005 and it would also have taken longer for surfaces to dry after being washed down prior to redecoration.

### 6 reasons for failure of the paint were identified:

- Preparation  
Patchy paint removal creating weak points more prone to paint layers becoming detached.  
Lack of abrasion. This is not stated as necessary on the specification but the consultants advise that it would improve adhesion and prolong the life of the paint finish.  
Insufficient washing down – contamination between paint layers weakens adhesion.

Insufficient drying out before painting.

Lack of 'feathering' of edges of layers creates differential thermal movement and leads to lifting of the paint layers applied over the top.

- **Materials**

There appears to be evidence of the wrong paint being used in some instances.

The aging of underlying oil based paints can cause failure of more recent paints.

Without periodic removal of old paint layers, the thickness of the paint on top of the masonry can reach a level where there is loss of adhesion; 'critical loading'.

- **Inherent building defects**

Dampness of the underlying building fabric affects paint adhesion, it also leads to algae and growth of other micro organisms which if left between paint layers will result in failure.

Cracks in underlying render create damp zones.

Salts emerging from the building fabric distorts paint layers.

Due to their ornate architectural detailing these buildings have many shaded recesses which are more prone to being dirty and damp , requiring very thorough cleaning and lengthy drying times for good paint adhesion.

The wind-tunnel effect of the 'pinch point' at the top of the square may explain the high failure rate of the Brunswick Place properties.

Poor repair of underlying fabric will result in problems with the paint.

- **Fillers**

The repeated use of fillers in problem areas and use of fillers on top of old paint, compatibility of some of the fillers found, and the depth of paint layers over the fillers all contribute to failure.

- **Application**

The paint manufacturer's specification needs to be followed carefully. Almost ¼ of the estate was painted outside the specified season and over 60% of these properties showed failure. The paint takes longer to dry and reach its full exposure resistance in cold weather, and can also become viscous resulting in cracking. Damp areas will also take longer to dry out in cold weather.

The specification produced by Crown paints for the Brunswick Estate and provided to owners by the council gives a minimum temperature for painting of 5 degrees however their standard product specification states 8 degrees minimum. The consultants advise that the minimum temperature should ideally be 10 degrees but that the Brunswick Estate specification should be amended in line with Crown's general specification (8 degrees).

The periodic removal of previous paint layers is considered necessary to avoid overloading, which can result in paint failure, however this is not required by the specification.

- **Environmental**

Sea spray and the damp coastal environment mean that these buildings never dry out fully. Records show that 2010 was generally wetter, colder and with fewer hours of sunlight than the previous painting year in 2005. This may

mean that the paint was more vulnerable to failure during the most recent cycle.

#### Consultant's conclusions and recommendations:

The investigation did not find any inherent weakness in the current paint product and therefore there are insufficient grounds to recommend a change. The areas of failure can be attributed to causes other than the properties of the paint.

The consultants have researched other exterior water based paints and consider that they would perform in a similar way to the current product. An alternative paint (by AkzoNobel) was identified due to its specification for use on listed buildings in the Crown and Grosvenor Estates in London, and the option for trialling this on one property in the next cycle could be taken, however the consultants are cautious of using a different paint due to compatibility issues, and suggest that there should be no change until developments in paint products provide complete justification for this.

The consultants also consider 5 years to be a serviceable life-span for this type of paint and would not recommend increasing the redecoration period. It is noted that the Crown Estate currently has a 4 year redecoration period.

They advise that the way to improve performance of the current product is to improve preparation and application, and it is recommended that the following items are stressed in the advice given to owners, agents and contractors:

- Thorough washing and drying is necessary, especially in cool, shaded zones.
- Abrading will improve performance.
- Feather edging is necessary.
- Proper repairs and maintenance should be given priority.
- Stripping of paint may be necessary in areas of failure.

They also advise that discrepancies between Crown specifications regarding minimum temperature be rectified and that this be raised to 8 degrees on the Brunswick Estate specification, and that painting should only take place when the temperature is not expected to fall below this during the complete drying time of the paint.

Measures to enable further control over redecoration practices are suggested, such as monitoring of paint purchases and independent surveys during redecoration.



