





**Brighton & Hove  
City Council**

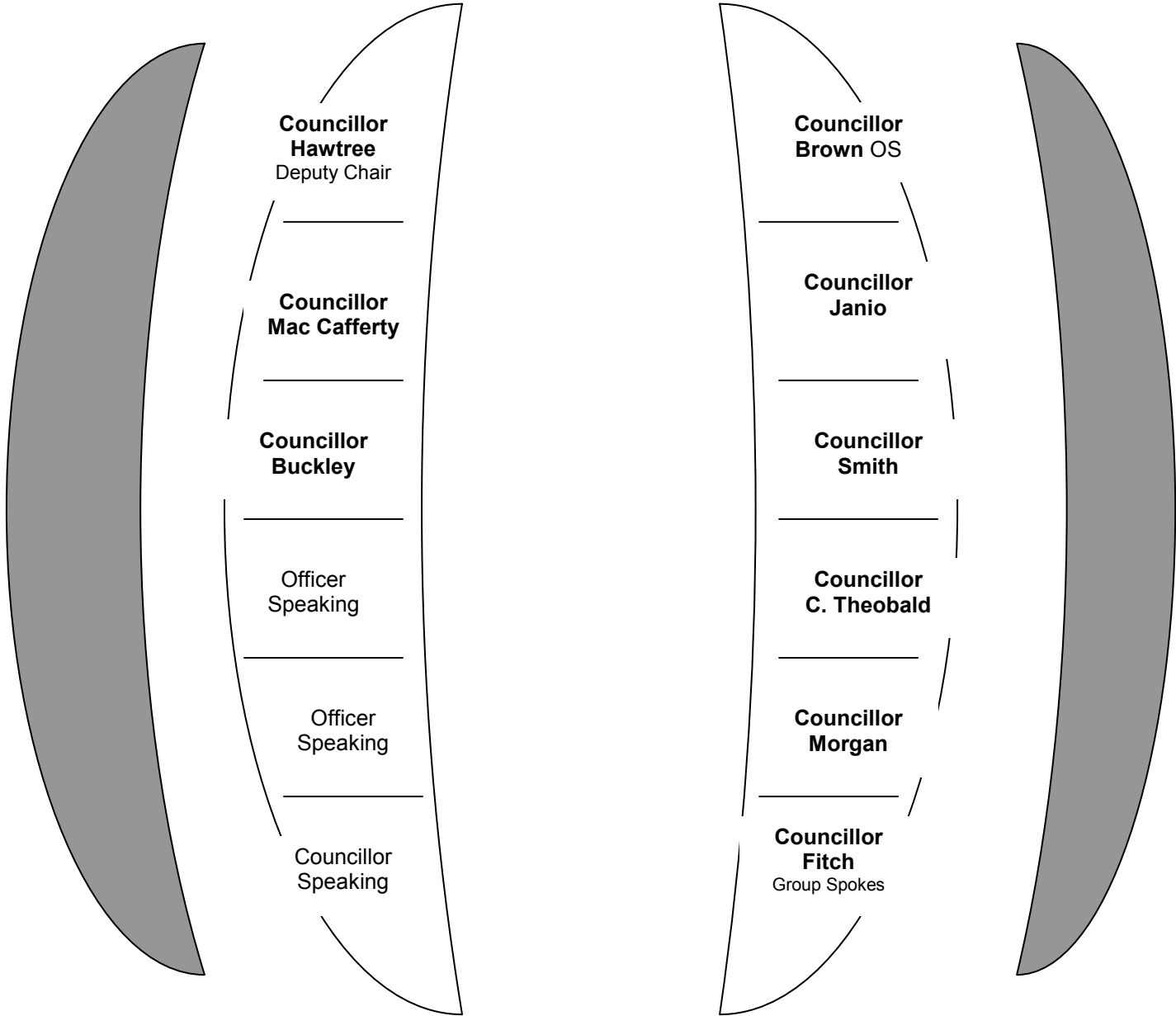
# Economic Development & Culture Committee

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| Title:   | <b>Economic Development &amp; Culture Committee</b>  |
| Date:    | <b>19 September 2013</b>   |
| Time:    | <b>4.00pm</b>  |
| Venue    | <b>Council Chamber, Hove Town Hall</b>   |
| Members: | <b>Councillors:</b><br>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><br>Democratic Services Officer<br>29-1065<br>penny.jennings@brighton-hove.gov.uk   |

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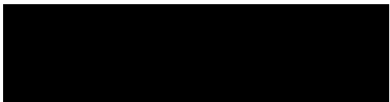
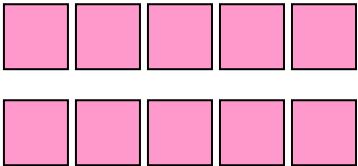
# Democratic Services: Economic Development & Culture Committee

|                                 |                                    |                                       |               |                                   |
|---------------------------------|------------------------------------|---------------------------------------|---------------|-----------------------------------|
| Assistant<br>Chief<br>Executive | Executive<br>Director, E, D &<br>H | <b>Councillor<br/>Bowden</b><br>Chair | Legal Officer | Democratic<br>Services<br>Officer |
|---------------------------------|------------------------------------|---------------------------------------|---------------|-----------------------------------|



|                   |                   |
|-------------------|-------------------|
| Public<br>Speaker | Public<br>Speaker |
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Public Seating



Press

## AGENDA

### PART ONE

Page

#### 16. 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.*

#### 17. MINUTES

1 - 16

To consider the minutes of the meeting held on 20 June 2013 (copy attached).

Contact Officer: Penny Jennings

Tel: 01273 291065

#### 18. CHAIR'S COMMUNICATIONS

### 19. CALL OVER

- (a) Items (20 – 30) will be read out at the meeting and Members invited to reserve the items for consideration.
- (b) Those items not reserved will be taken as having been received and the reports' recommendations agreed.

### 20. PUBLIC INVOLVEMENT

17 - 18

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

- (a) **Petitions:** to receive any petitions presented by members of the public to full Council or at the meeting itself – Report of the Head of Law (copy attached);
- (b) **Written Questions:** to receive any questions submitted by the due date of 12 noon on 12 September 2013;
- (c) **Deputations:** to receive any deputations submitted by the due date of 12 noon on 12 September 2013.

### 21. MEMBER INVOLVEMENT

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;
- (d) **Notices of Motion:** to consider any Notices of Motion referred from Council or submitted directly to the Committee.

### 22. WITHDEAN SPORTS COMPLEX – CLIMBING WALL

19 - 32

Report of the Assistant Chief Executive and the Executive Director of Finance & Resources (copy attached).

Contact Officer: Ian Shurrock

Tel: 29-2084

### 23. SALTDEAN LIDO

33 - 38

Report of the Assistant Chief Executive (copy attached).

Contact Officer: Ian Shurrock

Tel: 29-2084

Ward Affected: Rottingdean Coastal

### 24. SOUTH PORTSLADE INDUSTRIAL ESTATE AND ALDRINGTON BASIN DEVELOPMENT BRIEF

39 - 146

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



## ECONOMIC DEVELOPMENT & CULTURE COMMITTEE

Contact Officer: Mike Holford Tel: 29-2501  
Ward Affected: South Portslade

### **25. MEDINA HOUSE PLANNING BRIEF** **147 - 186**

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

Contact Officer: Clare Flowers Tel: 29-2287  
Ward Affected: All Wards

### **26. PLANNING BRIEF FOR EDWARD STREET QUARTER** **187 - 260**

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

Contact Officer: Jo Thompson Tel: 29-2500  
Ward Affected: Queen's Park

### **27. CITY PLAN PART 1 - NEW AND UPDATED BACKGROUND STUDIES** **261 - 268**

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

Contact Officer: Liz Hobden Tel: 29-2504  
Ward Affected: All Wards

### **28. MAJOR PROJECTS UPDATE** **269 - 286**

This standing item will provide the opportunity for relevant issues to be updated on.

### **29. ITEMS REFERRED FOR COUNCIL**

To consider items to be submitted to the 24 October 2013 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*

## **PART TWO**

### **30. SALTDEAN LIDO - EXEMPT CATEGORY 3** **287 - 298**

## ECONOMIC DEVELOPMENT & CULTURE COMMITTEE

Appendix 1 to Item 23 on the agenda – Report of the Assistant Chief Executive (circulated to Members only).

*Contact Officer: Ian Shurrock*

*Tel: 29-2084*

*Ward Affected: Rottingdean Coastal*

### 31. PART TWO PROCEEDINGS

To consider whether the items listed in Part Two of the agenda and decisions thereon should remain exempt from disclosure to the press and public.

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, 11 September 2013

**BRIGHTON & HOVE CITY COUNCIL**

**ECONOMIC DEVELOPMENT & CULTURE COMMITTEE**

**4.00pm 20 JUNE 2013**

**COUNCIL CHAMBER, HOVE TOWN HALL**

**MINUTES**

**Present:** Councillors Bowden (Chair) Councillor Hawtree (Deputy Chair), Brown (Opposition Spokesperson), Buckley, Cox, Fitch (Group Spokesperson), Mac Cafferty, Smith, Morgan and C Theobald

**PART ONE**

**1. PROCEDURAL BUSINESS**

**1a Declaration of Substitutes**

1.1 Councillor Cox was in attendance in substitution for Councillor Wealls.

**1b Declarations of interest**

1.2 There were none.

**1c Exclusion of the Press and Public**

1.3 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.

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

**2. MINUTES**

2.1 **RESOLVED** – That the Chair be authorised to sign the minutes of the meeting held on 7 March 2013 as a correct record.

### 3. CHAIR'S COMMUNICATIONS

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.

#### **Brighton – London Road Ports Pilot**

- 3.1 The Chair explained that a consultation event had taken place on 26<sup>th</sup> March at which 40 local businesses, residents and key stakeholders had identified key themes and had made suggestions to help make the Portas Pilot project a success. Themes had included empty shops and creative spaces, marketing and branding London Road and building on the local sense of community. The consultation findings were being built into the Portas Pilot projects.
- 3.2 Joe Nichols has been appointed as Town Team Coordinator and would start on 2 July, working three days per week on a 1 year fixed contract. He would be based at the Brighton & Hove Business Forum, and had been tasked with ensuring the Portas Pilot projects were delivered successfully by liaising with the London Road business community and marketing London Road and the Portas Pilot activities.
- 3.3 The council had been working with multiple retailers including Boots and the Post Office, both of which had sent senior managers to visit London Road and had pledged to support this pilot project. The project had received £83,485 from the Department for Communities and Local Government plus an additional £10,000 from the Arts Council.

#### **ReCreate - pop up initiatives**

- 3.4 A Pop Up Meet Up event had been held at The Emporium, London Road on 10 June. The event had been run by 'We Are Pop Up' in partnership with economic development as part of a series of events during the 1st year of the 2 year ReCreate EU funded project. There had been 68 attendees at the event, predominantly these had been people wanting to find out more about Pop Up shops in Brighton & Hove, discuss their ideas and meet other similar minded people/projects.
- 3.5 Currently there were 100+ Pop Up projects listed on the Brighton section of the We Are Pop Up web site considering Brighton as a location for their idea. These projects were wide ranging from cultural/arts organisations looking for space to showcase their work, new businesses looking to test the market with their product, on line businesses testing new ideas off line, catering and eating experiences, training and education, businesses considering Brighton as a possible location and testing the market.
- 3.6 A shortlist of projects specifically wishing to use space in Brighton had been sent to local property agents detailing the proposal, size of space required, the time period required and importantly the amount of rent that projects could pay as most projects have some funding to finance the rental costs. Agents were currently being contacted to discuss further the proposals and to marry up the proposal with available space.

#### **Libraries**

### **Reading Well- Books On Prescription**

- 3.7 Brighton & Hove City Libraries were now part of a national scheme called Reading Well, Books on Prescription with many libraries having a section of self-help books for people with mild to moderate mental health conditions. The titles could be ordered from any Brighton & Hove library and many were also available to download free of charge. The scheme aimed to support GPs and mental health professionals by offering titles which empowered people to manage their own mental health and well-being. It also offered 'mood-boosting' books, including Albion coach Charlie Oatway's 'Tackling Life' alongside 'Cider with Rosie' by Laurie Lee.
- 3.8 Leaflets had been placed in libraries, GP surgeries and at other health service points to assist health professionals in referring patients to libraries. In Brighton & Hove the scheme was being supported by Brighton & Hove Integrated Care Service and the Brighton & Hove Wellbeing Service. Reading Well, Books on Prescription formed one element of the national Library Universal Health Offer. The scheme was being delivered by the Reading Agency and the Society of Chief Librarians with funding from Arts Council England.

### **Royal Pavilion & Museums**

- 3.9 Royal Pavilion & Museums had been presented with a highly-commended prize at the prestigious Museums & Heritage Awards for Excellence on 15 May. Brighton Museum & Art Gallery's World Stories: Young Voices – had been developed to coincide with the 2012 London games and had been runner-up from a shortlist of just five projects UK-wide in the Educational Initiative category. Ten artworks donated to Royal Pavilion & Museums by Eric and Jean Cass through the Contemporary Art Society had been placed on display at Brighton Museum & Art Gallery the previous month and would be on display in a number of galleries across Brighton Museum & Art Gallery for the next year. An art trail leaflet had been produced to accompany the displays which it was hoped would also encourage philanthropic giving. The artworks included a Pablo Picasso terracotta and prints by Barbara Hepworth and Victor Pasmore.

### **Tourism**

#### **Convention Bureau**

- 3.10 Between 9 – 11 July the VisitBrighton Convention Bureau along with several of the city's conference venues (including Brighton Centre) would be exhibiting at The Meetings Show UK in London's Olympia. This was a new major event for the meetings industry which would attract a large delegation of domestic and international conference organisers. The exhibition would also provide an opportunity to showcase all that the city could offer the business visitor as well as providing leads regarding the venues/hotels we have in the city. Directly after the exhibition VisitBrighton would be hosting a 3 day familiarisation visit for 10 key conference organisers who had made personal requests to visit the city.

### **Marketing**

- 3.11 That week in tandem with the release of Peter James' new novel "Dead Man's Time" VisitBrighton had partnered with Pan Macmillan to launch an Interactive Map at <http://www.peterjamesbrighton.com> (VisitBrighton provided 90% of the content for the map). The map led you around the city on a tour of the locations which appeared in the books, through a range of online and downloadable maps. VisitBrighton's Twitter feed (@Love\_Brighton) had been incorporated into the Map, as well as VisitBrighton credits and links to [www.visitbrighton.com](http://www.visitbrighton.com). The map featured on the VisitBrighton homepage, which had the background re-skinned with a Peter James themed image.

### **Brighton Centre**

- 3.12 The Sustainable Events programme had been launched on 5<sup>th</sup> June at a high profile event organised by the Brighton Centre Team for 60 conference organisers and venues. "Sustainable Events – The Future and You" had run as a showcase for sustainable events, with no waste produced, local sourcing and sustainable food. A Sustainable Event Report and video had been produced and were available through the Brighton Centres website. The Sustainable Events Programme which had been developed met the requirements of ISO 20121 and ISO 14001, the external audit would take place in the autumn.
- 3.13 A range of guides for different types of events had been developed as part of the Sustainable Events Programme including a Sustainable Event Supplier List. The Brighton Centre Team had showcased the latest eco-technologies for events at the workshop including providing ipads to delegates, making it a paperless event and enabling live feedback. 98% of people at the event had said that they would choose a venue with Sustainable Events Accreditation over one without, underlining the value of achieving the ISO 20121 certification.
- 3.14 The Brighton Festival continued to go from strength to strength with ticket sales up on last year and more sell out shows than ever. The Festival Fringe had also sold more tickets and featured more events - extending by an extra week into the half term holidays.
- 3.15 Komedia had launched a new Children's Festival that week called "Hijack" this had built on the success of the Arts & Creative Industries Commissions Children's Festival.
- 3.16 The Great Escape had sold out and House had returned with an innovative commission programme looking at social and ecological issues. All were in the process of conducting full evaluations. Also, the Express network supported by the City Council had published a report looking at cultural provision in schools. The report provided a snapshot of cultural initiatives for young people in the city including arts award and the music hub. The report is available on the new Express website - <http://bhartsexpress.wordpress.com/>

### **Sports and Leisure**

#### **Saltdean Lido Update**

- 3.17 The initial bid stage to secure a new leaseholder for Saltdean Lido had been completed. Two of the initial three bidders had been invited to develop their bids to the next stage.

These were the Saltdean Lido Community Interest Company in partnership with Wave Leisure, and Freedom Leisure. It was intended to bring an update report on the Lido to the Committees' September meeting, prior to a recommendation for the preferred bidder being considered by Policy & Resources Committee in October.

### **Sports Development**

#### **TAKEPART Festival of Sport & Physical Activity, 22nd June - 7th July 2013**

- 3.18 TAKEPART 2013 would be crammed full of great opportunities for everyone to have fun and get active with over 400 free or discounted festival taster sessions and 11 events. TAKEPART was organized by the council's Sports Development team in collaboration with hundreds of community clubs, groups and organisations. The emphasis was on finding an activity to enjoy, whether a traditional sport or a more passive pastime such as walking, yoga and tai chi to improve health and well being. The wide range of activities provided opportunities for people of all ages and abilities.

Programme:

- TAKEPART, launch event, activities in Preston Park.  
22<sup>nd</sup> June 12.00noon – 5pm (FREE) TAKEPART, Active Forever, Older Peoples Sports and Physical activities on offer, King Alfred Leisure Centre.  
27<sup>th</sup> June 10.00 – 12.30pm
- TAKEPART Local, Supported by the Active for Life Team five communities' showcase what's on offer in each of these neighbourhoods.  
29<sup>th</sup> June and 30<sup>th</sup> June (FREE)
- TAKEPART in the City (NEW) – Join us in Jubilee Square and New Road to celebrate sport and physical activity.  
28<sup>th</sup> June 5 – 8pm
- Big Gay Sports Day (Blaggs) – Healthy activities for all abilities at Stanley Deason Leisure Centre.  
29<sup>th</sup> June 10 – 6pm
- Bikestock, A sponsored community cycling event at Stanmer Park.  
6<sup>th</sup> July 11 – 4pm
- TAKEPART Schools Tournaments and taster sessions.
- TAKEPART Tasters – 400 Taster sessions available for the public to try.  
22<sup>nd</sup> June – 7<sup>th</sup> July

Further information was available on the council's website:

[www.brighton-hove.gov.uk/takepart](http://www.brighton-hove.gov.uk/takepart).

### **PING 2013**

3.19 Following the success of Ping 2012 the city had been awarded £10,000 by Sport England to deliver another summer of Ping Pong. There would be events and fun activity session at the tables across the city and 5 new tables would be arriving in July. A Ping Pong Care Campaign Awareness Event at Hove Town Hall had been a great success with over seventy Ping Care packs distributed to older people in a care setting to encourage more activity.

3.20 **RESOLVED** – That the content of the report be received and noted.

#### **4. CALL OVER**

4.1 All items on the agenda were called for consideration.

#### **5. PUBLIC INVOLVEMENT**

##### **5a Petitions**

##### **Save Brighton and Hove Bowling Clubs**

5.1 The Committee considered a report of the Head of Legal and Democratic Services setting out a petition received detailing an e petition received in the following terms:

“We the undersigned petition the council to Stop destroying bowling lawns and reinstate funding to maintain existing clubs in Brighton & Hove. Specifically, reverse Hove Lawns decision and reinstate funding for Dyke Road, Preston Park bowls club” (2 signatures)

The petitioners were not present at the meeting however it was agreed that they would be responded to separately and the Chair’s response would none the less appear in the minutes of the meeting.

The Chair responded in the following terms:

The petitioners were thanked for their petition and it was explained that the Council had consulted extensively with the bowling clubs and had considered the closure of greens very carefully. The sad truth was however, that bowling in the city had been declining for a number of years, as it had nationally. There were large successful clubs with memberships of 60 plus. Unfortunately there were smaller clubs with very low numbers and this included Dyke Road with 24 members, Hove Park with 26 and Kingsway Ladies with 18 playing members. Preston Park bowls clubs would have a green to play on for their 40 members and they did not need more than one. There were simply too many facilities for the current number of players and it would not be prudent to spend money on facilities which are only partially used.

It is a great sport, we have committed to working with the clubs to try to support and promote the sport and we have written to each club making that offer and asking them to join in the Take Part festival to promote sport. I am also pursuing a Barefoot Bowling idea to hopefully attract younger people to bowling and a BBQ.



- 5.2 **RESOLVED** – That the content of the petition and the Chair’s response be received and noted.

**5b Written Questions**

- 5.3 There were none.

**5c Deputations**

- 5.4 The Committee considered an extract from Full Council detailing a Deputation considered at its meeting on 28 March 2013 from the Marine Gate Action Group concerning the Marina.
- 5.5 The Chair explained that as the deputation had already been received at Council (under the Constitution), the Deputies were not permitted to address the Committee and that it fell to the Committee to receive and note its content.
- 5.6 Councillor Smith stated that he considered it was unfair that the Deputies were unable to make further representations and considered that the Constitution as framed should be amended. Councillor Morgan stated that a Member/Officer Working Party was currently considering possible amendments to the Constitution and that it would be appropriate to raise this issue via that Forum.
- 5.7 The Deputy Head of Law as the legal adviser to the Committee confirmed that Rule 11.5 of the Council’s Constitution provided “that the subject matter of a deputation heard at a Council meeting shall be included on the agenda for the next available meeting of the relevant Committee or Sub-Committee. The persons forming the deputation shall be invited to attend any meeting to which it is referred; and placed on the agenda for the next available meeting of appropriate Committee or Sub Committee. “

The Deputy Head of Law also advised that the persons forming the deputation would be invited to attend any meeting to which it had been referred; and would be informed subsequently of any action taken or proposed in relation to the matters set out in the deputation. There was no provision in the Constitution for the deputation to speak at this meeting. The Chair also confirmed that he was aware that various officers were in correspondence with members of the deputation regarding the matters they have raised. He was however happy to agree to a report coming back to a future meeting of the Committee providing an update on in respect of those areas which fell within his portfolio.

- 5.8 **RESOLVED** – That the contents of the Deputation be noted and that a further update report be brought to the Committee as and when appropriate.

**6. MEMBER INVOLVEMENT**

**6a Petitions**

- 6.1 There were none.

**6b Written Questions**

6.2 There were none.

**6c Letters**

6.3 There were none.

**6d Notices of Motion**

6.4 There were none.

**7. ESTABLISHMENT OF A TOURISM ADVISORY BOARD IN BRIGHTON & HOVE**

7.1 The Committee considered a report of the Assistant Chief Executive seeking Member support for the establishment of a Tourism Advisory Board for Brighton & Hove.

7.2 The Head of Tourism and Leisure explained that it was intended that Members of the Board would provide advice, support and guidance to the Council in order to ensure that the Tourism Strategy and activities of its officers were aligned with the needs of the tourism industry as a whole in Brighton and Hove. It was intended that the establishment of this Board would facilitate deeper engagement and collaboration between the council and tourism stakeholders within the city.

7.3 Councillor Brown welcomed the report and proposals contained within it acknowledging that the landscape of tourism in the city had changed significantly over recent years, Her only reservation was that great care needed to be taken in appointing Board members in order to ensure that they represented the broad spectrum of tourism interests across the city.

7.4 Councillor Hawtree also welcomed the report referring to the purpose, scope, principal tasks, board membership organisation set out at Appendix 1 to the report. He was pleased to note that relevant trade organisations were to be represented in recognition of the important role of this sector.

7.5 Councillor Bowden, the Chair explained that there was no shortage of local retailers and others who had expressed an eagerness to be involved, but it was considered important to ensure that the relevant trade organisations were included.

7.6 Councillor Buckley referred to the importance of tapping into the potential that arose from the increased popularity of the “staycation” in response to the current economic situation.

7.7 Councillor Morgan asked how the Board would relate to the other partnerships which already existed across the city. The Chair considered that it was important to ensure that there was information sharing and collaboration without duplication. The Head of Tourism and Leisure confirmed that this was acknowledged as being very important, in consequence the precise membership of the Board had yet to be established, it was important to note that it did not impact on the Committees’ own decision making role and that it was intended to build upon the networks and co-operative working which already existed.

7.8 Councillor Fitch also commended the work that had taken place to date in establishing the Board and stressed the importance of tapping into existing expertise and knowledge.

7.9 **RESOLVED** – That the principle of establishing a Tourism Advisory Board for Brighton and Hove be approved.

## 8. ROYAL PAVILION AND MUSEUMS ACCREDITATION DOCUMENTS

8.1 Before proceeding to consideration of this report and the one immediately following it detailing proposed future developments in relation to the Royal Pavilion Estate, the Head of the Royal Pavilion and Museums gave a power point presentation detailing the importance of museums accreditation, recent achievements, events proposed over the coming months and the emerging Master Plan for the Royal Pavilion Estate.

8.2 The Committee considered a report of the Assistant Chief Executive outlining the Accreditation Scheme for the Museums sector in the UK. To be awarded accredited status, Royal Pavilion and Museums (RPM) needed to complete a body of policies, procedures and plans. Some of these needed to be approved by the Economic Development & Culture Committee, these were outlined in the report.

8.3 In answer to questions it was explained that accreditation recognised not only the prestige and professional standards of excellence achieved across the museums' collections, it also strengthened the funding opportunities available. There were a number of funding streams which could not be accessed unless in the absence of accreditation. As a result of these opportunities the service had been able to mount a number of exhibitions in the past, and currently e.g., the "Chilled to the Bone" exhibition and could continue to mount events into the future and was able to seek to engage with residents and groups from across the city, for example the recent "Art and Mind" event which had involved young people with mental health issues.

8.4 Councillor Brown commended the report and the approach being suggested and enquired regarding when the outcome of the accreditation application would be known. The Head of the Royal Pavilion and Museums explained that it was hoped that the outcome of the accreditation process (which was currently behind schedule) would be known by the early autumn and that Members would be kept informed.

8.5 Councillor Fitch commended the hard work that had been carried out to date and the exiting and innovative approach that was being taken. The Royal Pavilion was a royal palace which with its surrounding estate represented a marvellous resource which was very valuable to the city.

8.6 Councillor Hawtree referred to the diversity and range of the city's art collection, he had recently visited Hove Museum and had been impressed by the wealth of items on display enquiring regarding the arrangements in place to ensure that items in storage were also displayed periodically.

8.7 The Chair, Councillor Bowden explained that arrangements were in place to ensure that items were rotated. Watercolours in particular needed to be "rested" periodically. It was important to have the ability to access all available funding streams, as well as receiving

recognition of the city's offer. As a result of lottery funding it had been possible to buy the recent Turner acquisition.

8.8 **RESOLVED** – (1) That the importance of the Accreditation Scheme for the UK Museums sector be noted; and

(2) That the following RPM Policies and Plans which had been made available in the Members' Rooms and the dates for review be approved;

- Strategic Forward Plan;
- Sustainability Policy;
- Collections Development Policy;
- Collections Documentation and Information Policy;
- Collections Care and Conservation Policy;
- Equality and Inclusion Statement.

## 9. FUTURE DEVELOPMENTS : THE ROYAL PAVILION ESTATE

9.1 The Committee considered a report of the Assistant Chief Executive seeking the necessary permissions to enable the Royal Pavilion Estate to build on the success of current joint work, such as marketing and fundraising activities which had been carried out in concert with the Brighton Dome and Festival.

9.2 It was noted that existing partnership arrangements were informal and whilst they had been sufficient for the joint work to date, going forward, there needed to be something more formal in place to cover the scale of joint work on the development of the Royal Pavilion Estate Masterplan. There were sufficient separate governance arrangements in place to cover all potential plans in each organisation, but there was now a need to create sufficient shared governance arrangements to cover the scope of joint work.

9.3 Councillor Brown referred to the configuration of the Pavilion Gardens, any plans to revitalise were welcomed and it was recognised that it was important to encourage those who used them to respect them as they were a resource for visitors and residents alike.

9.4 Councillor C Theobald concurred stating that her preference would be for the gardens to be laid out more formally. She also referred to the catering arrangements about which she had received some complaints.

9.5 Councillor Fitch stated that it was very important to ensure that good catering arrangements were in place as the standard if poor and or cost could deter some visitors, treatment of the gardens was also important in this respect.

9.6 **RESOLVED** - (1) That the content of the feasibility study to address challenges across the Royal Pavilion Estate be noted;

(2) That approval be given to submit a stage 1 bid by the City Council to the Heritage Lottery Fund for improvements to the Royal Pavilion in November 2013; and

(3) It be delegated to the Assistant Chief Executive to agree the details of a Memorandum of Understanding between BHCC and Brighton Dome and Brighton Festival covering the scope of the joint work.

## **10. UPDATE ON THE ECONOMIC STRATEGY AND ACTION PLAN**

- 10.1 Before proceeding to items 10 and 11 on the agenda linked presentations were given by Tony Mernagh of the Brighton Business Partnership and the Head of City Regeneration. Mr Mernagh's presentation sought to highlight and set in perspective the demographic for Brighton and Hove and to set into context the opportunities for economic development, in the short, medium and longer term.
- 10.2 The Head of City Regeneration then gave a presentation outlining the review of the council's economic strategy. He explained that the city had come through the global financial crisis and flat lining economy since 2008 relatively well and was the third fastest recovering city in the country. The city was driven by a relatively strong performance by the tourism and visitor economy and its maturing digital media sector, the financial and business service sector had also held up well. It was intended that the strategy and action plan would be shaped by the local economic context, would respond to emerging national policy and would seek to influence new regional policy.
- 10.3 The Committee considered a report of the Executive Director, Environment and Housing which provided an update on the Refresh of the Economic Strategy and Action Plan 2013-2018.
- 10.4 The Head of City Regeneration went on to explain that one of the primary aims of the strategy was to ensure that the city was in a strong position to take advantage of shifts in government policy, for example the focus on stimulating growth in the economy, to support and influence the Coast to Capital Local Enterprise Partnership as the new mechanism for channelling funding and to ensure that the city was in a strong place to take advantage of the new EU funding round. The strategic objectives of the Plan were to:
- Maintain Brighton and Hove's distinctive offer;
  - Grow quality jobs and business opportunities in higher value and low carbon sectors;
  - Align job skills to support higher value sectors;
  - Tackle barriers to employment and to create employment opportunities for all;
  - Establish a strong and Influential Greater Brighton City Region.
- 10.5 Councillor Brown considered that the presentation had been thorough and welcomed the approaches being proposed to encourage the growth of small/medium size businesses.
- 10.6 Councillor Morgan commended the report and welcomed the approach being taken, he considered however that it was very important to recognise that these issues went hand

in hand with adequate affordable housing provision. It was important to have a broad mixed economy with support and opportunities available to those on low pay.

- 10.7 Councillor Hawtree also commended the report considering that the interface with other authorities and full utilisation of opportunities as they presented themselves was very important too.
- 10.8 Councillor Bowden. The Chair stated the strategy was designed to encourage entrepreneurial skills and new start up businesses which would help to create more jobs as well as seeking to protect established provision.
- 10.9 The Executive Director, Environment, Development and Housing stated that it was also intended to use the city's unique qualities in its interface with Government and when working collaboratively and co-operatively with other partners, including other local authorities. Procurement processes could be complex and ways in which this might be simplified or streamlined were being explored.
- 10.6 **RESOLVED** - (1) That the Committee notes the progress made in developing the strategy and action plan; and

(2) Notes the revised timeline for project sign off to ensure the alignment of the Refreshed Economic Strategy with the City Deal proposal.

## **11. GREATER BRIGHTON 'ECO TECH' CITY DEAL.**

- 11.1 The Committee considered a report of the Executive Director, Environment, Development and Housing providing an update on Greater Brighton's bid for a Wave 2 City Deal.
- 11.2 It was noted that as part of the second wave of City Deals that Greater Brighton's expression of interest in Wave 2 City Deal had been successful in getting through to the second stage of the negotiation process and that the next stage of the process would be the submission later in the year of a "Negotiation Document" to be presented to an ad-hoc group of Cabinet Ministers. The process was competitive, with only successful proposals being developed into a final city deal.
- 11.3 Councillor Morgan re-iterated that he welcomed the approach being taken but also considered it was very important to seek to build jobs across all sectors.
- 11.4 **RESOLVED** – That the Committee notes the progress made to date and endorses the work being undertaken by officers to secure a Wave 2 City Deal for the Greater Brighton City Region.

## **12. HOUSING STUDY: DUTY TO CO-OPERATE**

- 12.1 The Committee considered a report of the Executive Director, Environment, Development and Housing setting out details in relation to the Housing Study (Duty to Cooperate) which had been commissioned by the Local authorities of Adur, Arun,

Brighton and Hove, Chichester, Lewes and Worthing within the Coastal West Sussex Housing Market Area (HMA) together with the South Downs National Park Authority.

- 12.2 The Head of Planning and Public Protection explained that the study had been prepared in view of the duty to cooperate introduced by the 2011 Localism Act. The study pulled together evidence from a range of studies to provide a consistent and objective assessment of housing requirements in each authority across the sub region, addressing the need and demand for market and affordable housing. Good design which was sensitive to its surroundings was a key factor, particularly when the proposed development was of high density.
- 12.3 Councillor Fitch stated that he was disappointed that the report did not include reference to the creation on a new town, he thought this was represented an important opportunity and should be actively explored.
- 12.4 The Head of Planning and Public Protection stated that whilst this issue did not fall within the area covered by this study that did not preclude discussions taking place in the appropriate forum.
- 12.5 Councillor Morgan stated that he understood that the area proposed for the potential new town fell partially within Mid Sussex, just outside the boundaries of the national park and in close proximity to Horsham. Notwithstanding its location he considered it was important for the Council to formulate a view.
- 12.6 Councillor Hawtree stated that it was important for buildings to be appropriate to their surroundings, for instance the bungalows in the Hove Park area were sympathetic to their location.
- 12.7 **RESOLVED** – (1) That the Committee endorses the Housing Duty to Co-operate Study as a supporting evidence document for the City Plan; and
- (2) Endorses consultation with adjoining authorities under the requirements for Duty to cooperate.

### **13. SUPPLEMENTARY PLANNING DOCUMENT 12 : DESIGN GUIDE FOR EXTENSIONS AND ALTERATIONS**

- 13.1 The Committee considered a report of the Executive Director, Environment Development and Housing setting out the results of the consultation undertaken on the draft Extensions and Alterations Design Guide (Supplementary Planning Document (SPD) 12).
- 13.2 The Head of Planning and Public Protection explained that approval was sought to make the proposed changes and recommended adoption of the SPD. Once adopted the SPD would support the current development plan by providing detailed design guidance for extensions and alterations to buildings throughout the City. The new SPD once adopted would supersede current documents SPGH01 “Roof Alterations and Extensions” and SPGH07 “Satellite Receiving Dishes and Other Aerials.”

- 13.3 Councillor C Theobald stated that this was a thorough document which was user friendly, it contained a number of diagrams and set out the guidance in a clear way.
- 13.4 Councillor Hawtree concurred stating that the document was thorough and had benefitted from the amendments which had been made in response to the consultation process.
- 13.5 Councillor Mac Cafferty stated that the document was clear and well put together and represented an important piece of work.
- 13.6 **RESOLVED** – (1) That the Committee notes the results of the public consultation exercise (Appendix 2 to the report) and endorses the changes made to the SPD;
- (2) Adopts SPD12 “Design Guide for Extensions and Alterations” (Appendix 1 to the report) as a Supplementary Planning Document subject to any minor grammatical and non-material text and illustrative alterations agreed by the Executive Director, Development and Housing in consultation with the lead Councillor.
- (3) That following adoption of SPD12 “Design Guide for Extensions and Alterations”, the Economic Development and Culture Committee authorises the revocation of SPGH01 “Roof Alterations and Extensions” and SPGBH07 “Satellite Receiving Dishes and Other Aerials”; and
- (4) That the SPD takes effect on Monday 5 August 2013.

#### 14. MAJOR PROJECTS UPDATE

- 14.1 The report was not subject to call over. However the Head of City Regeneration drew the Committees’ attention to the schedule included updates in respect of the Circus Street and Open Market schemes and “The Keep”.
- 14.2 **RESOLVED** – That the contents of the schedule be noted and received.

#### 15. ITEMS REFERRED FOR COUNCIL

- 15.1 There were none.