# MAJOR PROJECTS & REGENERATION TEAM PROJECT UPDATE

January 2014



**CITY REGENERATION UNIT**

## **Team Objectives:**

The Major Projects & Regeneration Team manages, together with public and private sector partners, the implementation of key regeneration and infrastructure projects that support the city's economic growth and contribute to the transformation of the city for all, including the development of key employment sites. Successful delivery of these major projects provides new business space and employment opportunities, new homes, and community and leisure facilities. Development can also act as a regenerative catalyst encouraging further investment in the city.

Each of our projects contributes towards a vision of shaping the city by developing and sustaining the economy, preserving and promoting our heritage, growing our cultural offer and improving the quality of life for our residents, visitors and businesses. All projects consider the importance of good urban design and public realm, and also ensure that new development has the minimum possible environmental impact. Generally the projects do not receive direct capital investment from the city council and are dependent upon development partners providing external investment.

## **The Team:**

Richard Davies	x6825
Mark Jago	x1106
Katharine Pearce	x2553
Max Woodford	x3451

Project Name & Description	Officer Lead	Background and current project status	Impacts & Outputs	Current project timetables and milestones
<b>Black Rock</b>  Vacant seafront site adjacent to Brighton Marina.  Temporary use opened to the public on 8 April 2013 will remain in place until Summer 2016.	<i>Director:</i> Geoff Raw  <i>Project Mgr:</i> Katharine Pearce (Long term proposals)  Toni Manuel/ Adam Bates (Sand Sculptures)	On 12 July 2012 Policy & Resources Committee agreed with the recommendation of the Black Rock Project Board to end the legal agreement with the previous developer of the Black Rock Site, Brighton International Arena Ltd who had been unable to secure finance for their project.  A procurement exercise to find a temporary use for part of the site was completed in 2013 and the Sand Sculptures Attraction opened to the public on 8 April 2013. The lease negotiated with the promoters of the attraction provides for the facility to remain in operation until end of the summer season 2016. It is proposed that the remaining part of the site will be used as a works compound in connection with the Marina development. A Project Board will have a role in shaping a new project and evaluating proposals longer term.	The Black Rock site offers significant potential for creating jobs, providing new leisure facilities and contributing to the future vitality and sustainability of the seafront. It also offers great potential for contributing to the longer term sustainability of the Marina and drawing visitors along the seafront.  Constraints/opportunities of the site include: <ul style="list-style-type: none"> <li>- The need to establish appropriate transport links sufficient to support new development</li> <li>- The need to ensure access is protected and if possible enhanced for the Marina – particularly for pedestrians and cyclists</li> <li>- A development which does not exceed the cliff height, in line with current planning guidance and the Marina Act.</li> </ul>	Cross party Project Board set up to review temporary uses: April 2012 and a successful report taken to EDCC in October 2012.  Officers have begun the process of establishing new project objectives for the Black Rock site with a view to reconvening the cross party Project Board before the end of the financial year, .
<b>Brighton Centre</b>  Options under discussion:  A newly built Conference and Exhibition Centre to form part of an extended	<i>Directors:</i> Geoff Raw  <i>Project Mgr:</i> Katharine Pearce	A mixed-use development with capacity to utilise land holdings from Standard Life Investments [SLI] (owners of Churchill Square Shopping Centre) to create over 1,000 jobs in the City has been the subject of ongoing dialogue for a number of	Mixed-use development: £350–400m Lifetime Value: £3.5 billion. Total Net Additional Jobs: 1,462* *estimate for concept scheme agreed in 2008.  In addition: significant amenity and environmental improvements to the	Summer/Autumn 2013 - Discussions with Standard Life regarding current options remain ongoing.  A report will come to EDCC and/or Policy & Resources Committee once these current

Project Name & Description	Officer Lead	Background and current project status	Impacts & Outputs	Current project timetables and milestones
<p>Churchill Square retail/leisure development</p> <p>Or</p> <p>A limited refurbishment of the present building to improve longevity and upgrade critical building components such as lifts, roof, exterior glazing.</p>		<p>years. Pre-recession, extensive feasibility in terms of specification, design, financial viability and cost of a new Conference facility were undertaken. Since 2008 an ongoing funding gap has prevented the project progressing but recent discussion with SLI has shown their willingness to explore options for resolving the funding gap and working with the Council to provide a new centre and also deliver extended facilities at Churchill Square.</p> <p>In recent months, improvement works to the existing Brighton Centre have assisted in maintaining and improving the diary.</p>	<p>Seafront, West Street and Russell Road/Cannon Place.</p> <p>The Impacts and Outputs of a full refurbishment option versus a New Build option will be reported to Committee once the current feasibility work, costings and wider impacts have been assessed and worked through to conclusion. Of paramount importance is achieving a sustainable financial solution for one of the two main options.</p>	<p>options have been assessed.</p>
<p><b>Circus Street</b></p> <p>The proposal for the site, dubbed 'Grow Brighton' is to build a high-quality sustainable mixed-use development providing a new university library and teaching space for the University of Brighton; employment space, including managed workspace for the creative industries; residential units, student accommodation, ancillary retail and a community and professional dance space run</p>	<p><i>Director:</i> Geoff Raw</p> <p><i>Project Mgr:</i> Max Woodford</p>	<p><u>The planning application for the £100m regeneration proposal was submitted in October 2013.</u></p> <p>Consultation continues to take place with the local community, such as through the Turner Area Partnership planning sub-group.</p> <p>Cathedral have opened a temporary cultural and community use in the building, and have appointed a site manager to run the space. They are talking to community groups as well as arts organisations to put on a programme of events that is driven by the local community. The first event</p>	<p>This scheme will deliver the following uses:</p> <ul style="list-style-type: none"> <li>• New Library and teaching space for the University of Brighton and Student Accommodation (486 beds) as part of an improved educational quarter</li> <li>• Dance Studio and Creative Space for the city</li> <li>• Office space, focused on addressing existing market failure for creative and digital sector</li> <li>• Ancillary retail, cafés and workshops to animate the public spaces</li> <li>• Residential: 142 units</li> </ul>	<ul style="list-style-type: none"> <li>• December 2012: Started detailed design.</li> <li>• June 2013: P&amp;R Committee gave landowner consent for RIBA Stage D scheme.</li> <li>• October 2013: Planning application submitted.</li> <li>• Feb/March 2014: Planning decision expected.</li> <li>• August 2014: Start on site.</li> </ul>

Project Name & Description	Officer Lead	Background and current project status	Impacts & Outputs	Current project timetables and milestones
by South East Dance.		was the successful Winterland event on 14 <sup>th</sup> December – an alternative Christmas festival which was well attended by over 1,000 residents from the area.	<p>The headline economic benefits include 169 FTE (full-time equivalent) construction jobs and 262 FTE jobs generated by the completed development, and an economic impact in the city economy of £103.8m over ten years.</p> <p>The qualitative benefits include the fact that student housing will relieve pressure on the private rented sector; there will be more, affordable homes; the dance studio provides a focus for dance in the city; it will further integrate the university into the heart of the city bringing enterprise to creativity. There are also physical and townscape improvements linked to the public event square and permeability of the site, replacing the existing derelict market building.</p> <p>The inclusion of the creative space and dance studio within the scheme will contribute to its long-term success in terms of the vibrancy of the area. It will diversify the usage of the site in terms of the range of users and the timings of usage. This will help stop the site becoming an island site and connect it to the other cultural facilities in the city, close to the cultural quarter.</p>	
<b>Edward Street/American Express</b>	<i>Director:</i> Geoff Raw	Amex have now completed the building works of the new HQ and	Phase 1 delivered: Retention of the city's largest private	Amex have until 2016 at the very latest to vacate and