The meeting concluded at 6.15pm

Signed

Chair



Dated this

day of



|                         |  |
|-------------------------|--|
| <b>Subject:</b>         | <b>Petitions</b>                                   |
| <b>Date of Meeting:</b> | <b>19 September 2013</b>                           |
| <b>Report of:</b>       | <b>Head of Legal &amp; Democratic Services</b>     |
| <b>Contact Officer:</b> | <b>Name: Penny Jennings</b>                        |
|                         | <b>Tel: 29-1065</b>                                |
|                         | <b>E-mail: Penny.jennings@brighton-hove.gov.uk</b> |
| <b>Ward Affected</b>    | <b>East Brighton</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**

**3. (i) Save Badgers Tennis Club**

To receive the following petition, presented at Council on

"We, the undersigned, including local residents and members of Badgers Tennis Club, call on Brighton and Hove City Council to retain the Badgers Tennis Club site in Church Place, Kemp Town as a site for leisure, recreation and sport and not to allow it to be developed for housing or any other use."

(564 signatures)



|                          |   |   |                                 |
|--------------------------|---|---|---------------------------------|
| <b>Subject:</b>          | <b>Climbing Wall development – Withdean Sports Complex</b>                        |   |                                 |
| <b>Date of Meeting:</b>  | <b>19<sup>th</sup> September 2013</b>   |   |                                 |
| <b>Report of:</b>        | <b>Assistant Chief Executive &amp; Executive Director Finance &amp; Resources</b> |   |                                 |
| <b>Contact Officer:</b>  | <b>Name:</b>  | <b>Ian Shurrock</b>   | <b>Tel: 29-2084<br/>29-1450</b> |
|                          |   | <b>Angela Dymott</b>  |                                 |
|                          | <b>Email:</b>   | <b>ian.shurrock@brighton-hove.gov.uk<br/>angela.dymott@brighton-hove.gov.uk</b> |                                 |
| <b>Ward(s) affected:</b> | <b>Withdean</b>   |   |                                 |

### **FOR GENERAL RELEASE**

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

- 1.1 This report sets out a proposal to install a new climbing wall in the indoor tennis centre at Withdean Sports Complex. The proposed climbing wall would occupy the space of one of the three indoor tennis courts. The remaining two courts would still be available for use.

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

- 2.1 That Economic Development & Culture Committee;

(i) Approve the installation of a new climbing wall at Withdean Sports Complex to be operated by High Sports Ltd;

(ii) Note that, to implement recommendation (i) if agreed, the council will grant a lease direct to High Sports Ltd under powers delegated to the Head of Property and Design; and consequential amendments to the Sports Facilities Contract with Freedom Leisure will be managed and implemented under powers delegated to the Assistant Chief Executive.

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

- 3.1 The construction of the indoor tennis centre in 1991 at Withdean Sports Complex was part-funded by the Lawn Tennis Association. A condition of this funding was that the centre had to be used exclusively for tennis for a period of 21 years. This period of exclusivity ended in November 2012 and so the council is now able to look at alternative uses of this space.

- 3.2 Consultation undertaken to inform the council's Indoor Sports Facilities Plan 2012-22 showed that there is strong demand for a climbing facility within the city and this reflects the national trend of increased demand for non-traditional sports.
- 3.3 Withdean Sports Complex is operated by Freedom Leisure as part of the citywide Sports Facilities Contract which started in April 2011 and runs for a period of 10 years. The complex is currently undergoing major capital improvement schemes to extend the health and fitness, changing and reception facilities and to replace the athletics track.

### **Proposal**

- 3.4 The proposal is to replace one tennis court located at the far end of the indoor tennis centre with a state of the art, regional standard indoor climbing facility. The facility is proposed to be operated by High Sports Ltd who were established in 1994 and operate 20 climbing walls across the UK including the wall at K2 Leisure Centre in Crawley. The operation of climbing walls is recognised as being a very specialised due to the strict health and safety requirements.
- 3.5 The current usage of tennis court 3 is approximately 7200 visits per year (based on 1/3 usage of all 3 courts in 2012). Current users are a mix of adult and junior 'pay and play' hire and adult and junior coaching courses. These users will be accommodated on the two remaining courts, accepting that some courses will be merged or condensed to allow for the loss of one court.
- 3.6 Projected attendances for the new climbing facility are anticipated to be in the region of 50,000 in year 1 which is estimated to grow in subsequent years. This figure is based upon estimates by High Sports Ltd and will be made up of many different activities and user groups which include adults at beginner and elite levels, juniors from 4 years including school groups and disabled users of all ages. A full breakdown of the proposed activities and users groups can be seen in Appendix 1.
- 3.7 High Sports would assume full responsibility for the operation and management of the Withdean Sports Complex climbing wall. This would include:
- Staff recruitment, management and training.
  - Provision of an Operational Plan containing a health and safety statement, full risk assessment, emergency action plan along with specific guidelines for the safe and effective running of the facility.
  - Appropriate public liability and employers insurances.
  - Easily accessed customer booking system and a dedicated climbing wall reception able to provide point of sale and payment handling services.
  - Regular management reporting and review meetings.
  - Climbing instruction, including the recruitment and training of suitably qualified personnel.
  - Provision of a wide range of climbing activities, courses, clubs and special events.
  - A robust registration and membership system ensuring that all visits are recorded and that access to the climbing wall is only granted to appropriately skilled persons unless under the supervision of an instructor.

- Membership to the Association of British Climbing Walls, including adherence to their best practice guidelines.
  - Climbing wall maintenance including a maintenance schedule, safety checks and an equipment register stating 'in service' and 'retirement' dates for all equipment.
  - Replacement of all consumable wall items such as ropes, holds, karabiners and anchors.
  - Frequent high quality graded route setting.
  - Retail and equipment hire services.
- 3.8 It is proposed that High Sports would provide capital funding of approximately £250,000 to build the new facility. In return High Sports would require a lease arrangement of 15 years in order to recover this investment. This lease arrangement is proposed to be between High Sports as operator of the climbing wall and the council. The negotiated Heads of Terms would be approved by council officers prior to Legal Services granting a lease. In order to retain control and ensure that High Sports Ltd do not acquire security of tenure at the end of their 15 years, the lease will be contracted out of the provisions of the Landlord & Tenant Act 1954. The rent to be paid under the lease will be passed on to Freedom Leisure as compensation for the calculated loss of income on the one tennis court. The Council will not be retaining any of the rent but will have the benefit of an investment of £250,000 at no cost. The transaction is dependant on Freedom Leisure surrendering the one tennis court out of their existing lease and contract which they are willing to do.
- 3.9 The climbing wall charges will include discounts for schools and Leisure Concessionary Card holders. There will also be discretionary discounted use for key partners including the council's Sports Development Unit for specific initiatives designed to increase participation by key target groups.
- 3.10 The charges will be subject to an inflationary annual uplift and will not form part of the core charges of the wider Sports Facilities Contract. However, any proposal to increase the charges above the inflationary uplift will be subject to approval from council officers and Freedom Leisure.

### **Timescale**

- 3.11 Subject to approval, installation of the climbing wall could begin in late November 2013 and be open for use by late January 2014.

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

- 4.1 Consultation has been undertaken with key stakeholders including customers of Withdean Sports Complex, customers of other sports facilities and the Lawn Tennis Association. In addition, local ward councillors were also consulted and were very supportive.
- 4.2 The response from customers has been positive. Out of a total of 795 responses, 536 were in favour (67%).

- 4.3 Consultation undertaken to inform the council's Indoor Sports Facilities Plan 2012-22 showed that there is strong demand for a climbing facility within the city.
- 4.4 Further consultation on the final design of the climbing wall will take place with the local climbing community including clubs and the universities.

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

### Financial Implications:

- 5.1 The capital cost of installing the climbing wall will be met in full by High Sports Ltd. All ongoing costs in connection with the wall will also be their responsibility, so there are no costs for the Council.

*Finance Officer Consulted: Michelle Herrington Date: 19/08/13*

### Legal Implications:

- 5.2 Freedom Leisure have a lease of the Withdean Sports Complex which is contracted out of the Landlord & Tenant Act, so that whenever the services contract expires the lease also terminates. It is proposed that the Head of Property & Design and the Assistant Chief Executive use their delegated powers to enter into appropriate arrangements with Freedom Leisure and High Sports Limited as referred to above.

*Lawyer Consulted: Bob Bruce Date: 19/08/13*

### Equalities Implications:

- 5.3 The provision of sports facilities that are accessible to all sections of the community are important to increase participation and subsequently improve health and well-being. Climbing is a sport that can be enjoyed by people of all ages from 4 years upwards, from complete beginners to elite climbers. The proposed climbing wall activity programme consists of sessions for children, schools, youth groups, families, disabled groups, older people and students.

### Sustainability Implications:

- 5.4 The proposal will intensify the use of an existing area of the indoor tennis centre which is already being heated and lit. It will therefore be making more efficient use of the area.
- 5.5 The proposal will create jobs locally and will allow the climbing community to visit a facility within the city rather than having to travel further afield.
- 5.6 The operation of sports facilities that minimise energy consumption are important to help reduce the carbon footprint of the facilities and reduce costs. The contract specification requires the operator, Freedom Leisure, to establish best practice in environmental management through the development of an annually updated Environmental Management Plan which is approved and monitored by council officers.



#### Crime & Disorder Implications:

- 5.5 Increasing participation in sport and physical activity is recognised as having a positive effect on reducing crime and anti-social behaviour.

#### Risk and Opportunity Management Implications:

- 5.6 High Sports Ltd are a leading operator of climbing wall facilities and have considerable experience and expertise in this specialist field. Freedom Leisure currently work with them at K2 Leisure Centre in Crawley.

The proposal provides an opportunity to help meet the demand that exists in the city for a large climbing facility.

#### Public Health Implications:

- 5.7 Increasing participation in sport and physical activity is key to improving the health and well-being of the city's residents and reducing the cost of obesity-related health care

#### Corporate / Citywide Implications:

- 5.8 The proposal would provide the city with a dynamic and exciting new sports facility that is in high demand amongst residents.

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

- 6.1 There are no suitable alternative council sports facilities which have the available space to install a major climbing facility. There have been a number of previous attempts by climbing groups to establish such a facility in the city but without success. This has been due primarily to the lack of facilities within which to build a suitably sized climbing wall.

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

- 7.1 The proposals outlined above provide an opportunity to improve the quality of the sports facilities at Withdean Sports Complex and increase participation and healthy living amongst residents of Brighton and Hove.

## **SUPPORTING DOCUMENTATION**

### **Appendices:**

1. Appendix 1 – Climbing Wall activity programme and user groups
2. Appendix 2 – Proposed climbing wall design

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

None

### **Background Documents**

1. Indoor Sports Facilities Plan 2012-22

## **Appendix 1 – Climbing Wall Activity Programme & User Groups**

An inclusive programme of activities for juniors from age 4, through to adults and mature climbers.

### **Junior Programme**

**Getting Started** – Three products providing low cost short format sessions, ideal for children that have not climbed before or who want to supplement other centre activities with a fun climb:

Have A Go – 15 minutes using the auto-belay lines (No need to book)

Multi-Climb – Approximately 30 minutes climbing 3 selected routes

Junior Taster – 1 hour with an instructor climbing a selection of routes

**Junior Clubs** – Three age group based clubs suitable for absolute beginners through to competition standard junior climbers. Each junior is provided with a personal log book to track progress:

**Pebbles** – Ages 4 to 7. A fun session providing an introduction to climbing. Low ratio (4:1) child to instructor. No formal instruction provided.

Junior **ROCKCLUB** – Ages 7 to 12. The start of a learning curve from first feet off the ground through to competent independent climber. Established for over 12 years, this is a proven and successful development scheme.

**ROCKUP** – Ages 12 to 15. A more mature format session for older children (including complete beginners) where they can select more specialist development paths, or just enjoy social climbing

### **Schools**

#### **Engagement**

Engagement with schools will commence by networking with the appropriate schools representatives within Brighton & Hove. An early meeting to present the proposed schools programme will be arranged and the programme will be refined based on feedback from these sessions.

Support for this initial engagement will be provided by:

Meetings with PE heads at each school

Assembly presentations to pupils

Free Teacher Open Day for teaching staff to experience climbing first hand

Promotion of the Inter-Schools Climbing Competition

## **Schools Climbing Programme**

**Day Visits** – Single visit sessions aimed at introducing climbing to school children. Ages 7 and above. Often used as end of term treats or reward days.

**Term Climbing** – A 10 week programme delivered in two formats, based on Achievement or Participation. The former delivers the full syllabus and then provides an assessment of skills in week 10. The latter delivers the course material at a pace best suited to the group. Award certificates are issued at the end of the term.

**GCSE PE** – Similar in content to the term based programme but providing more clearly defined content based on the requirements for GCSE PE.

**After School Clubs** – With funding an on-going issue for schools, the After School Clubs allows a single school or group of schools to form their own climbing club. High Sports Brighton & Hove will provide equipment and instructors for the sessions and also assist with posters and assembly presentations to encourage participation.

**PRU Inclusion** – Pupil Referral Units and children with behavioural difficulties will be encouraged to use the climbing wall. Where required, closed sessions can be provided (typically morning sessions). Special training is provided for instructors delivering sessions to these groups.

**Outreach Programme** – Not all schools will be able to attend the climbing wall and to provide the widest possible inclusion for schools, an Outreach Programme will be run each year. This provides a mobile wall to attend schools (often in more rural areas) to provide an introduction to climbing.

**Inter-Schools Competition** – High Sports will host an annual Inter-Schools climbing competition. This event will be the culmination of previous visits to the climbing wall by each participating school to gain training and select their team. A Professional climber will set the routes for the competition and provide support for all teams on the day. An annually retained trophy will be presented to the winning school.

**Instructor Development** – This scheme is aimed at schools that have teaching staff who wish to train to become climbing instructors. They will be provided with a foundation course and then enter the Site Specific Award training programme.

## **Students**

**Induction and Mentoring Programme** – Cost is often the primary concern for students and this scheme is aimed at providing a low cost learning path which is comprehensive and safe. The mentoring programme is an extension of the group

induction process and enables experienced climbers to bring up to 2 novice climbers to the wall under controlled conditions.

## **Youth Groups**

**Instructor Support Programme** – Youth groups can book an instructed session at any time on the climbing wall. However, for those groups looking to make regular use of the wall, this programme provides a basic training programme to enable youth workers to assist with the session and thus reduce costs.

## **Adult Programme**

**Getting started** – Low cost short format sessions ideal for getting a taste of what climbing is about.

**ROCKFIT** – A programme unique to High Sports providing group exercise classes on the climbing wall. This is both an excellent way of keeping fit and developing increased core strength and also a more ‘familiar’ format of activity for those nervous about committing to a formal climbing course.

**Courses** – Beginners and Improvers courses progressing onto more technical courses and workshops. The Beginner Course takes complete novices through to a level where they can climb without the need for an instructor.

**Adult Rock Club** – This is an informal club night where climbers who have recently completed a Beginner course or who are returning to the sport after a lay-off, are supported by the presence of an instructor who provides training support or refreshers in the basic skills. Also a very popular way to meet climbing partners.

**Mature Climbers** – Another informal club session, aimed at more mature climbers who are less concerned about high grade climbing and more focused on the social element of the sport. No specific age limit is applied.

**Groups** – Groups are encouraged to attend fully instructed sessions to experience climbing, often for the first time. Work social clubs through to corporate team building sessions are catered for.

## **Family Programme**

**Tasters** – Following the same format as junior tasters, these sessions provide an opportunity for parents and children to climb in the same group.

**Family ROCKCLUB** – A weekend club with a format suitable for all family members. Juniors spend time climbing together with one instructor whilst parents learn to belay

and climb with another instructor. The second half of the session enables family units to climb together.

## **Climbing Community**

**'It's our wall'.....** is how the local climbing community will feel about the High Sports Brighton & Hove climbing wall and this is to be encouraged. With careful programming, the climbing wall is large enough to accommodate a wide variety of group and instructed climbing sessions alongside independent climbers.

**Club Support** – local climbing clubs will be able to display their club information and activity schedules on notice boards and, if required, a 'club night' for their club can be scheduled. Beginners completing courses at High Sports Brighton & Hove will be encouraged to join their local club. Larger retail purchases can be acquired at a discounted rate.

**Courses** – A range of more technical courses will be provided for experienced climbers including technique development, learn to lead and formal qualifications via the Mountain Leader Training Board.

**Workshops** – Regular single session workshops covering a specific skills area such as competition climbing, rope techniques and training.

**Professional Climbers** – The top climbers in the UK will attend site on a regular basis to deliver Master-class sessions and one to one coaching. If facilities permit, lectures can also be arranged.

**Route Setting** – Probably the single most important aspect of managing a good climbing wall. Regular setting to a consistent and high quality will ensure high levels of repeat visits and contented customers.

Monthly professional route setting will be undertaken supplemented by weekly in-house sets.

**In-house Competitions** – During the main winter climbing season regular Bouldering leagues and mixed climbing competitions will be organised. These will follow a friendly format encouraging participation from novice and lower grade climbers as well as providing a challenge for the better climbers.

**Equipment Demonstrations** – Demo evenings from the top equipment suppliers.

**Retail** – A comprehensive range of climbing equipment will be available at the site.

## **Disabled Participation**

Climbing is a highly accessible activity and can be undertaken by a wide range of disabilities, including those with learning difficulties, deaf, blind and the physically disabled.

From the High Sports Disability Inclusion Policy, accessibility is provided through five levels of participation:

- i) Fully inclusive activities – everyone participates without adaptation or modification to the session on the same level, in the same activity and at the same time
- ii) Modified Activities – participation in a single mixed session but with modification to the session content to accommodate the disability
- iii) Parallel Activities – sessions running at the same time, start and finish activities mixed but with separate instructors and content appropriate to ability
- iv) Reverse Integration – non disabled participants attending sessions structured for those with disabilities, participating in adapted activity
- v) Separate Activity – sessions run exclusively for those with disabilities

## **Elite Programme**

**Junior Development** – Juniors that are able to demonstrate above average skill and a high level of commitment will be invited to join an elite squad selected from the Junior Club programme. More focused coaching will be provided and these juniors will be groomed for competition climbing. Sponsored assistance will be provided to encourage participation at climbing competitions around the country.

**Adult Team** – The elite climbers from the local community will be encouraged to join a High Sports Brighton & Hove Team. Sponsored assistance will be provided to enable the team to compete at regional competitions around the country.

**Elite Accessibility** – In line with the aspirations of the FANS programme, all BMC youth and adult team members will be able to climb at High Sports Brighton & Hove free of charge.