Project Name & Description	Officer Lead	Background and current project status	Impacts & Outputs	Current project timetables and milestones
<p>Phase 1 saw development of the land to the north of Amex House to build the new headquarters building for American Express. This was the first phase of a masterplan that will in the future take in new development on the site of the old Amex House, as well as potential development sites around.</p> <p>American Express has identified the skills and education of the labour pool in Brighton as being well suited to their needs. In particular, the language skills offered by the workforce here make it a site suitable for a global operation.</p>	<p><i>Project Mgr:</i> Max Woodford</p>	<p>data building and have moved staff in.</p> <p>The city council has worked with Amex and their architects on the preparation of a design brief for the phase 2 site that will be left when the old Amex House is demolished (by 2016).</p>	<p>sector employer, and making Brighton the focus for future Amex European job growth.</p> <p>£140m investment in the new building.</p> <p>36,000sqm of new office floorspace.</p> <p>Retention of 3,000 jobs in the city.</p> <p>The s106 includes payment to the nearby Carlton Hill school of £300k for playground improvements (planning approved for a new playground scheme) and a £100k replacement boiler for improved environmental performance (now installed).</p> <p>Potential future phase 2 unlocked by planned demolition of existing Amex House to provide further office, residential and commercial uses.</p>	<p>demolish the old Amex House.</p> <p>March 2013 Economic Development &amp; Culture Committee: Approval of draft Planning Brief for phase 2 works for Consultation.</p> <p>Spring 2013 saw a 6-week public consultation on Planning Brief.</p> <p>September 2013 Economic Development &amp; Culture Committee approved the final brief.</p>
<p><b>Historic Records Office &amp; Resource Centre ('The Keep')</b></p> <p>The Keep is a major partnership project between East Sussex County Council, Brighton &amp; Hove City Council and the University of Sussex that will deliver a new state-of-the-art historical resource</p>	<p><i>Director:</i> Adam Bates</p> <p><i>Project Mgr:</i> Mark Jago</p>	<p>After 6 years of partnership work, the new building, which was delivered to programme and within budget, was formally opened by Her Majesty the Queen and His Royal Highness the Duke of Edinburgh on 31 October 2013.</p> <p>This was followed by the public opening on 19 November 2013 and the new combined services are</p>	<p>This successful £19m capital project has delivered a world-class centre for archives that opens up access to all the collections of the East Sussex Record Office (ESRO), the Royal Pavilion &amp; Museums Local History Collections and the internationally significant University of Sussex Special Collections. It is also the new home for the Sussex Family History Group library and a centre of excellence for</p>	<ul style="list-style-type: none"> <li>• Partners' archives and historical material moved to new building – June to October 2013</li> <li>• Royal opening - 31 October 2013</li> <li>• Opened to public on 19 November 2013.</li> <li>• Capital project is now complete, with the focus turning to operation of the</li> </ul>

Project Name & Description	Officer Lead	Background and current project status	Impacts & Outputs	Current project timetables and milestones
<p>centre.</p> <p>It is a vibrant community resource that opens up access to the partners' collections in a one-stop shop for all aspects of the historic environment, and enables people to research their local and family history.</p>		<p>now fully operational. User feedback to date confirms the new facilities have been well received.</p>	<p>conservation and preservation, and represents the new generation of archive buildings in the UK.</p> <p>The combined collections have synergies and have been brought together to provide, under one roof, an unrivalled, detailed record of the region's history, dating back over 900 years.</p> <p>The Repository Block houses over six miles of archives in three storeys, with space for future expansion: the temperature and humidity are carefully controlled to preserve the archives in the best possible manner. The public search rooms on the ground floor of the People Block include a Reference Room, with library and access to computer terminals and microform readers.</p> <p>The Keep remains on track to achieve a BREEAM Excellent rating. It incorporates a biomass boiler using sustainable and locally sourced wood chips, photo-voltaics on the plant room roof, a 'green roof' on the People Block, rainwater harvesting, solar water heating, and heat recovery in the air-conditioning system.</p>	<p>new combined services and The Keep Management Team is working to ensure the new centre is successful in the long-term.</p>
<p><b>i360</b></p> <p>A West Pier Trust project in</p>	<p><i>Director:</i> Geoff Raw</p>	<p>The final completion of the i360 project at a central point on the seafront will conclude the</p>	<p>100,000 additional visitors to the City and 600-800,000 visitors a year to the attraction providing regeneration for</p>	<p>A detailed construction timetable will be finally confirmed at Financial Close.</p>

Project Name & Description	Officer Lead	Background and current project status	Impacts & Outputs	Current project timetables and milestones
partnership with the Council to build a 175m observation tower providing 360 degree views for 25 miles. A visitor centre, restaurant and exhibition space will also be included and the existing West Pier Toll Booths (removed from site) will be re-instated. A wider landscaping scheme and work to the seafront arches (started in November 2012) also form part of the final wider regeneration scheme.	<i>Project Mgr:</i> Katharine Pearce	<p>regeneration of this important part of the seafront.</p> <p>The benefits created by the project were presented to Cabinet and later to Policy &amp; Resources Committee on 12 July 2012 and agreement was reached that, in conjunction with the Business Case, a compelling argument could be made for the council to act as senior lender for the project. That committee meeting agreed that a PWLB loan of £14.8m would be provided by the Council plus £3m additional funding proposed by the C2C Local Enterprise Partnership.</p> <p>The council is continuing to work with the various partners to achieve Financial Close.</p>	<p>the wider seafront and areas of Preston Street and Regency Square.</p> <p>Section 106 funding of £77k pre-opening and 1% of ticket revenue to be provided in perpetuity to the Council for environmental and other improvements and community benefits</p> <p>154-169 operational and construction jobs and an estimated 444 jobs overall.</p> <p>Annual additional spend of between £13.09 to £25.4m.</p> <p>An increase of between 2%-3.2% in tourism earnings overall for the City</p> <p>27,000-49,000 estimated new overnight visitors creating an estimated 49 FTE jobs</p> <p>2/3 professional placements each year linked to a management training programme</p> <p>Management trainees and managers will undertake training linked to achieve NVQ qualifications.</p> <p>Landscaping and Environmental improvements to east and west including rebuilding of original Toll Booths as new ticket kiosks as part of</p>	<p>Archway Strengthening works to the west have largely been completed. The East contract has now started and will complete in autumn 2014.</p> <p>The council remains in active discussion with Marks Barfield Architects the developer for the site, regarding a final funding solution in order to ensure a start on site in the coming months.</p>