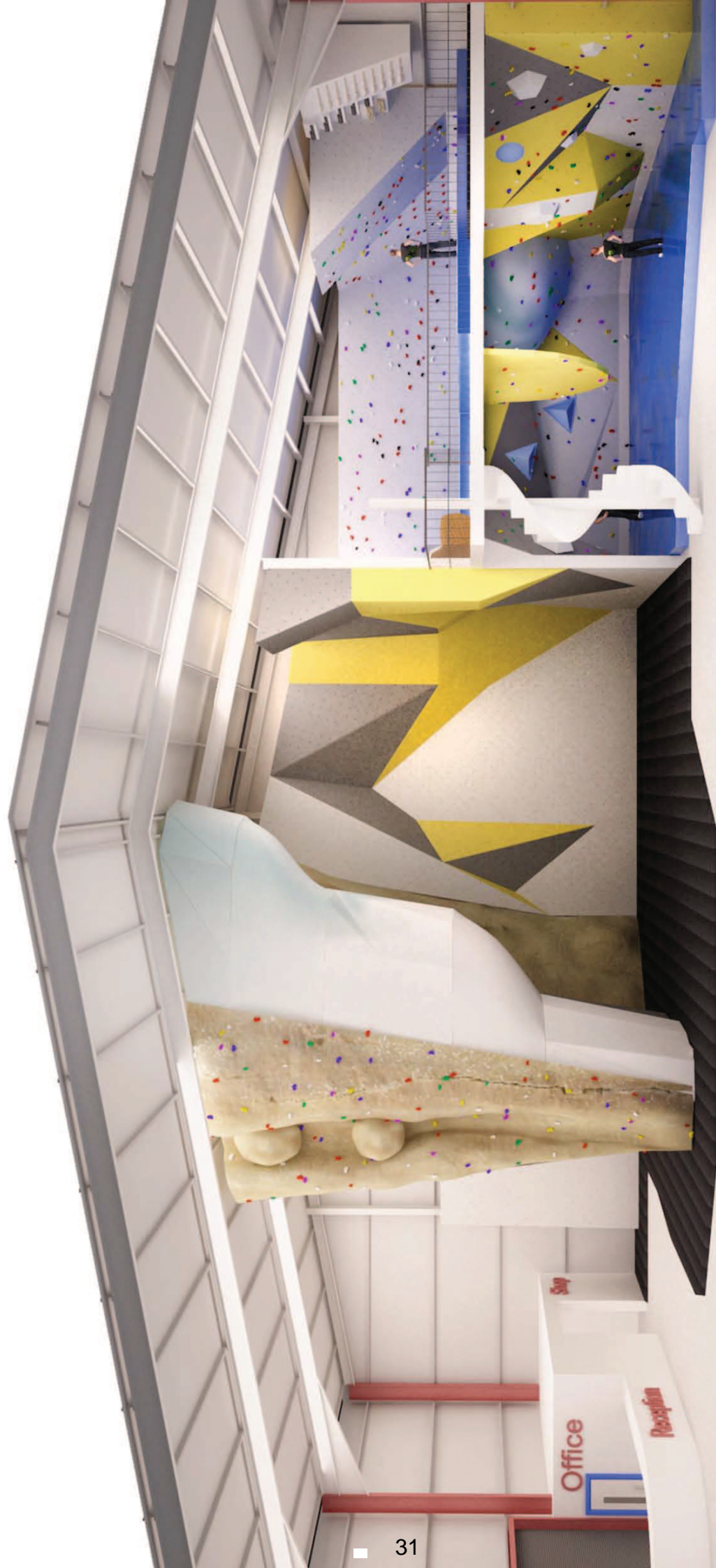
## **Competitions**

High Sports Brighton & Hove will host rounds of the following annual competitions:

- BMC Lead Ladder
- BMC Youth Series (Bouldering)

- HSBC (High Sports Bouldering Championship)
- Brighton & Hove Inter-Schools Competition







|                          |                                  |  |                     |
|--------------------------|----------------------------------|--|---------------------|
| <b>Subject:</b>          | <b>Saltdean Lido</b>             |  |                     |
| <b>Date of Meeting:</b>  | <b>19 September 2013</b>         |  |                     |
| <b>Report of:</b>        | <b>Assistant Chief Executive</b> |  |                     |
| <b>Contact Officer:</b>  | <b>Name:</b>                     | <b>Ian Shurrock</b>                      | <b>Tel: 29-2084</b> |
|                          | <b>Email:</b>                    | <b>ian.shurrock@brighton-hove.gov.uk</b> |                     |
| <b>Ward(s) affected:</b> | <b>Rottingdean Coastal</b>       |  |                     |

### **FOR GENERAL RELEASE**

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

- 1.1 The 125 year lease of the Saltdean Lido site was surrendered by Saltdean Lido Limited (head lessee) on 6<sup>th</sup> June 2012 following a period of negotiation with the council. As a consequence the maintenance responsibilities previously vested in Saltdean Lido Limited passed to the council.
- 1.2 On 24<sup>th</sup> January 2013, the Policy & Resources Committee approved the marketing of a 50 year full repairing lease for the Saltdean Lido Complex, including the operation of the Lido pools and the provision of additional community facilities. The aim being to achieve a long-term viable future for the facility, with the outcome of the marketing to be considered at a future Policy & Resources Committee meeting.
- 1.3 The Economic Development & Culture Committee requested at the meeting on 20<sup>th</sup> September 2012 that they should be notified of the outcome of the marketing exercise prior to further consideration by Policy & Resources. This report provides the Committee with the outcome of the marketing exercise. Further information is provided in part 2 due to the commercially sensitive nature of the results of the marketing exercise.

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

- 2.1 That the Committee notes that the council's provisional preferred bidder for a lease of the Saltdean Lido Complex is the Saltdean Lido Community Interest Company and that the reserve bidder is Freedom Leisure.
- 2.2 That the Committee notes that a further report recommending that Saltdean Lido Community Interest Company as the preferred bidder will be considered by Policy & Resources Committee, providing that remaining issues identified in the bid evaluation are satisfactorily resolved.
- 2.3 That the Committee notes that if the remaining issues cannot be satisfactorily resolved with the Saltdean Lido Community Interest Company, negotiations will take place with Freedom Leisure as reserve bidder with a view to recommending

to Policy & Resources Committee that they be substituted as the preferred bidder.

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

- 3.1 The background information in relation to Saltdean Lido has been covered in detail in previous reports and therefore this information is not repeated. The previous reports include those to the Culture, Recreation & Tourism Cabinet Member Meetings of 6<sup>th</sup> December 2011 and 6<sup>th</sup> March 2012, as well as the reports to the Special Policy & Resources Committee on 30<sup>th</sup> May 2012 which authorised the surrender transaction. Since then there have been reports to Economic Development & Culture Committee on 20<sup>th</sup> September 2012 and the most recent report to the Policy & Resources Committee on 24<sup>th</sup> January 2013.

#### **Marketing Process**

- 3.2 In August 2012 the council carried out soft market testing with potential operators before taking the decision to market the site. This process was designed to gauge potential interest from operators and to provide information on the most suitable type of management arrangements for the site. A long term lease was considered to be the most appropriate option given the expected reliance upon external funding.
- 3.3 The marketing process was treated as a bona fide land transaction and so was not subject to European Union procurement rules. Nevertheless, the council chose to apply many of the best practice principles used in EU tenders and the process was managed by the Acting Procurement Strategy Manager.
- 3.3 In March 2013 the council marketed the site by inviting expressions of interest from suitable organisations. Those interested parties were provided with further information and invited to submit an Initial Bid which was evaluated on their ability to meet the following list of key outcomes:
- A well-used, accessible, year-round community and leisure facility
  - A building and surrounding grounds that are renovated in a manner that would be likely to receive Listed Building Consent and, if required, planning permission
  - Improved swimming pool provision
  - Financially sustainable for the term of the lease including meeting all maintenance requirements and statutory obligations
  - Improved library facilities
  - No ongoing BHCC subsidy
  - An environmentally sustainable facility

- 3.4 Three Initial Bids were submitted and these were evaluated by a panel of officers from Procurement, Finance, Legal, Property & Design, Planning, Libraries and Sport and Leisure.
- 3.5 A shortlist of two organisations (Freedom Leisure a not for profit leisure trust and Saltdean Lido Community Interest Company) were invited to attend clarification meetings to discuss their Initial Bids further and receive feedback. They were then invited to work up and submit Final Bids, taking into account further consultation with key partners and the feedback received.
- 3.6 Both organisations submitted Final Bids and these were evaluated by the same panel using the same key outcomes listed above.
- 3.7 Details of the evaluation process are set out in the confidential Part 2 paper.

### **Preferred Bid**

- 3.8 The bid from Saltdean Lido Community Interest Company includes the following:
- Fully restored building sensitive to the Grade 2\* listing
  - Heated pool water to extend season
  - Fitness Gym
  - Cafe
  - Extensive community areas and community engagement
  - Extended library
  - Heritage and education room
  - Improvements in environmental sustainability of the facility

### **Funding**

- 3.9 In order for the restoration of the Saltdean Lido Complex to be achieved, significant capital expenditure will be required due to the poor condition of the building. Each of the bidders have proposed an application for grant funding of several million pounds from the Heritage Lottery Fund. The ability to achieve the restoration is therefore dependent upon such funding being secured from the Heritage Lottery Fund. Therefore, the pools will remain closed for the foreseeable future.

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

- 4.1 Bidders consulted with ward councillors and local community groups including the Saltdean Community Association and the Saltdean Resident's Association. Consultation was also undertaken with local residents and with the White Rooms Beauty Therapists (existing tenants of the site along with the Saltdean Community Association). Further consultation was undertaken with council planning, libraries and sustainability departments.

- 4.2 Together with the council the preferred bidder will undertake additional consultation with English Heritage and the Heritage Lottery Fund as part of the funding application.

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

### Financial Implications:

- 5.1 A detailed financial evaluation was carried out as part of the selection process. Costed financial implications will be reported through to Policy & Resources Committee at the next stage. As referred to in paragraph 3.9 a key risk to the project is the ability to secure grant funding.

*Finance Officer Consulted: Anne Silley*

*Date: 28/08/13*

### Legal Implications:

- 5.2.1 A robust evaluation process has taken place and both bids are acceptable, provided that certain issues are satisfactorily resolved. In the case of the Saltdean Lido Community Interest Company, as the provisional preferred bidder, the issues can be summarised as reaching agreement on (a) the length of the lease, (b) the appropriate restriction on alienation (timescales and conditions relating to underlettings and assignment of the lease) and (c) ensuring sufficient comfort about the role of Wave Leisure and any subsequent partner of the Saltdean Lido Community Interest Company used to deliver the leisure aspects of the proposals. Some of these issues will be of equal concern to the Heritage Lottery Fund.
- 5.2.2 The intention is to reach agreement with the Saltdean Lido Community Interest Company and Wave on these potential showstoppers, so that the Saltdean Lido Community Interest Company can then be recommended to Policy & Resources Committee as the preferred bidder. In the event of there being no satisfactory outcome to such negotiations, the intention is that there will be negotiations with Freedom Leisure as the reserved bidder, with a view to recommending to Policy & Resources Committee that Freedom be appointed as the preferred bidder.

*Lawyer Consulted:*

*Bob Bruce*

*Date: 28/08/13*

### Equalities Implications:

- 5.3 The council seeks to provide a range of opportunities for residents to participate in sport and community activities across the city and the Lido complex is recognised as an important part of community leisure provision.

### Sustainability Implications:

- 5.4 The focus of the report is to provide the result of the marketing exercise to achieve a long term sustainable future for the operation of the Lido and maintenance of a Grade 2\* Listed building. The evaluation process included a

detailed review of the business case to ensure it was robust enough to secure the long term future of the facility.

The preferred bid proposes a number of improvements to the environmental sustainability of the building including the use of renewable energy, improved insulation and more energy efficient plant.

#### Crime & Disorder Implications:

- 5.5 There are no direct crime and disorder implications arising from this report, but the future provision of sport and leisure opportunities can help to reduce anti-social behaviour.

#### Risk and Opportunity Management Implications:

- 5.6 The marketing exercise was intended to identify potential opportunities for the future operation of the Lido complex, with the management of future risk being incorporated within a lease if the proposed option is approved.

#### Public Health Implications:

- 5.7 Saltdean Lido is a community facility which offers a range of community activities which benefit the health and well-being of local residents.

#### Corporate / Citywide Implications:

- 5.8 Saltdean Lido is an important recreation and community resource for the city. The Lido building is also Grade 2\* Listed and is therefore of architectural importance.

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

- 6.1 The evaluation of the options provided by the marketing exercise are set out in part 2 of the report.

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

- 7.1 To inform members of the current position in the marketing of a lease for the Saltdean Lido Complex.

## **SUPPORTING DOCUMENTATION**

### **Appendices:**

1. Marketing of Lease Evaluation Confidential Report (part 2).

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

1. None

### **Background Documents**

1. Reports to Culture, Recreation and Tourism Cabinet Member Meetings of 6<sup>th</sup> December 2011 and 6<sup>th</sup> March 2012.
2. Report to the Special Policy & Resources Committee on 30<sup>th</sup> May 2012.
3. Report to the Economic Development & Culture Committee on 20<sup>th</sup> September 2012.
4. Report to the Policy & Resources Committee on 24<sup>th</sup> January 2013.



|                          |   |  |                     |
|--------------------------|---|--|---------------------|
| <b>Subject:</b>          | <b>South Portslade Industrial Estate and Aldrington Basin Development Brief</b> |  |                     |
| <b>Date of Meeting:</b>  | <b>19 September 2013</b>  |  |                     |
| <b>Report of:</b>        | <b>Executive Director Environment, Development &amp; Housing</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 The purpose of the report is to present members for final approval a development brief for the South Portslade Industrial Estate and Aldrington Basin at Shoreham Harbour. The Brief has been prepared to give planning guidance to guide investment and interest from developers in these areas in advance of more formal planning documents which are under preparation. The planning brief reflects a realistic approach to regeneration following a re-appraisal of previous larger-scale proposals for the whole of Shoreham Harbour. The draft brief was approved for consultation at a meeting of this Committee in January this year.

The Brief has been subject to several rounds of public consultation as well as a Sustainability Appraisal. A copy of the Development Brief is attached as Appendix 1. A summary of points made and the Council's response is contained in Appendix 2. The full Consultation Statement and Sustainability Appraisal are available in Members' Rooms.

**2. RECOMMENDATIONS:**

- 2.1 That the Economic Development & Culture Committee notes the summary of the Consultation Statement and approves the "South Portslade Industrial Estate and Aldrington Basin Development Brief" as a material planning consideration in the assessment of development proposals and planning applications.

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

- 3.1 Brighton & Hove City Council (BHCC) and Adur District Council (ADC) are currently updating their respective planning policy frameworks. The key documents in this regard are the Brighton & Hove City Plan and the Adur Local Plan. These documents will set the overall planning policy direction for the Shoreham Harbour area. The City Council is working with Adur and Worthing Councils amongst others on a City Deal bid. Shoreham Harbour will form an important component of this bid.
- 3.2 BHCC and ADC are currently working in partnership to prepare a Joint Area Action Plan (JAAP) for Shoreham Harbour. The JAAP will define more detailed planning policy guidance and allocations for key sites.
- 3.3 Three areas within the broad Shoreham Harbour area have been identified as having immediate potential for change and are attracting interest from developers: South Portslade Industrial Estate and Aldrington Basin in Brighton & Hove along with the Western Harbour Arm in Adur District. Separate Development Briefs have been produced for the South Portslade Industrial Estate and Aldrington Basin (along with one for the Western Harbour Arm which has been approved by ADC).
- 3.4 The Development Brief has the following purpose:
  - To manage and facilitate change;
  - To define land use and design guidance;
  - To identify parameters to ensure that development is of the highest quality; and
  - To highlight key interventions and priority projects.
- 3.5 Although the Brief will not have the status of planning policy, the process of undertaking a sustainability appraisal and consultation on emerging options does provide a degree of weight within the planning decisions process. The Development Brief(s) will help to inform the preparation of the Joint Area Action Plan.
- 3.6 A summary of the recommendations in the Development Brief for the South Portslade Industrial Estate and Aldrington Basin are set out below.

#### **Proposals for South Portslade Industrial Estate:**

1. Managed release of carefully selected sites around the periphery for mixed-use redevelopment opportunities
2. Delivery of new residential uses
3. Redefinition of the core employment area boundary
4. New areas of public open space and landscaping
5. Improved connections and streetscape along the Wellington Road A259 corridor

## 6. Supporting existing community assets

### Proposals for Aldrington Basin:

1. Promoting employment-led redevelopment opportunities on priority sites in the basin
2. Limited amount of residential-led redevelopment on the Kingsway level
3. Opportunities for new leisure, visitor, ancillary retail linked to Hove Lagoon
4. Improvements to streetscape along Kingsway A259 corridor
5. Improvements to connections with Hove Lagoon and Hove Seafront
6. Improvements to Basin Road South ('Monarch's Way') cycle route and public right of way
7. Improvements to Port access road.

## 4. COMMUNITY ENGAGEMENT AND CONSULTATION

- 4.1 During the first round of engagement, a design workshop took place at the Adur Civic Centre on 16th August 2012, which was attended by 48 attendees including Members, Officers, and representatives of community and local interest groups. Exhibitions for developers and businesses were also held at the Adur Civic Centre and Hove Town Hall along with direct discussions with a number of interested organisations and people. A period of informal consultation on the emerging proposals took place from 22nd October to 19th November 2012.
- 4.2 All the responses to the consultation on the emerging proposals were taken into account in producing the draft Development Brief(s). On 7 January 2013 a joint presentation was held for Members of the Adur Planning Committee and Brighton & Hove Planning Committee. City Councillors representing affected wards were also invited.
- 4.3 Between January 28 and March 8 2013 the draft Development Brief(s) and its accompanying Sustainability Appraisal were subject to a period of formal public consultation. A second consultation workshop was held on 7 March 2013 at Adur Civic Centre. This was attended by 60 people including officers of the partner authorities, representatives of community and residents' groups, local businesses, landowners and developers.
- 4.4 During the consultation period 51 formal written representations were received. Of these 20 related mostly to the Western Harbour Arm, 25 related to South Portslade Industrial Estate and Aldrington Basin, and 6 related to both areas. Many representations were broadly supportive of the overall aim to regenerate parts of the Shoreham Harbour area. The main themes raised during the consultation included:
  - § *Generally positive support for the overall vision of seeking to improve the A259 corridor, regenerate the harbour environment and activate the waterfront*
  - § *Concern about impacts on existing businesses in the short term and the need for a proactive employment strategy / delivery strategy*

- § *The need to plan for impacts on social infrastructure, in particular schools, and the need for improvements to community facilities*
- § *Impacts on the transport network and the need for a transport and parking strategy to mitigate the impacts of additional traffic on the local highway network*
- § *The need to prevent future conflicts arising between port/industrial uses and new residential uses*
- § *Consideration of appropriate development heights along the A259*
- § *The need to ensure new developments mitigate flood risk and address wider sustainability issues*
- § *The need to ensure that capacity of minerals wharfage is protected at the port*
- § *The need to respond to the marine character and waterfront setting of the area and incorporation of improved facilities for boat users*
- § *The need for improvements to the A259 and to promote cycling and walking.*
- § *The need to maximise opportunities to links to training and skills opportunities*

4.5 A summary of the main points made and the Council's response is contained in Appendix 2.

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

### Financial Implications:

- 5.1 The costs of producing the development brief, including community engagement and consultation is funded by the Shoreham Harbour Growth Point budget, which is held by Adur District Council. The cost of council officer time is met from the existing development planning revenue budget.

*Finance Officer Consulted: Steven Bedford*

*Date: 15/08/13*

### Legal Implications:

- 5.2 Although the Development Brief is not a statutory document and therefore cannot be afforded full statutory weight it will act as guidance in relation to the policies that it is anticipated will eventually emerge in the adopted Joint Area Action Plan (JAAP). The adopted JAAP will have statutory status as a development plan document within the meaning of the Planning and Compulsory Purchase Act 2004 and its secondary legislation and as such will be given full weight in the determination of relevant planning applications.

No adverse human rights implications arise from this report.

Equalities Implications:

- 5.3 None directly arising from this report.

Sustainability Implications:

- 5.4 A sustainability appraisal of the emerging development briefs has been carried out. The main findings are that the wider sustainability objectives of the project need to be addressed and that the sustainability standards in the City Plan need to be applied across the area.

Crime & Disorder Implications:

- 5.5 None arising directly from this report.

Risk and Opportunity Management Implications:

- 5.6 None arising directly from this report.

Public Health Implications:

- 5.7 None arising directly from this report.

Corporate / Citywide Implications:

- 5.8 It is important that planning guidance is given prior to the formal preparation of the Joint Area Action Plan to guide developers and the local community.

## **SUPPORTING DOCUMENTATION**

### **Appendices:**

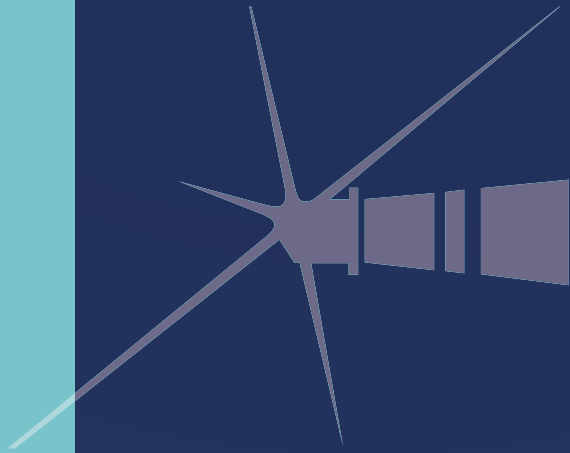
1. South Portslade Industrial Estate and Aldrington Basin Development Brief, September 2013.
2. Consultation Summary

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

1. South Portslade Industrial Estate and Aldrington Basin Consultation Statement and Summary of Amendments – September 2013
2. Shoreham Harbour Development Briefs Sustainability Appraisal

### **Background Documents**

See Appendix B Key References in Development Brief



# SHOREHAM HARBOUR SOUTH PORTSLADE INDUSTRIAL ESTATE AND ALDRINGTON BASIN

## DEVELOPMENT BRIEF FINAL FOR APPROVAL

Allies and Morrison  
Urban Practitioners

August 2013



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# 1 INTRODUCTION







# 1 INTRODUCTION

## 1.1 OVERVIEW

1.1.1 This document is a Development Brief for South Portslade Industrial Estate and Aldrington Basin. Both of these areas fall within the part of the Shoreham Harbour Regeneration area that lies within the City of Brighton & Hove. The remainder of the Shoreham Harbour Regeneration area falls within Adur District in West Sussex. Refer to Figure 2.3 for a map of the boundaries.

1.1.2 This brief is one of a series of planning documents being prepared to underpin the Shoreham Harbour Joint Area Action Plan (JAAP). These documents will together guide future investment and planning decisions throughout the harbour and are being prepared by the Shoreham Harbour Regeneration Partnership, consisting of Brighton & Hove City Council (BHCC), Adur District Council (ADC), West Sussex County Council (WSCC) and Shoreham Port Authority (SPA). The partnership also works closely with key stakeholders including the Homes and Communities Agency (HCA), the Environment Agency (EA) and the Coast to Capital Local Economic Partnership (LEP).

1.1.3 Allies and Morrison Urban Practitioners were commissioned in May 2012 to prepare a Development Brief for South Portslade Industrial Estate and Aldrington Basin. A Development Brief has also been prepared

in parallel for the Western Harbour Arm, at the other end of the harbour in Adur. The purpose of these briefs is:

- To manage and facilitate change
- To define land use and design guidance
- To identify parameters to ensure that development is of the highest quality
- To highlight key interventions and priority projects
- To encourage investment and developer interest in the harbour.

1.1.4 The Development Brief is founded on a desire to develop a viable and deliverable spatial plan that responds to the marine character of the area, that promotes high quality innovative design alongside high levels of sustainability and with careful consideration of environmental issues and infrastructure implications.

1.1.5 The harbour regeneration area was previously earmarked under the Government's Eco-Towns programme and was nominated for testing to become a second wave Eco-Town. This commitment to delivering the highest standards in sustainable development continues to underpin the guidance within this brief.

1.1.6 Both South Portslade Industrial Estate and Aldrington Basin will continue to play a

## 1.2 STATUS OF BRIEF AND RELATIONSHIP WITH JOINT AREA ACTION PLAN (JAAP)

key role in the local economy, generating a range of new employment opportunities and retaining a strong core of existing businesses and port-related functions. Both areas present an opportunity to deliver carefully located new residential dwellings alongside modern employment space to assist in meeting the city's economic needs.

1.2.1 This brief is a planning policy guidance document and is to be read in conjunction with the policies within the Brighton & Hove Submission City Plan (Part One) 2013, other relevant local policy and the National Planning Policy Framework (NPPF) that sit above it.

1.2.2 The brief has been informed by a large body of technical background work, public consultation and engagement and has been subject to Sustainability Appraisal (SA). As such it will be regarded as a significant material consideration and afforded weight accordingly when determining planning applications within the brief area.

1.2.3 This brief will eventually form the part of the harbour-wide JAAP that deals with the South Portslade and Aldrington Basin character areas. The detail of future proposed development for the other parts of the harbour area will also be set out within the JAAP. The JAAP will contain a Vision Statement and Spatial Strategy organised under a series of Strategic Objectives. Distinct character areas will be identified and key area proposals and policies will be developed for each location.

1.2.4 All future planning applications and investment decisions within the harbour area will be assessed against the policies

within both the City/Local Plans and the JAAP. The plan is 'joint' because it will be jointly adopted by ADC and BHCC, and endorsed by WSCC.

1.2.5

A four stage process is underway in preparing the JAAP. The process is currently at Stage 2:

**Stage 1:** Information gathering, baseline analysis and identifying issues. (2008 – 2012).

**Stage 2 (WE ARE HERE):** Consideration of options, shaping the policy direction and developing a spatial framework for the harbour, including detailed Development Briefs for key areas of change (2010-current).

**Stage 3:** Developing a draft of the JAAP document for public consultation, resolving further technical issues that arise as a result of responses received, before submitting the JAAP to the Secretary of State (2013-2014).

**Stage 4:** Independent examination conducted by a Planning Inspector followed by formal adoption (2014-2015).





# 2 CONTEXT



North Basin Quay



Entrance into harbour from Hove



Basin North Road



Basin Road South



Popular cycle route along Basin Road South



Hove Lagoon



Wharf Road from Kingsway



Adjacent seafront character



View west from Aldington Basin



View east towards Western Esplanade

Figure 2.1: Aldington Basin: Images of the site and the surrounding context

## 2 CONTEXT

### 2.1 A VISION FOR SHOREHAM HARBOUR

2.1.1

Shoreham Harbour is an extremely attractive strategic location, benefitting from a natural coastal setting and accessible waterfront environment. The harbour stretches for five kilometres of waterfront; bounded to the north by the A259 south coast road, the West Coastway railway line and the coastal communities of Shoreham-by-Sea, Kingston-by-Sea, Southwick, Fishergate, South Portslade and Hove. The regeneration area occupies a strategic location in the south-east region being well-located for a wide range of economic functions and activities, with Brighton and Shoreham-by-Sea readily accessible by quick road and rail journeys and both Gatwick Airport and London within an hour away.

2.1.2

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 key landmarks including Hove Lagoon, Shoreham Fort and Kingston Beach lighthouse; a number of established residential communities and Shoreham Port as a highly engineered working environment.



Figure 2.2: Regional position



## 2.1.3

The modern day harbour area continues to play an important economic role as a thriving operational port. Shoreham is a 'short sea' port providing tidal access to ships and has a stable traffic base. In 2011 trading throughput exceeded two million tonnes for the first time. A Masterplan (2010) has been prepared for the port that identified approximately 71 hectares of land of which 52 are owned by the Shoreham Port Authority. Of this, 38 hectares are in direct operational port use and 3 hectares are vacant.

## 2.1.4

There is a strong commitment from the local authorities to realise the economic opportunities offered by the harbour area and as such Shoreham Harbour has been identified as a 'broad location' for change in both the Brighton & Hove Submission City Plan (Part One) City Plan and in the neighbouring emerging Adur Local Plan. This brief has been prepared in accordance with the policies set out in both these plans including the Vision Statement as follows:

*"By 2028 Shoreham Harbour will be transformed into 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."*

To deliver this ambitious vision and provide a framework for change, a series of Strategic Objectives have been developed in response to community consultation and the findings of technical work. The Guiding Principles set out in Chapter Five of this brief have been prepared as a direct local level response to these over-arching objectives:

### **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.

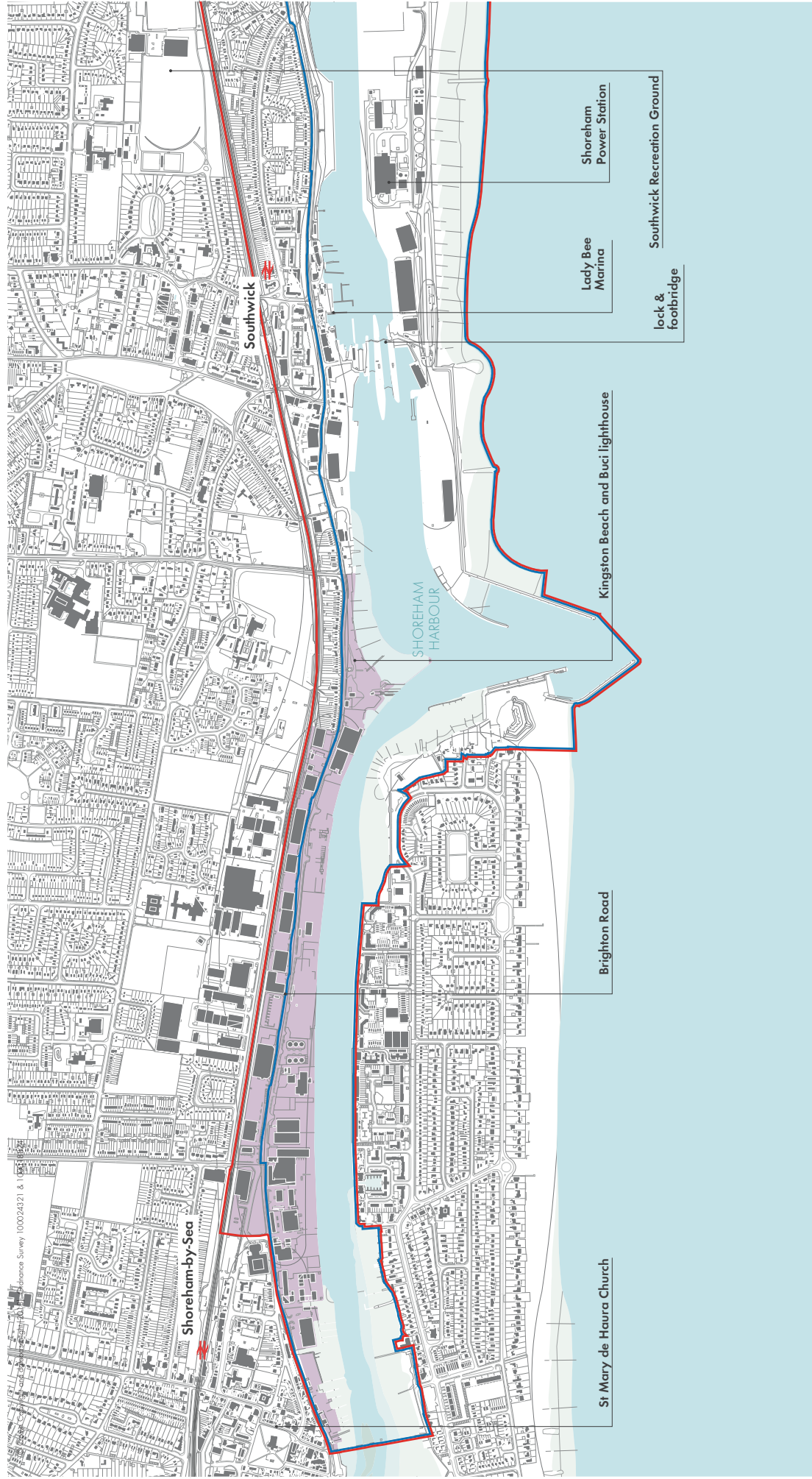


Figure 2.3: Joint Area Action Plan and Development Brief boundaries



## SO2. Shoreham Port: 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.

## 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. Flood Risk and Coastal Processes: 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. Local Environment: 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.



## 2.2 RELATIONSHIP WITH OTHER PLANNING POLICY DOCUMENTS

2.2.1 The following documents are useful in providing further background to plans for the regeneration of Shoreham Harbour and should be consulted and referred to where relevant when preparing planning applications within the brief area.

### Brighton & Hove Submission City Plan (Part One) 2013

2.2.2 Brighton & Hove's Submission City Plan (Part One) 2013 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.

2.2.3 Shoreham Harbour is listed as one of eight development areas in the city which have been identified as locations with sustainable transport links and a significant capacity for new development. Policy DA8 - Shoreham Harbour - identifies the potential for 400 new homes and 7,500sqm of net additional employment floor space within the part of the regeneration area in Brighton & Hove to

be further refined through future local area development briefs and the JAAP.

2.2.4 The DA8 policy sets out the key priorities and proposals for the four harbour character areas located within Brighton & Hove, including South Quayside/Port Operational and North Quayside character areas which focus on protecting and enhancing port operations. Key priorities for the Aldrington Basin character area focus on achieving a balance between retaining the potential for delivering modern employment floorspace, maximising leisure and visitor opportunities as well as sensitively located new residential uses. South Portslade character area is defined as being a strategic employment / mixed-use residential area with a focus on improving access connections and linkages. The importance of responding to flood risk and improving local air quality are also highlighted.

### Waste and Minerals Local Plans

2.2.5 Development proposals in the harbour involving or impacting waste and minerals operations should refer to the East Sussex County Council (ESCC), South Downs National Park Authority (SDNPA) and Brighton & Hove Waste and Minerals Plan (2013) as well as the WSCC Minerals Local Plan (2003) and the WSCC, SDNPA Proposed

Submission Draft Waste Local Plan. WSCC is due to update the Wharves and Railheads Study (2008) which will provide further guidance as to how national and local policies in relation to protection of minerals wharfage capacity will be applied at the harbour.

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

2.2.6 Shoreham Harbour Interim Planning Guidance (IPG, 2011) was adopted by both BHCC and ADC to clarify the current status of regeneration plans for the harbour, to set out the vision and objectives for the regeneration area and to signpost to relevant policy documents in the interim period before the JAAP is adopted. Notably the IPG contains policy guidance for existing industrial uses in the interim period before the JAAP is adopted, for example in relation to temporary consents in locations earmarked for change within the briefs.

### **Shoreham Port Masterplan (2010)**

2.2.7 Shoreham Port Authority has produced a Port Masterplan (2010). Although not a statutory planning policy document, the plan is reflective of the Port Authority's future aspirations. The Masterplan has been subject to consultation and should be taken into account when considering new

developments in the vicinity of Shoreham Port. The Port Masterplan can be viewed at [www.shoreham-port.co.uk/Masterplan](http://www.shoreham-port.co.uk/Masterplan). It is advisable to consult with the Port Authority as part of pre-application discussions related to developments that may impact areas within the Port Authority's jurisdiction.

2.2.8 The Port Authority's strategy for growth is set out in the Port Masterplan and involves consolidating port-related uses within the eastern canal and south quayside. This will have the effect of freeing up sites for redevelopment along the western harbour arm and improving the overall efficiency of port operations and services. The priority for the Port Masterplan is to provide a clear strategy of land use that maximises the availability of port-operational land and the economic use of non-operational land and financial return from it.

### **Shoreham Harbour Transport Study (2013)**

2.2.9 A transport study has been undertaken by Parsons Brinckerhoff to assess the impact of proposed residential and commercial development to inform the preparation of the Adur Local Plan and Shoreham Harbour JAAP. The study identifies key areas of congestion on the highway network for a future year of 2028. A package of mitigation

measures consisting of sustainable transport initiatives and junction improvements are identified in the study.

### **Shoreham Harbour Transport Strategy**

2.2.10 West Sussex County Council is leading on the preparation of a transport strategy to inform planning policies that support regeneration and development at Shoreham Harbour including the area within Brighton & Hove. The strategy will contain a set of integrated measures that will guide the provision of transport infrastructure in the area for the next 15 years. Consultation on a preferred transport strategy will be undertaken as part of the JAAP consultation.

which will set out preferred options for managing flood risk and coastal erosion along this stretch of coastline.