Project Name & Description	Officer Lead	Background and current project status	Impacts & Outputs	Current project timetables and milestones
			i360 project	
<b>King Alfred</b>  To secure the long-term replacement of the outdated sports facilities currently on offer at the King Alfred Leisure Centre. This to include consideration of options for the wider regeneration of the King Alfred site.	<i>Director:</i> Geoff Raw  <i>Project Mgr:</i> Mark Jago	<p>The need to replace the King Alfred Leisure Centre has been demonstrated by successive analyses going back to 1999. This was borne out in the findings of the citywide Sports Facilities Plan (2012 – 22) - the subject of a report to Cabinet in April 2012.</p> <p>In November 2012 a new cross-party Project Board was established to lead the process of considering options for the future of the King Alfred Leisure Centre. Through a series of meetings during the early part of 2013, the Project Board prepared the specification for the new sports centre, together with the type of enabling development needed to support it. This was formally agreed by the council's Policy &amp; Resources Committee in July 2013.</p> <p>On 8<sup>th</sup> November 2013, the council held a 'Developers' Day' event aimed at early engagement with developers. At the event, the council advised of the development priorities and progress during the past year and was able to gauge interest and hear views from industry specialists. The</p>	Provision of modern fit for purpose sports facilities in the west of the city, and redevelopment of this strategically significant site to enhance the seafront and surrounding area. The enabling development will include a significant number of new homes.	<ul style="list-style-type: none"> <li>• Developers' Day event held on 8 November 2013.</li> <li>• Review of feedback from Developers' Day to inform future procurement strategy – December 2013.</li> <li>• Consultant team appointed – early 2014.</li> <li>• Commence formal procurement process before the end of the financial year.</li> </ul>

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		event, which was attended by 65 individuals representing some 40 organisations as part of 29 teams, proved very successful and allowed the council to outline the proposed procurement route and timetable. Detailed feedback gained from the event will help inform the procurement exercise that will begin in 2014.		
<b>New England House</b>  The proposal is to establish a future vision for New England House as a large scale, high profile and visible managed business centre focused on the Creative, Digital and IT (CDIR) industries. The early proposal is for the city council to seek development partners with whom to develop a clear partnership vision, viable business case and funding package for the development of New England House as a digital media hub.	<i>Director:</i> Geoff Raw  <i>Project Mgr:</i> Max Woodford	The growth hub at New England House forms a key part of the City Deal with the government. Feasibility options and a business case have been explored as part of that work.  Work has been done to refresh and update previous survey work to get a better understanding of the condition of the building and the potential costs involved in renewal. This information will help to inform subsequent stages. Initial high level feasibility work has also been undertaken by Property & Design to inform the city council's ask around New England House in the City Deal.  The RECREATE project, which includes a 3,500sq.ft refit of space at New England House to transform it into a creative hub 'Fusebox,' opened in April. This space is managed by Wired Sussex. The project is a cross-border	The project would see work to reconfigure and extend New England House at an estimated cost of £24.53m, with joint venture approach between the City Council and a private sector partner. The reconfiguration will increase the employment: floor space density from 1:11 sq.m to 1:8 sq.m, making greater use of shared spaces and including a greater number of larger offices to accommodate growing CDIT businesses. The expansion of the building would involve increasing the net lettable floor space by 7,089 sq.m to 18,459 sq.m.	A report is expected to go to Policy & Resources Committee in Feb 2014 outlining the progress with City Deal (of which New England House is a key part) and what the next steps will be for New England House. This is likely to involve seeking agreement to open the procurement process so we can speak to interested private sector partners in more detail and so firm up the business case.