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

2.2.12 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. The guide, along with other key design-related studies, including the Brighton & Hove Legibility Study, will be used to inform an emerging Urban Design Framework for the City.

### **Shoreham Harbour Flood Risk Technical Guide**

2.2.11 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 parameters and requirements of developers in relation to mitigating flood risk. This guide will inform the Brighton Marina to River Adur Coastal Strategy study, currently being prepared by the Environment Agency,





Figure 2.4: Consultation events

## 2.3 CONSULTATION

2.3.1 This brief has been prepared in accordance with both councils' Statements of Community Involvement and has been informed by a comprehensive programme of consultation and engagement including:

### Informal engagement (on-going)

2.3.2 Dialogue with local residents, community groups, landowners and businesses, conducted by Shoreham Harbour Regeneration Partnership officers.

### First Stakeholder design workshop (August 2012)

2.3.3 Allies and Morrison Urban Practitioners facilitated a design workshop at Adur Civic Centre attended by 48 people including residents, members and officers of the partner authorities and other stakeholders. The workshop explored initial proposals for the Western Harbour Arm, Aldrington Basin and South Portslade Industrial Estate.

### Drop-in emerging proposals exhibition (August 2012)

2.3.4 Landowners, businesses and developers were invited to attend a staffed exhibition held over four days at Hove Town Hall and Adur Civic Centre. Discussions focused on the context for the development briefs and current aspirations for existing sites and businesses.

### Informal consultation on Background and Emerging Proposals Report (October to November 2012)

2.3.5 Interested parties including landowners, businesses, statutory consultees and local stakeholders were invited to comment on a report outlining emerging proposals. Stakeholders were invited to submit written representations which were used to refine indicative proposals.

### Formal public consultation on Draft Development Brief (January to March 2013)

2.3.6 The Draft Development Brief and its accompanying Sustainability Appraisal were subject to a six week period of formal consultation. During the consultation period the documents were available from council officers, community centres and public libraries in Shoreham-by-Sea, Southwick, Portslade and Hove and at Nautilus House, the headquarters of Shoreham Port Authority.

### Public exhibitions on Draft Briefs (January-February 2013)

2.3.7 Drop-in public exhibitions were held at Adur Civic Centre, Hove Town Hall, CityCoast Centre, Portslade and Shoreham Farmers'

Market. Officers were available to answer questions and discuss the proposals in more detail. Approximately 300 visitors to the exhibition were recorded.

### **Second Stakeholder design workshop (March 2013)**

2.3.8 A consultation workshop was held on 7 March 2013 at Adur Civic Centre. This was attended by 60 people including officers, representatives of community and residents' groups, local businesses, landowners and developers.

2.3.9 Approximately 50 written representations were received during the consultation period. Around half of these relate to the parts of the harbour in Brighton & Hove. Many representations were broadly supportive of the overall aim to revitalise the area and recognised the need to make provision for new housing and employment space in to the future. All representations and officer responses are provided in a separate Consultation Statement and Summary of Amendments.

2.3.10 Representations received during the consultation period have been taken into account when preparing the final version of the development brief.

## 2.4 SUSTAINABILITY APPRAISAL

|       |   |       |   |
|-------|---|-------|---|
| 2.4.1 | Shoreham Harbour Regeneration Partnership has undertaken a non-statutory Sustainability Appraisal (SA) and Strategic Environmental Assessment (SEA) of the Development Brief. This was considered necessary to ensure that the brief is robust and sound.   | 2.4.5 | The Development Brief has been updated and amended to reflect the representations received during the consultation period. Where appropriate, further appraisal has been carried out to ensure that the sustainability impacts of any changes have been taken into account. The final appraisal of the Development Brief is included in the SA Addendum Report. |
| 2.4.2 | The purpose of the Sustainability Appraisal is to ensure that the principle of sustainable development is incorporated into the plans, policies and proposals in the Development Brief and the JAAP. As such, its role is to challenge the development proposals and seek the highest possible standards in relation to sustainability. | 2.4.6 | Following adoption of the Development Brief, a Sustainability Statement summarising how sustainability considerations have been integrated into the brief, and the proposed measures for monitoring the impacts of the brief.   |
| 2.4.3 | The appraisal was informed by the outcomes of an officer-led panel who reviewed the Background and Emerging Proposals Report in October 2012. Many of the recommendations of the SA panel directly informed the preparation of guidance in the Draft Development Brief.   |       |   |
| 2.4.4 | The Draft Development Brief was subject to further appraisal by officers. The Draft Sustainability Appraisal was subject to public consultation at the same time as the Development Brief between January and March 2013.   |       |   |





# 3 PLANNING CONSIDERATIONS AND OPPORTUNITIES

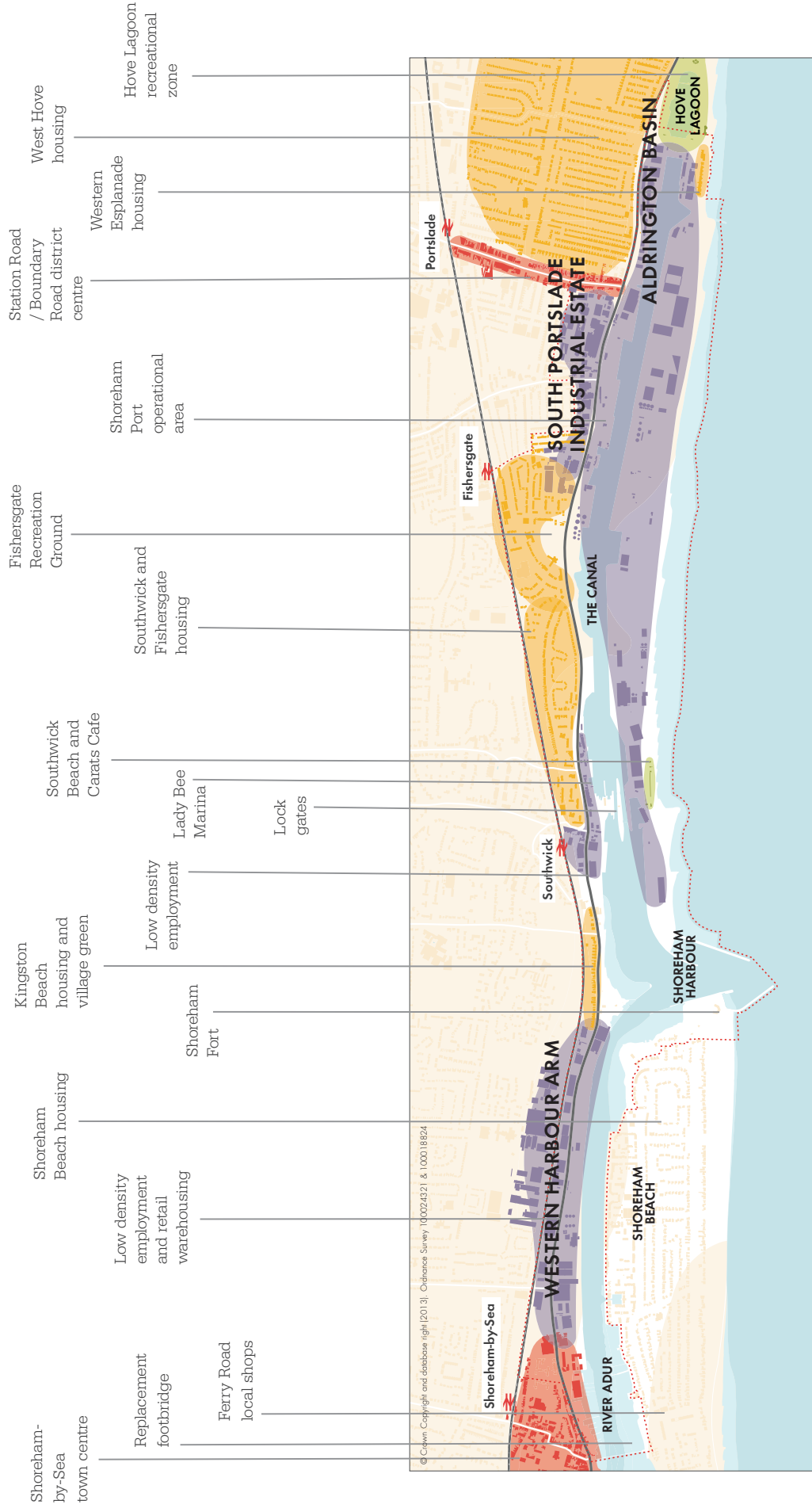


Figure 3.1: Existing key land uses

### 3 PLANNING CONSIDERATIONS AND OPPORTUNITIES

#### 3.1 LAND USE AND CHARACTER

##### **Aldrington Basin**

3.1.1 Aldrington Basin forms the eastern gateway in 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, an attractive leisure facility that helps to support a small number of retail and leisure businesses in its immediate vicinity. The basin marks the end of the West Hove seafront promenade and a transition to the harder, more industrial character of Shoreham Port.

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 watersports 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 port and the wider harbour area.

3.1.2 The Aldrington Basin development brief area currently contains a mixture of mainly employment land uses ranging from office space, retail outlets, a restaurant and a 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 Hove Enterprise Centre, Brighton & Newhaven Fish Sales, Brighton Van Sales and Quayside offices. The remaining sites are in private ownership.

3.1.3 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

##### **South Portslade Industrial Estate**

3.1.4 South Portslade Industrial estate is located on the north-side of the highway further along the A259, where Kingsway becomes Wellington Road, and is home to a diverse mix of mostly industrial premises of varying sizes, styles and quality, nestled within a wider residential neighbourhood. The estate originally emerged as an industrial employment area following the slum clearances of the post-war years. Historically there has been an on-going association between the residential communities of South Portslade and the growth of Shoreham Harbour, with many families living in the estate and working in the harbour. The estate continues to serve an important function in the city's economy offering comparatively affordable industrial and

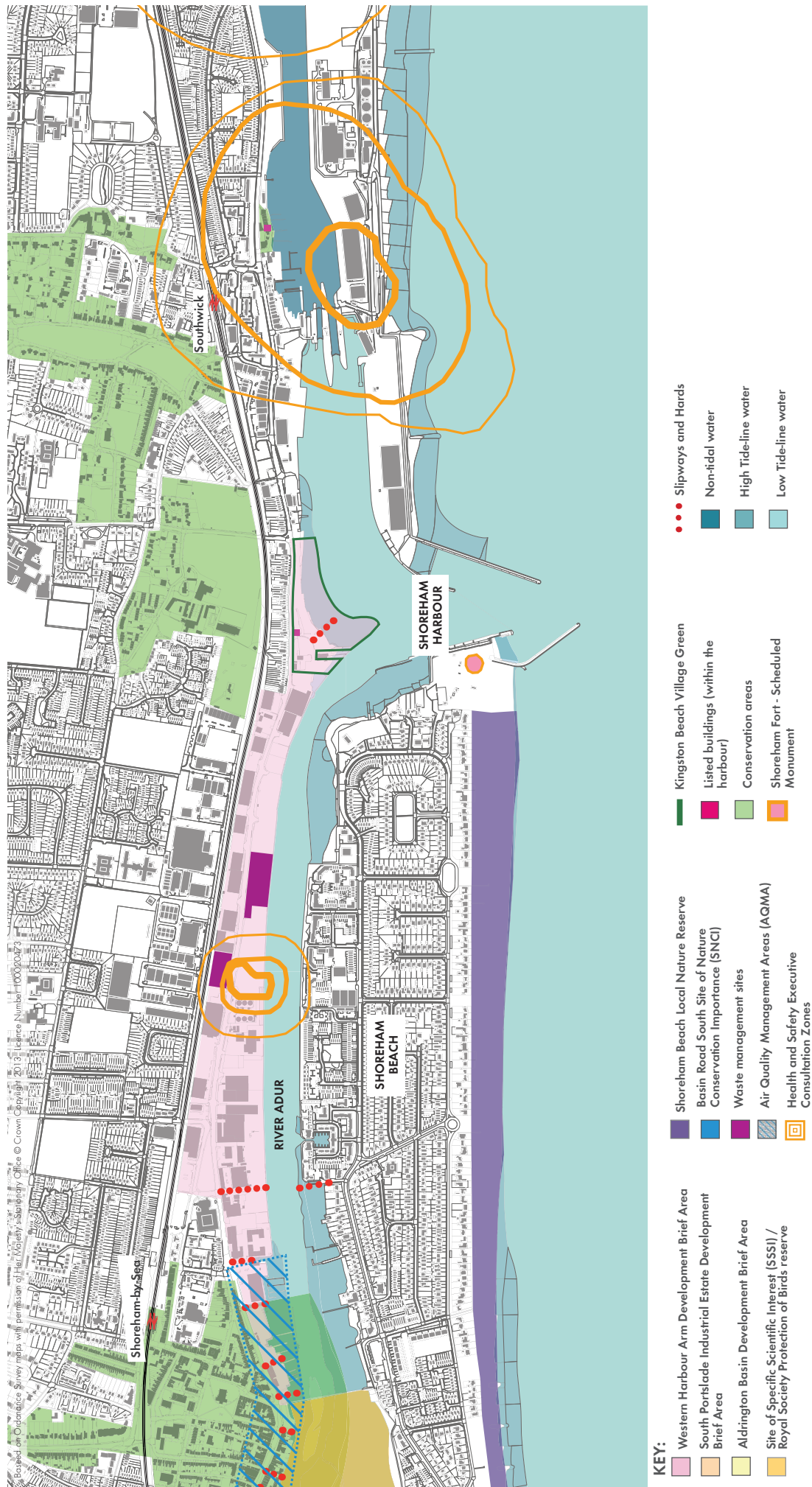
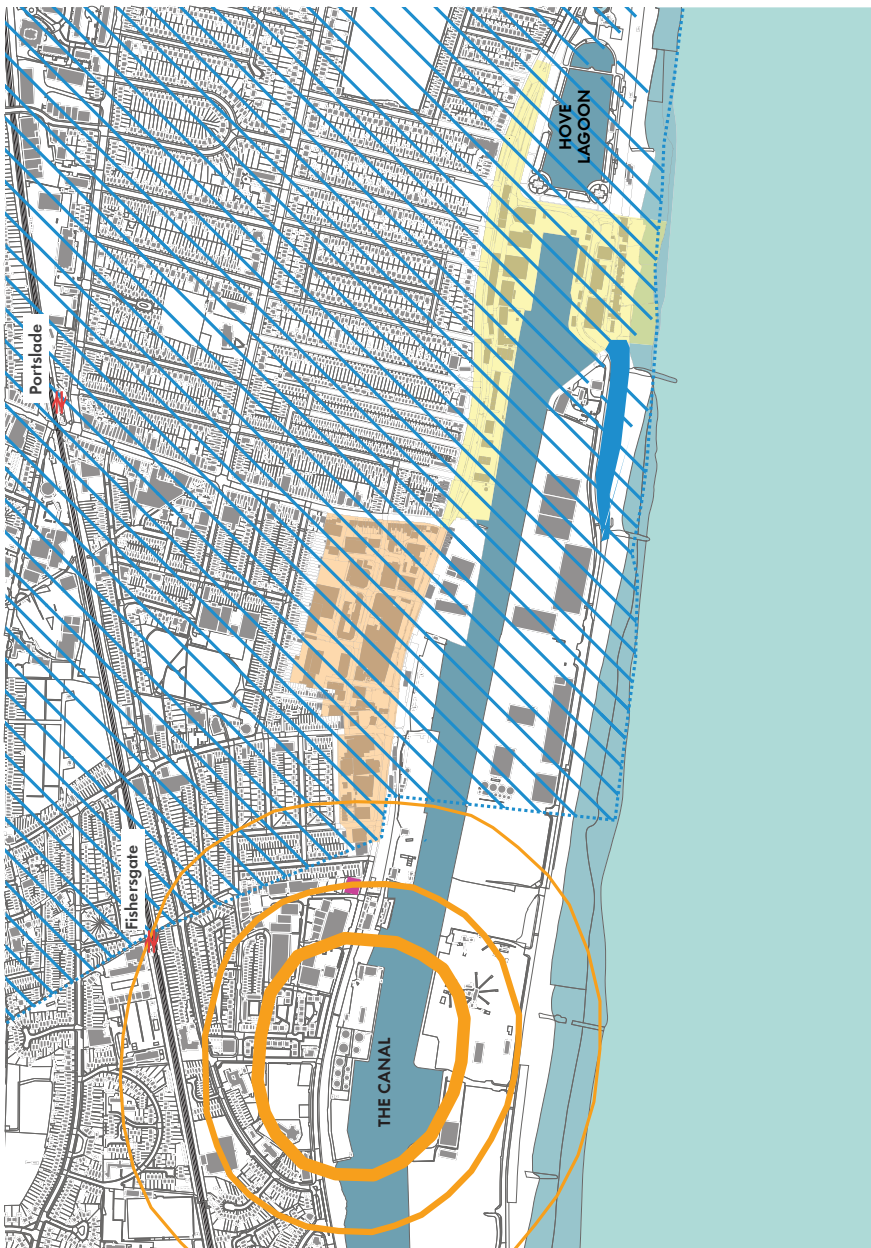


Figure 3.2: Planning Considerations





flexible/workshop premises to small and medium-sized businesses with the benefit of being surrounded by similar uses, reducing the risk of disturbance complaints.

### 3.1.5

The South Portslade development brief area is defined predominantly by employment uses, across a range of different activities including car garages, offices and product fabrication. To the north and west, 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.

### 3.1.6

Land uses on the south-side of the A259 opposite the industrial estate are predominantly port-operational, industrial and aggregate uses including the port-owned Britannia Wharf. 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. The southern edge of the South Portslade Industrial Estate is defined by the stark environment of the A259. This road is a key corridor for vehicle movements including a large number of Heavy Goods Vehicles

(HGVs). 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.

3.1.7

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 into this area; 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 on to the 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.

3.1.8

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 with the existing employment uses to the north and port operational uses to the south.

## 3.2 HISTORIC ASSETS

3.2.1

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 sitting within a network of surrounding residential streets. However, there is evidence of a flaw in the street pattern of the neighbourhood which may have contributed to its subsequent redevelopment. Significantly, several streets running north-south (West Street, Ellen Street and East Street) in South Portslade 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 as housing was cleared and replaced by industrial premises, albeit with the retention of the established pattern of streets. The truncated network of streets reinforced this process of separation, which is clearly evident by the 1970s.

3.2.2

Although largely light industrial in character, the co-existence of residential dwellings and employment uses echoes the historic development of the area. The quality of buildings is extremely varied. Although none of the buildings are of sufficient merit

to warrant statutory designation in their own right, there are predominantly robust, serviceable buildings which contribute to the character of the area.

3.2.3

Since the mid 1800's Aldrington Basin has been predominantly occupied by industrial uses. Over time, a number of physical interventions such as reclamation and the addition of landing stages and wharves, as well as the arrival of residential dwellings at the beginning of the twentieth century at Western Esplanade, have shaped the current character of Aldrington Basin.



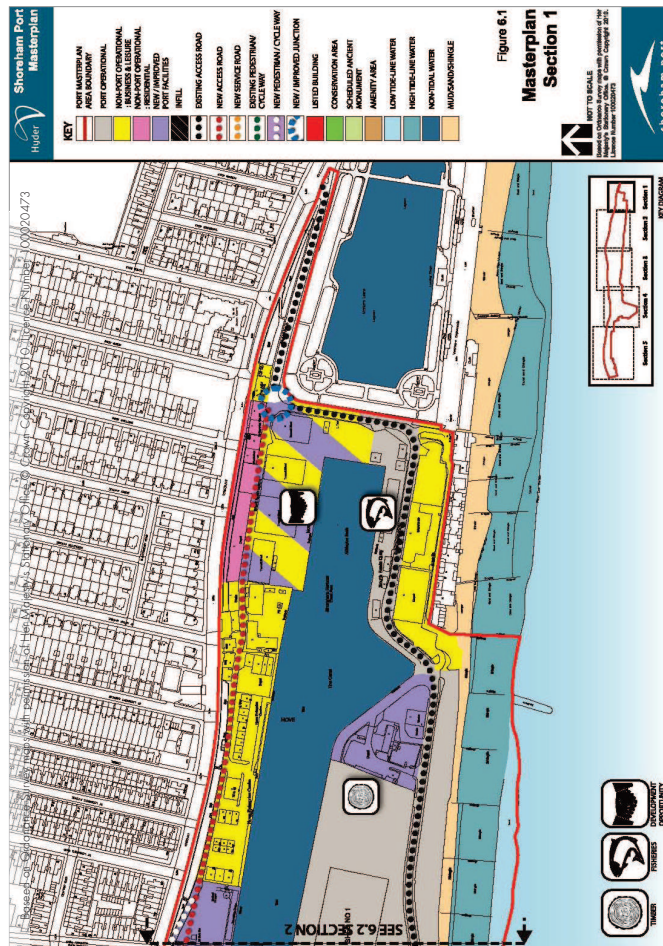


Figure 3.3: Port Masterplan - Aldrington Basin

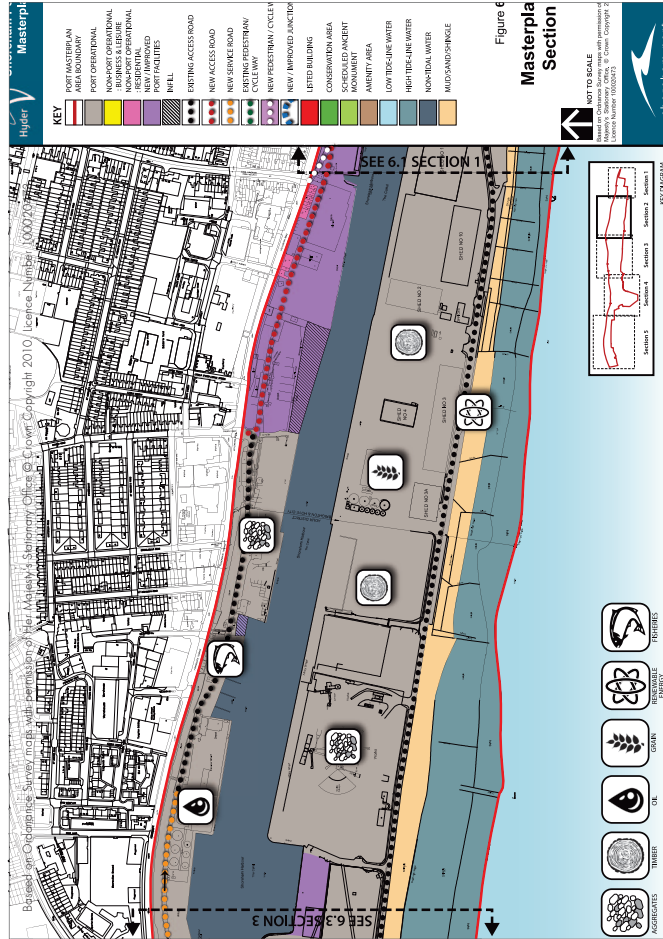


Figure 3.4: Port Masterplan - South Portslade



### 3.3 SHOREHAM PORT OPERATION

3.3.1 A key consideration for both the brief areas is the close proximity to the operational areas of Shoreham Port and associated noise, smells and disturbance. The introduction of new uses, particularly residential, needs to be carefully managed in terms of location, design and mitigation measures to prevent future conflicts arising that may impact the long term viability of port industry.

opportunity for infilling any of the basin to increase waterfront space is limited. Re-modelling of this head may be a longer term opportunity but would require significant investment.

3.3.2 The Port Masterplan (2010) explored operational land requirements and opportunities to enable redevelopment. In addition to clarifying future opportunities and priorities for the core areas of port operation, the Masterplan identified proposals for Aldrington Basin. Proposals for these sites were based on the premise of land intensification and the introduction of a wider mix of uses including residential. Since this time Shoreham Port Authority has resolved that the introduction of residential uses into Aldrington Basin should be limited away from the immediate quayside to avoid prejudicing port operation and adjacent employment uses.

3.3.3 A key consideration for any development proposals 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

### 3.4 ACCESS, TRANSPORT AND HIGHWAYS

3.4.1

The area is dominated by the A259 which is a busy vehicular route and a key connection for industrial and local traffic. The Development Briefs should be read in conjunction with the emerging Shoreham Harbour Transport Strategy under preparation by West Sussex County Council as a joint strategy with involvement from BHCC officers and members. The following list summarises the key considerations:

#### Highways:

- High degree of local congestion on routes to and from the A27.
- The need to consider air pollution issues through the ongoing implementation of Air Quality Action Plans (AQAPs) in the study area.
- Potential priorities include improvements to North Street, creating two principal access junctions at either end of North Street (Church Road and Boundary Road) and improving Wharf Road/A259 junction for all users.
- Discussion is ongoing in relation to the merits of reducing the number of HGVs using the A259. As proposed in the Port Masterplan, this could potentially be assisted through a new two-way road on the north side of the canal from the existing Wharf Road/Basin Road junction linking to the A259 / Church Road junction.

#### Parking:

- Careful strategies are required in relation to car parking which may include revised parking standards to ensure a more realistic provision of spaces and measures such as Controlled Parking Zones and Car Clubs. Key issues for the area relate to the availability of parking spaces, particularly in relation to the potential future requirements associated with growth targets in the Development Brief.

#### Bus services and railway access:

- Although the A259 benefits from regular bus services, there are issues with reliability exacerbated by local congestion in the local highway network. In addition the interchange facilities at the local railway stations for passengers travelling by bus, bicycle or on foot are poor.

#### Walking and cycling:

- The A259 is an unattractive environment for walking and cycling due to the presence of HGVs, inadequate crossing points across the road and poor public realm and pavement conditions.

### 3.5 PROPERTY MARKET ANALYSIS

3.5.1 The Background and Emerging Proposals report (Allies Morrison Urban Practitioners, 2012) provides an overview of the national property market trends and a focus on local characteristics. The commentary focuses on the employment and residential markets given that the majority of change envisaged is planned on land comprising existing employment uses. It is clear from the considerable amount of background work already undertaken that residential use is likely to be a key value driver.

3.5.2 Market research and conversations with agents and developers indicate that the residential market continues to perform well, with steady levels of demand across all housing typologies but agents report that apartments are extremely price sensitive in recent years. Looking forward, agents are optimistic about the short to medium term prospects for continued residential growth particularly as the wider UK economy starts to recover. Agents indicate that the main barrier to growth is the lack of essential infrastructure, which needs investment to support and facilitate larger developments.

3.5.3 Commercial property market analysis has informed the preparation of the brief. Indicative proposals and guidance have been prepared iteratively with reference to a process of high level viability testing.

3.5.4 Analysis indicates that Shoreham Harbour is not currently a recognised office location but has a much more developed industrial market. There are significant concentrations of employment uses throughout the area, with a particular concentration around the harbour as well as standalone estates such as South Portslade and on the outskirts of Shoreham-by-Sea. The quality of the accommodation varies significantly and much of the industrial stock is dated. However, vacancy levels are relatively low.

3.5.5 Analysis supports the managed release of some employment sites for a residential mix of uses including commercial activities which will create employment opportunities.

3.5.6 Potential office 'overspill' from surrounding areas and a proactive public sector approach to supporting provision of new, modern, fit-for-purpose employment accommodation could make the brief area an attractive location for emerging digital media and other environmental technology businesses.

### 3.6 SITE TOPOGRAPHY AND FLOODING

3.6.1 The coastline provides a flooding risk to much of the area due to the low lying topography. South Portslade is generally located on higher ground which negates the risk of coastal flooding to a large extent.

#### Aldrington Basin

3.6.2 Due to its elevated position, sites along the A259 Kingsway are not at a significant risk of flooding.

3.6.3 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 Development Brief 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.

3.6.4 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.

#### South Portslade Industrial Estate

3.6.5 South Portslade Industrial Estate is situated outside of the area at risk of tidal and fluvial flooding despite projected increases in flood severity associated with climate change.

3.6.6 The Brighton & Hove Strategic Flood Risk Assessment (SFRA, 2012) shows that some parts of the Development Brief area are 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.

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

### 3.7 OTHER TECHNICAL CONSTRAINTS

#### 3.7.1

South Portslade Industrial Estate and Aldrington Basin are subject to several statutory planning designations which constrain development potential including:

- Basin Road South Site of Nature Conservation Importance (SNCI)
- Air Quality Management Area (AQMA). This is currently under review by BHCC. A new smaller AQMA and AOAP is expected to be designated during 2013. This will still include Kingsway and Wellington Road (A259), Church Road and Boundary Road/Station Road.

#### 3.7.2

Furthermore 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.



# 4 AREA PROPOSALS AND PRIORITIES





## 4 AREA PROPOSALS AND PRIORITIES

4.1.1 Figures 4.2 and 4.5 provide an illustration of the proposals promoted by this brief outlined in detail below.

4.1.2 The brief proposals are not intended to be prescriptive and should not be treated as such. They should be read in conjunction with the Guiding Principles set out in Chapter 5 which provide clear targets and criteria for consideration in relation to development proposals as well as and the policies within the City Plan, the National Planning Policy Framework and other relevant planning guidance.

redundant from their existing use, where their location makes them peripheral to the employment area core or where a mixed use redevelopment scheme would provide wider renewal benefits.

4.1.5 Locations where redevelopment opportunities are promoted are as follows (from east to west). Refer to Guiding Principles SPAB13-15 for associated requirements:

- Sites bounded by Camden Street, North Street and Wellington Road (refer to plot references 1.1, 1.2 on Figure 4.2):
  - 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 (site D) 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 Day Options Service could 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.

### 4.1 Proposals for South Portslade Industrial Estate

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

4.1.3 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.

4.1.4 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 (as shown on Figure 4.2). These sites have been selected either where they are vacant and



Figure 4.1: Illustrative framework for South Portsade Industrial Estate



Figure 4.2 Land use plan for South Portslade Industrial Estate

- The existing Kwik-fit store (plot reference 2.1) on Boundary Road / Station Road could be redeveloped to 'repair' the retail frontage as well as providing residential and / or new employment uses. 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.

- Sites bounded by Middle Street, North Street, Camden Street and Wellington Road (refer to plot references 3.1 and C):

- It is recommended that 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.

- 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):

- 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.

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

- 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.

## 2. Delivery of new residential uses in a range of typologies

The Brighton & Hove Submission City Plan (Part One) sets a broad target of 400 new residential units during the plan period in that part of Shoreham Harbour within

4.1.6

Brighton & Hove to assist in addressing the city-wide requirement for housing. New residential developments will also help contribute to the creation of a softer edge to the fringes of the port operational and employment areas and could help to deliver public realm and infrastructure improvements through associated contributions.

4.1.7 Locations recommended for residential-led schemes are shown on Figure 4.3. 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. Refer to Guiding Principles SPAB 27-29.

### 3. Redefining the core employment area boundary

4.1.8 As shown on Figure 4.3 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).

4.1.9 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.

### 4. New areas of public open space and landscaping

4.1.10 The illustrative framework plan proposes new areas of local green space and landscaped areas as part of new development proposals. BHCC will work with developers to explore the role, function and more detailed design of 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 and allotments / community gardens. Refer to SPAB30.

### 5. Improving connections and streetscape along Wellington Road A259 corridor

4.1.11 Opportunities exist to enhance accessibility and connectivity 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.

4.1.1.12 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. The local authorities are currently exploring an arts-led approach to enhancing the landscaping along this frontage.

4.1.1.13 Linkages to existing recreation and open space assets such as Hove Lagoon, West Hove and Portslade/ Southwick Beaches will also be encouraged.

## 6. Supporting existing community assets

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





Figure 4.3: Illustrative framework for Aldrington Basin



## 4.2 Proposals for Aldrington Basin

4.2.1

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. As shown on Figure 4.5 key proposals include:

- Sites on the south-side of Basin Road North (refer to plot references 3.1, 4.1.5.1):
  - 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 (subject to suitable mineral wharf capacity being identified at the Port to replace Ferry Wharf).
  - 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.

### 1. Employment-led redevelopment opportunities

4.2.2

It is recommended that employment uses remain the predominant type of land use at Aldrington Basin. Sites promoted for employment-led redevelopment opportunities are as follows:

- Sites bounded by Basin Road North and Basin Road South, opposite Hove Lagoon (refer to plot references 2.1, 2.2):
  - 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. Residential-led redevelopment opportunities

4.2.3

- New residential development will only be considered acceptable along the northern edge of the basin above the Kingsway level subject to the Guiding Principles on design and form set out in Chapter 5:
- Sites on the north-side of Basin Road North (Refer to plot references 1.3, 1.2, 1.1):
  - It is proposed that the plots extending from the site immediately adjacent to the Blue Lagoon Bar to the east, to Ocean



Figure 4.4 Public Realm and connections Plan



Figure 4.5 Land use plan for Aldington Basin

Sports Board Riders to the west, could be redeveloped for employment uses at the Basin Road North level with mixed-employment / residential apartments rising above the Kingsway level.

### 3. Opportunities for new leisure, visitor, ancillary retail linked to Hove Lagoon

4.2.4 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.

4.2.5 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.

### 4. Improving streetscape along Kingsway A259 corridor

4.2.6 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.

### 5. Improving connections with Hove Lagoon and Hove Seafront

4.2.7 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.

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

4.2.8 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.

4.2.9

Parallel to the cycle route there is a Public Right Of Way (Route 9So) 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.

## 7. Improved Port access road

4.2.10

Although the main vehicular access route into the basin from the A259 currently works relatively well, it creates a tight turning circle for commercial vehicles and the junction configurations have 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.



# 5 GUIDING PRINCIPLES





5 GUIDING PRINCIPLES

5.1.1 The following summarises the Guiding Principles that should apply to new development proposals in the brief area structured around the over-arching harbour-wide strategic objectives.

5.1 SO1. SUSTAINABLE DEVELOPMENT: TO PROMOTE SUSTAINABLE DEVELOPMENT

SPAB1: Sustainability checklist

5.1.2 A completed Sustainability Checklist is a validation requirement for all planning applications in Brighton & Hove. The topic areas covered in the Sustainability Checklist are:

- CO2 Emissions
- Materials
- Passive Design
- Greening
- Water
- Building standards
- LZC Technologies
- Flood risk
- Food growing
- Open Space
- Public Realm
- Biodiversity
- Public transport
- Pedestrians
- Other users
- Parking

- Waste
- Business
- Employment.

5.1.3 In general schemes should demonstrate compliance with the relevant planning policy standards. A detailed justification must be provided for any aspect of the proposed development which does not meet policy requirements.

SPAB2: Building standards

5.1.4 In line with Submission City Plan Policy CP8 (Sustainable Buildings), proposals will be expected to establish an exemplary approach to sustainability. This includes the procurement and use of sustainably and ethically sourced materials. As such, all new residential development must achieve the following minimum standards, or agreed equivalent:

| NEW BUILD                              | 2013-2016 |                  | Post 2016   | Post 2019 |
|--|-----------|------------------|-------------|-----------|
|  | Non-major | Major Greenfield | All         | All       |
| Residential Code for Sustainable Homes | Level 4   | Level 5          | Level 6     |           |
| Non-residential BREEAM                 | Very Good | Excellent        | Outstanding |           |
| CONVERSIONS                            | All       |                  |             |           |
| Residential BREEAM                     | Very Good |                  |             |           |

5.1.5 Developers will be expected to provide certification evidence of the levels for both the Code for Sustainable Homes and BREEAM at the design stage and following construction of the development.

### SPAB3: Energy

5.1.6 All development proposals must be accompanied by an energy assessment. This must include information on the predicted energy demand and CO2 emissions for the site. The assessment must outline how proposals will reduce energy use through the hierarchy of:

1. Demand reduction
2. Efficient energy supply
3. Renewable energy provision.

5.1.7 All new development must aspire to achieving zero-carbon status. This will include the use of passive design measures. Passive design includes, but is not limited to the following considerations:

5.1.8 Orientation and layout:

- Single aspect, north-facing flats must be avoided.
- Habitable rooms, such as living rooms, should be placed on the southern side of the building.

- Non-habitable rooms, such as kitchens and bathrooms, should be placed on the northern side of the building.

5.1.9 Glazing and sunlight:

- All rooms should have natural light.
- The majority of windows should be south facing or within + / - 30° of south facing.

5.1.10 Thermal mass:

- Appropriately located exposed thermal mass should be incorporated into the development.

5.1.11 External shading:

- Developments should include appropriate external shading on the southerly, easterly and westerly faces of the building.

5.1.12 Ventilation:

- Developments should include appropriate ventilation measures.