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		partnership of cities and urban areas from northern France and the south and east coast of England. There will be a strong “virtual” connection between the new workspaces across the project partner areas due to the high-speed broadband links and an internet based multimedia platform. This will enable the development of a new cross-border community of creative entrepreneurs. Further funding options to maximise the opportunities of the building will also be explored.		
<b>Open Market</b>  To redevelop the Open Market to create an exciting mixed-use development combining a new modern market offering a diverse retail offer and promoting fresh, healthy food and local producers with affordable housing, arts based workshops and a venue for street art and entertainment.  The new market will be operated on a not for profit basis for the benefit of the community and contribute	<i>Director:</i> Geoff Raw  <i>Project Mgr:</i> Richard Davies	<ul style="list-style-type: none"> <li>• P&amp;R approval in April 2006 to support the Open Market Traders Association (OMTA) to prepare a redevelopment proposal.</li> <li>• December 2008 Cabinet granted landowner consent for the outline proposal submitted by OMTA and development partner Hyde Housing Association along with the draft Heads of Terms and agreed to establish a ‘not for profit’ Community Interest Company (CIC) to raise loan finance and take on ownership and management of the new market.</li> <li>• Landowner consent under delegated authority approved for RIBA Stage D scheme in February 2010, prior to Hyde submitting a planning</li> </ul>	<ul style="list-style-type: none"> <li>• New covered market with 45 permanent market stalls surrounding a central market square for temporary stalls, visiting markets and a variety of activities</li> <li>• CIC to operate the market for local benefit</li> <li>• 12 A1/B1 workshops</li> <li>• 87 affordable housing units</li> <li>• £12.5m external capital investment in local infrastructure</li> <li>• Approximately 80 FTE construction jobs</li> <li>• 120 jobs in the new market, workshops and CIC</li> <li>• New opportunities for small business start ups</li> <li>• Venue to promote produce and local</li> </ul>	<ul style="list-style-type: none"> <li>• Monitor redevelopment to achieve project aims and a successful outcome.</li> <li>• Continue council support for management and administration of CIC.</li> <li>• Satisfy Conditions Precedent for mortgage agreement between CIC and Triodos Bank February 2014.</li> <li>• CIC to agree market management arrangements, January 2013.</li> <li>• New market completed and opened March 2014.</li> </ul>

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to the wider regeneration of the London Road area.		<p>application.</p> <ul style="list-style-type: none"> <li>• Planning permission granted March 2011.</li> <li>• Brighton Open Market CIC formed with members being the council, OMTA, Hyde Housing and Ethical Property Company.</li> <li>• March 2011, Development Agreement completed and entered into by the council, Hyde Housing and Open Market CIC.</li> <li>• Triodos Bank and CIC entered into Facility Agreement in January 2013 for conditional £1m mortgage to fund CIC's contribution towards the construction costs of the new market.</li> <li>• Proposed public WC's now to be additional market stall unit with public access to market toilets provided.</li> </ul>	<p>producers</p> <ul style="list-style-type: none"> <li>• Code level 4 for disabled residential units (8 out of a total of 87 units)</li> <li>• Very good thermal performance of building fabric</li> <li>• Photovoltaics, green roofs, green walls and street tree planting included in scheme</li> <li>• Works started on site in October 2011</li> <li>• Temporary market operational from 9 January 2012</li> <li>• Temporary market moved to phase 2 new stalls 29 October 2012.</li> </ul>	
<p><b>Permanent Traveller Site</b></p> <p>Project undertaken to manage site selection, delivery of consents and build out of a new permanent traveller site providing 12 permanent pitches for traveller families with local links.</p>	<p><i>Director:</i> Geoff Raw</p> <p><i>Project Mgr:</i> Max Woodford</p>	<p>Research has established that the city has a need to find space for up to 16 permanent traveller pitches to meet the accommodation needs of traveller families who have well established local links. A permanent site will offer those travellers resident in the area greater stability, as well as freeing up space at the transit site.</p> <p>It is proposed that the new site will be built wholly using grant funding administered by the Homes and</p>	<p>Provision of 12 new permanent pitches providing homes for families.</p> <p>Freeing up of transit provision in the city and so reducing unauthorised encampments.</p> <p>Visual screening to reduce the impact of the existing transit site on the National Park.</p>	<p>September 2013 – Planning application submitted</p> <p>Jan/Feb 2013: Planning Decision expected</p> <p>Start work on site in Summer 2014.</p>

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		<p>Communities Agency (HCA). Whilst it will meet the specific housing needs of a certain group, in all other respects, the proposed permanent traveller site is no different than other forms of affordable housing. Residents will have to pay rent and council tax for their pitch, as well as cover their own utility bills.</p> <p>Following an exhaustive site selection process, Horsdean has been selected as the council's preferred location with agreement to issue landlord's consent and for officers to submit a planning application on the site.</p> <p><u>The planning application has now been submitted for the site.</u></p>		
<p><b>Preston Barracks</b></p> <p>Redevelopment of the council owned 2.2 hectare brownfield site to create a mixed-use development that will act as a regenerative catalyst for this part of the city.</p> <p>The site, on the main Lewes Road, is an 'urban gateway' to the city from the 'Academic Corridor' (close to Brighton and Sussex</p>	<p><i>Director:</i> Geoff Raw</p> <p><i>Project Mgr:</i> Mark Jago</p>	<p>The council has been working in partnership with the University of Brighton since 2009, and has made considerable progress towards the comprehensive redevelopment of the former barracks site and adjacent university land spanning the Lewes Road; effectively doubling the development area.</p> <p>During the past 4 years the partners have completed a number of important preparatory stages, culminating in a report to the Policy &amp; Resources Committee in July 2013, at</p>	<p>High quality, sustainable, employment-led, mixed-use development that will act as a regenerative catalyst for this part of the city. The scheme is expected to include a significant amount of employment space, new homes, retail units, new University of Brighton academic buildings and student housing.</p> <p>The scheme will greatly improve the built environment in this part of the city, a key approach to the city centre, and will better integrate with neighbouring residential and business</p>	<ul style="list-style-type: none"> <li>• P&amp;R Committee agreed way forward – December 2013.</li> <li>• Detailed negotiations with University of Brighton and Cathedral Group continue with a view to conclusion by end of February 2014.</li> <li>• Outcome of negotiations to be reported to Project Board for endorsement prior to completion – end February 2014</li> <li>• Planning application expected by 2015 with a view to development commencing in</li> </ul>

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Universities). The site is therefore of strategic importance to Brighton & Hove.		<p>which it was agreed that the council should enter into negotiations to actively consider disposal of the council owned barracks site to the University of Brighton and/or its development partner.</p> <p>Negotiations have progressed well and, following a report to the cross-party Project Board on 20 November, a report was considered at P&amp;R committee on 5 December 2013. The committee supported the work to date and agreed the detailed arrangements by which the partners would seek to conclude negotiations, the outcome of which will be reported to a future meeting of the Project Board. It is hoped that negotiations can be concluded satisfactorily, with a further report to the Project Board by the end of February 2014.</p>	land.	2015/2016
<b>Falmer Released Land</b>  Redevelopment of the former Falmer School land that was not required for the Brighton Aldridge Community Academy (BACA).	<i>Director:</i> Geoff Raw  <i>Project Mgr:</i> Richard Davies	<ul style="list-style-type: none"> <li>Falmer High School land surplus to BACA requirements is available for alternative uses.</li> <li>Cabinet February 2012 gave delegated authority to proceed with a licence for The Community Stadium Ltd (TCSL) to use the site for temporary stadium parking and provide a temporary home for the Bridge Community Education Centre (The Bridge), subject to a viable business case and the granting of</li> </ul>	<ul style="list-style-type: none"> <li>Brownfield land brought back into efficient use.</li> <li>Short term support of TCSL to provide temporary stadium parking and temporary accommodation for The Bridge.</li> <li>Continue support for TCSL to provide match day and event parking with potential capital receipt or revenue stream in the long term.</li> <li>Potential for new student</li> </ul>	<ul style="list-style-type: none"> <li>Council and TSCL to complete licence for temporary use of the site for stadium parking and accommodation for the Bridge.</li> <li>The council and TCSL to agree Heads of Terms for the proposed hotel next to the Community Stadium and redevelopment of FRL, to be brought back to P&amp;R in February 2014.</li> </ul>

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		<p>planning permission.</p> <ul style="list-style-type: none"> <li>• An urgency decision was taken in accordance with the scheme of delegation to grant a licence to TCSL to commence works not requiring planning permission, effective 6/03/12. Reported to Cabinet on 15 March 2012.</li> <li>• Planning permission granted April 2012 for the works.</li> <li>• The Bridge moved into its new temporary home in May 2012.</li> <li>• October 2013 P&amp;R Committee authorised the Executive Director Environment Development &amp; Housing, Executive Director Finance &amp; Resources and Head of Legal Services to enter into negotiations with TCSL regarding the proposed hotel next to the Community Stadium and redevelopment of the Falmer Released Land and agreed that draft Heads of Terms be brought back to P&amp;R for final approval.</li> </ul>	<p>accommodation and educational facilities combined with stadium parking.</p> <ul style="list-style-type: none"> <li>• Potential to provide new permanent home for The Bridge.</li> </ul>	<ul style="list-style-type: none"> <li>• Continue officer support for The Bridge to seek a permanent home on or off site and as part of any redevelopment proposal.</li> </ul>
<p><b>Amex Community Stadium</b></p> <p>The construction of a 22,500 capacity stadium for Brighton &amp; Hove Albion Football Club together with supporting infrastructure, 2000m2 of education accommodation and</p>	<p><i>Director:</i> Geoff Raw</p>	<p>The main stadium contract completed on 31 May 2011.</p> <p>The first game was played at the new stadium on Sat 16 July 2011.</p> <p>Temporary planning permission granted 22 June 2011 by Lewes DC for parking on adjacent land, part of</p>	<p>The new stadium is having a significant impact on the city. It is a landmark building at a key entrance point to the city and provides not only a high quality sporting venue but also a range of facilities for conferences, events etc and supports a programme of educational and community provision through Albion in the</p>	<p>An application for 8,250 additional seats at the stadium was considered at the Planning Committee on 25 April 2012. The Committee was minded to grant planning permission subject to completion of the s106 Planning Obligation and deeds of</p>

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facilities for conferences, meetings and events. The stadium is built on land which is mostly owned by the city council, the remainder being owned by the University of Brighton. TCSL have also submitted a proposal for a 4-star 150 bedroom hotel on the land adjacent to the community stadium which was reported at 17 October P&R Committee Meeting.		<p>which is owned by the Council, for 3 years.</p> <p>Terms agreed for parking at Park Wall Farm.</p> <p>Planning permission granted on 25 April 2012 for an additional 8,250 seats.</p>	<p>Community and other education providers.</p> <p>In its hiring policies for operation of the stadium both the Club and their contractors have actively sought local employees. Around 90% of those hired have been from BN postcodes.</p>	variation and the conditions and informatives as set out in the report. Various documents completed and Planning Permission granted 10.04.13.
<p><b>Ultrafast Broadband</b></p> <p>The city council has submitted a bid to DCMS under the second phase of the Super-Connected Cities Programme to improve digital connectivity in the city.</p>	<p><i>Director:</i> Geoff Raw</p> <p><i>Project Mgr:</i> Max Woodford</p>	<p>‘Second tier’ cities were invited to bid following a process of lobbying by the city’s MPs and Members. There is a £50m pot to be bid for by 27 cities.</p> <p>It was announced in the Autumn Statement (05/12/12) that Brighton &amp; Hove’s bid was successful. A subsequent submission on a more ‘state aid’ compliant basis has led to confirmation that we are still receiving the initial total amount awarded. State aid issues limit the opportunity for the roll out of fixed ultrafast broadband infrastructure, meaning we cannot now fund new fixed infrastructure. Instead the emphasis has shifted towards wireless and vouchers, but also looking to keep the option open for innovative new infrastructure options.</p>	<p>Funding will deliver an estimated 1,000 connection vouchers for SMEs to achieve a step change in connection speeds, wireless hotspots in public buildings and the potential (subject to State Aid compliance) to expand the commercial wireless concession that is being let in the city.</p>	<p>Application Submitted: 17<sup>th</sup> September 2012.</p> <p>Voucher Connection Scheme opening locally: End Jan 2014</p> <p>Date for spending of grant: By April 2015.</p>

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		The Voucher Connection Scheme was launched nationally at the start of December, with Brighton & Hove likely to be in the tranche of cities that open their scheme in late January 2014. The initial focus will be on the Creative, Digital and IT (CDIT) sector.		