5.1.13 Development proposals must have good thermal performance and air tightness to prevent heat loss. Energy efficient fittings and appliances must be installed. Low and zero-carbon energy technologies and

networks should be incorporated. These 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
- Biodiesel
- Biodiesel CHP
- Biomass CHP
- Efficient gas boiler
- Gas Micro CHP
- Solar photovoltaic panels
- Wind turbines

5.1.14

BHCC is currently preparing a new Energy Study which is due to be adopted in 2013. In line with the recommendations of this study, proposals should consider the potential for district heat networks in the Shoreham Harbour area. Consideration should be given to the feasibility of the following:

- District heat and power systems
- Retrofitting supply to existing buildings
- Setting up Energy Service Companies (ESCOs) to supply heat and power to sections of the development brief area.

## SPAB4: Water

5.1.15

Development should seek to achieve water neutrality. This will include meeting high water efficiency standards and incorporating facilities to recycle, harvest and conserve water resources. All new development will also be expected to incorporate appropriate Sustainable Drainage Systems (SuDS) and demonstrate how surface water run-off will be minimised. In particular, proposals will be expected to meet the standards and criteria relating to water efficiency as established in the Code for Sustainable Homes or BREEAM set out in SPAB2: Building Standards.

5.1.16

Proposals should make reference to the Water Framework Directive (WFD) requirements and classifications. Proposals should ensure compliance with the WFD, demonstrating no further ecological deterioration in associated water bodies. All schemes should also incorporate opportunities to deliver further WFD objectives. Pollution prevention techniques are incorporated to ensure only clean surface water is discharged into the River Adur.

5.1.17

Development must connect to the sewerage system at the nearest point of adequate capacity. Development should also seek to provide ecological enhancements through

the use of SuDS, including wetland habitat features, which help store and clean surface water, whilst also delivering biodiversity benefits and providing amenity and landscape features.

### **SPAB5: Air quality**

5.1.1.18 Draft City Plan Policy CP8 (Sustainable buildings) of the Brighton & Hove Submission City Plan (Part One) 2013, requires proposals to demonstrate how they will reduce air pollution. Air quality impacts should be considered at an early stage of the design process to avoid any significant adverse impacts on health and quality of life. Development should avoid any further deterioration of current air quality. Development should aim to improve air quality and reduce air pollutants in the area. These are mostly related to diesel traffic, with a much smaller influence from petrol, fixed combustion sources, domestic and commercial heating.

5.1.1.19 Applicants for proposed development should consult the BHCC Air Quality Officer to determine whether an Air Quality Assessment and/or Emissions Mitigation Assessment are required. Proposals will be required to take account of the cumulative effects on air quality in built-up areas. In particular, development should not further

enclose busy and confined roads leading to the creation of more complete street canyons.

5.1.20 Proposals will be required to demonstrate that appropriate mitigation measures are introduced to ensure that new residents are not exposed to traffic pollutants associated with existing industrial uses in both the short and long-term. Measures may include intelligent landscaping, green planting and setting back residential development from main road carriageways.

5.1.21 Air Quality Action Plans will continue to play a key role in helping to manage issues of localised air pollution. BHCC is in the process of revising the boundaries to the existing AQMA and preparing a new AOAP. The council will consider further extension or declaration of new AQMAs in the future if necessary. 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 AOAP objectives, such as sustainable transport improvements.

### **SPAB6: Noise**

5.1.22 Noise implications should be considered at an early stage of the design process to avoid any significant adverse impacts on health and quality of life. 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.

5.1.23

The Planning Noise Advice Document: Sussex (2013) will be used to determine whether a Noise Report is required. Applicants will be expected to demonstrate how noise impacts affecting new residential developments (including noise from existing development) will be minimised and mitigated to prevent future neighbour conflicts arising. Noise Reports should consider the cumulative impact and the nature of impacts over the short and long-term.

5.1.24

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. 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 or yachting activities.

## SPAB7: Contamination

5.1.25

Draft City Plan Policy CP8 (Sustainable buildings) of the Brighton & Hove Submission City Plan (Part One) 2013 requires development proposals to demonstrate how they will reduce pollution. The nature of current and historic industrial activities in 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). Any proposed development 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).

5.1.26

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. Risk assessments must be carried out by a suitably qualified, independent professional and submitted to the council for approval.

### **SPAB8: Waste and recycling**

5.1.27 All development will be required to incorporate appropriate facilities that enable and encourage high rates of recycling and reuse of waste and materials.

5.1.28 All new development will be required to demonstrate that waste is minimised both during the construction phase and the lifetime of the building. All development proposals will be accompanied by a Site Waste Management Plan.

### **SPAB9: Infrastructure and utilities**

5.1.29 In accordance with Submission City Plan Policy CP7 (Infrastructure and Developer Contributions), development will be required to provide or contribute to the provision of infrastructure made necessary by the development. This includes infrastructure related to the provision of utilities, such as water distribution and sewerage.

5.1.30 Infrastructure must be provided at the appropriate time, prior to any part of the development becoming operational or being occupied. Infrastructure needs will be identified in the Infrastructure Delivery Plan.

## 5.2 SO2: SHOREHAM PORT: TO SUPPORT A GROWING THRIVING PORT

### SPAB10: Proximity of new development to Shoreham Port operations

5.2.1 By their nature the majority of the port's operational activities are unsuitable to be in close proximity to housing due to noise, smell, visual impact and transport 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. For example, new developments in the vicinity of Basin Road North should accommodate improvements to the road and junction and should not prejudice the extension of the road to a junction with Church Road.

5.2.2 Proposals in the vicinity of port operational zones should give careful consideration to implications for public access of the waterfront both for health and safety reasons and for the security of moorings and storage areas. Security and safety implications should be considered at the design stage from the outset and discussed with the Port Authority at an early opportunity where appropriate.

### SPAB11: Management of wharves

5.2.3 Policy 8 of the East Sussex and Brighton & Hove Minerals Local Plan (1999) currently safeguards existing facilities for receiving and processing sea-borne imported aggregates at the port of Shoreham. This protection is continued in the updated East Sussex, South Downs and Brighton & Hove Waste and Minerals Plan which was publicly examined in September 2012 and since adopted. This position is reinforced by paragraph 143 of the National Planning Policy Framework that states that local planning authorities should safeguard existing planned and potential wharfrage for bulk transport of minerals, secondary materials and marine-dredged aggregates.

5.2.4 Wharves at Shoreham Harbour currently make a significant contribution to meeting the need for aggregate imports into Brighton & Hove and East Sussex and neighbouring authorities. The policy position in the updated Waste and Minerals Plan (Policy WMP14) does allow for some redevelopment of protected 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. BHCC is committed to working with ADC, Shoreham Port Authority, and East Sussex and West

Sussex County Councils to explore this issue further through the JAAP process.

5.2.5 In the short term 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.



### 5.3 SO3. ECONOMY AND EMPLOYMENT: TO STIMULATE THE LOCAL ECONOMY AND PROVIDE NEW JOBS

#### SPAB12: Managed release of sites and protection of core employment capacity

|       |   |  |
|-------|---|--|
| 5.3.1 | <p>South Portslade Industrial Estate and Aldrington Basin will continue to perform a key economic function, in line with Submission City Plan Policy CP3 (Employment Land). The Development Brief encourages a careful approach to the management of employment activities in both brief areas given the proximity to existing employment and port operations.</p>  | for redevelopment and change of use to alternative activities.   |
| 5.3.3 |   | <p>Some intensification of sites is desirable and sites bordering the core will be expected to deliver a significant quantum of modern employment space (likely to be in B1 activity) as part of residential-led redevelopments. Ground floor B1 uses should be considered subject to financial viability testing - however, it is not appropriate to encourage a consistently high density model of employment generating uses at ground floor with residential apartments above.</p> |
| 5.3.4 | <p>At South Portslade, the revised estate boundary recommends a new core employment area within which new residential-led redevelopment proposals are unlikely to be considered appropriate. It may be that at a later stage some of the other blocks fronting Wellington Road may come forward comprehensively including an element of residential use. This would only be considered appropriate if sufficient buffering could be incorporated between the residential elements and existing port operations and industrial employment uses. The entrance to the port at the junction between Church Road and Wellington Road (sites A and B) is currently not considered an appropriate environment for new residential uses due to potential conflicts with port operations. Beyond the revised core boundary, sites have greater flexibility</p> | <p>Other leisure, food and drink, community and ancillary retail uses capable of being compatible with residential may also be integrated.</p>   |
| 5.3.5 |   | <p>A similar approach is taken in Aldrington Basin with the core of the basin protected for employment and port-related uses. Several sites are promoted as priority employment-led redevelopment opportunities, and others for longer term opportunities (as shown on Figure 4.7).</p>  |
| 5.3.6 |   | <p>Where sites are vacant or under-used, proposals for modern employment floorspace will be promoted. The council will seek to ensure that new employment floorspace has a positive relationship with the waterfront</p>   |

both in terms of economic function and in relation to waterfront access.

5.3.7

Sites adjacent to Hove Lagoon will be encouraged to have an ancillary retail or visitor function to make Aldrington Basin more accessible.

### **SPAB13: Re-provision of employment floorspace**

5.3.8

To prevent displacement of employment floorspace and associated jobs BHCC will encourage the re-provision of business requirements either on-site, elsewhere in the Development Brief area or local area.

5.3.9

Proposals may be subject to a review of evidence in relation to employment capacity and demand in accordance with Policy CP3 of the Brighton & Hove Submission City Plan (Part One) 2013.

### **SPAB14: Impact on existing business operations**

5.3.10

The redevelopment proposals for the area are a long term ambition. In the short to medium term (5-10yrs), 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 including the SPA is committed to continuing a process of dialogue to ensure mutually appropriate development scenarios as sites come forward.

5.3.11

In accordance with the Shoreham Harbour Interim Planning Guidance, prior to sites coming forward for redevelopment to alternatives uses, planning permissions for continuation of current employment uses may be granted for temporary periods on a case by case basis.

### **SPAB15: Training and skills**

5.3.12

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 in accordance with Policy SA6 (Sustainable neighbourhoods) of the Brighton & Hove Submission City Plan (Part One) 2013. 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.

### **SPAB16: Improvement of the business environment**

5.3.13 New developments 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 in this brief as being of poor quality.

### **SPAB17: Retail uses**

5.3.14 Small-scale, ancillary retail uses are encouraged where such activity will assist in enlivening key frontages and supporting existing retailing areas. Proposals should be appropriate and complementary in relation to the existing district centre designation on Boundary Road / Station Road. Retail uses are proposed at ground floor at the eastern end of North Street, reflecting the current mix of uses leading from Boundary Road / Station Road and potentially as an integral part of redeveloped sites adjacent to Hove Lagoon.

## 5.4 SO4: HOUSING AND COMMUNITY: TO PROVIDE NEW HOMES TO ADDRESS LOCAL NEEDS

### SPAB18: Affordable housing, housing tenure, size and unit types

<sup>5.4.1</sup> Developers will be encouraged to ensure that proposals deliver a mixed and balanced community through the creation of a suitable mix of unit sizes and tenures. The overall approach to affordable housing and unit sizes should be in accordance with guidance in Policies CP19 and CP20 of the Brighton & Hove Submission City Plan (Part One) 2013. Depending on the exact model of provision, and evidence of need, it may be appropriate to deliver extra care housing in this location.

### SPAB19: Co-location with employment uses

<sup>5.4.2</sup> The location of 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. Innovative solutions to mitigation will be encouraged to ensure that residential-led development proposals are capable of co-existing with current neighbouring uses, as well as the long term scenario envisaged within the Development Brief.

### SPAB20: Contributions to social infrastructure

<sup>5.4.3</sup> In accordance with City Plan Policies SA6 (Sustainable Neighbourhoods) and CP7 (Infrastructure and Developer Contributions) of the Brighton & Hove Submission City Plan (Part One) 2013, new developments will be required to make contributions towards community priorities in accordance with BHCC's planning contributions guidance. Infrastructure contributions (i.e towards surgeries, education and schools, youth facilities, community buildings) will be sought via Section 106 Planning Obligations where they meet the statutory tests and potentially through a future Community Infrastructure Levy (CIL).

<sup>5.4.4</sup> Further assessment of community priorities, acknowledging the cumulative impacts of planned new development throughout the entire harbour area combined with other strategic land allocations in the pipeline, is currently taking place through engagement with key stakeholders and local service providers as part of the JAAP process.

## 5.5 SO5: SUSTAINABLE TRANSPORT: TO IMPROVE CONNECTIONS AND PROMOTE SUSTAINABLE TRANSPORT CHOICES

### SPAB21: Promoting sustainable travel

In line with Policy CP9 (Sustainable transport) of the Brighton & Hove Submission City Plan (Part One) 2013, the council will seek to encourage a sustainable shift in transport patterns, key requirements of development proposals include:

- Major development schemes will be required to submit a Transport Assessment identifying the likely impacts of the additional demand for travel they create (including impact on the AQMA if relevant).

5.5.2

- Transport Assessments should include measures to mitigate the impacts of new development by reducing car use, promoting sustainable travel behaviours and making appropriate contributions towards sustainable transport measures, highway network improvements and public transport infrastructure (in accordance with Policy CP7).
- In accordance with the BHCC Sustainability Checklist, provision of sufficient car parking spaces in line with current car parking standards.
- 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.

- All new proposals will be required to provide appropriate, secure cycle storage facilities and incorporation of initiatives to encourage cycling and walking will be encouraged.
- 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.

### SPAB22: Transport infrastructure contributions

In line with Submission City Plan Policy CP7 (Infrastructure and Developer Contributions), all development will be required to contribute towards providing facilities and infrastructure to encourage sustainable transport behaviours and mitigation measures for additional traffic generated by the development in accordance with the forthcoming Shoreham Harbour Transport Strategy and other relevant guidance. Specific local area measures being promoted include:

- Creating a comprehensive and well integrated network for cyclists, pedestrians and public transport with strong linkages to town and district centres, the harbour waterfront, the coastline, the South Downs and surrounding access routes and neighbourhoods.

- An appropriate programme of traffic calming measures to be applied across South Portslade Industrial Estate and Aldrington Basin.
- A package of highway network improvements to improve capacity, HGV routes and specific junctions to balance priorities for road users and help manage the safe and efficient movement of people and traffic on public and port roads.
- Promoting opportunities to provide enhanced signage and connections with between railway stations and the harbour area.
- Implementing an intensive area-wide behaviour change programme to reduce the dominance of the private car and maximise maximise opportunities to encourage sustainable modes of transport.
- Measures to maintain and improve the reliability and quality of existing bus services along key routes.

## 5.6 SO6: FLOOD RISK AND COASTAL PROCESSES: TO REDUCE THE RISK OF FLOODING AND ADAPT TO CLIMATE CHANGE

### SPAB23: Flood risk and coastal processes

<sup>5,6,1</sup> In line with Submission City Plan Policy CP11 (Managing Flood Risk), BHCC and the Partnership are working closely with the Environment Agency and developers to achieve appropriate flood management solutions across the harbour area. A Flood Risk Management Technical Guide is currently being prepared to provide a user-friendly manual on mitigating flood risk associated with new developments and changes of land use in the harbour.

through the introduction of Sustainable Urban Drainage Systems (SuDS) and water capture / recycling technology as part of new developments.

- 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.

- Proposals should not increase flood risk of any type to other sites or neighbouring land and should make an overall contribution to the reduction in flood risk.

<sup>5,6,2</sup> As outlined in Chapter Three, the Brighton & Hove SFRA (2012) identifies most of the Aldrington Basin brief area, below the Kingsway level, as being in Flood Zone 2 and 3a with some small areas of Flood Zone 3b for tidal flooding.

<sup>5,6,3</sup> South Portslade Industrial Estate is situated outside the areas of the harbour that face the greatest risks of tidal and fluvial flooding. However the risk of surface water flooding remains an important consideration.

<sup>5,6,4</sup> The following principles for development proposals apply to both areas:

- Proposals should demonstrate how the risks of surface water run-off and water pollution have been reduced including

<sup>5,6,5</sup>

In addition, specifically for developments in Aldrington Basin that fall within Flood Zones 2 and 3:

- A site specific Flood Risk Assessment (FRA) will be required to accompany all proposals for new development.
- Development proposals should be designed to be safe for the 1:200yr 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).
- Early engagement with the Environment Agency is recommended

5.6.6 Details of the precise approach required to protect and mitigate new development against the risk of flooding will be dependent on the proposed use of the site and the associated risk. Proposals will be expected to comply with the Shoreham Harbour Flood Risk Management Technical Guide currently being prepared, once this becomes available.



## 5.7 SO7: LOCAL ENVIRONMENT: TO CONSERVE AND ENHANCE THE HARBOUR'S ENVIRONMENTAL ASSETS

### SPAB24: Ecology and biodiversity

<sup>5.7.1</sup> In accordance with Submission City Plan Policy CP10 (Biodiversity), a completed Biodiversity Checklist will be required to accompany all development proposals. This will indicate whether a full Biodiversity Report is required.

<sup>5.7.2</sup> All development will be required 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.

<sup>5.7.3</sup> 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, including trees and 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 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.

<sup>5.7.4</sup> 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.

## 5.8 SO8: RECREATION AND LEISURE: TO ENHANCE AND ACTIVATE THE HARBOUR'S LEISURE AND TOURISM OFFER

### SPAB25: Facilities for boat users

5.8.1 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. Incorporation of new facilities for boat users such as additional moorings are encouraged where appropriate, in discussion with SPA.

5.8.4 Developers of adjacent sites will be encouraged to work in collaborative and innovative ways to incorporate open space into proposals with a flexible and proactive approach to overcoming practical delivery issues such as current ownership boundaries.

5.8.5 Improved linkages to existing open space assets such as Hove Lagoon and Portslade and Southwick Beaches will be encouraged.

### SPAB26: Public open space

5.8.2 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 and, the identified needs of the area and the local standards in Policy CP16 Open Space of the Brighton & Hove Submission City Plan (Part One) 2013.

5.8.6 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.

5.8.3 BHCC 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.

## 5.9 SO9: PLACE MAKING AND DESIGN QUALITY: TO PROMOTE HIGH DESIGN QUALITY AND IMPROVE TOWNSCAPE

5.9.1

The illustrative framework recommends the following development typologies as reflected in Figures 4.2 and 4.5 :

### SPAB27: Development form

#### South Portslade:

- 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 (Refer to SPAB29) overlooking Wellington Road and the port to the south.
- Terraced townhouse dwellings – a limited number of infill opportunities exist to complete predominantly terraced streets such as Brambledean Road through the development of two-three storey houses.
- 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.
- New employment accommodation – where sites east of Middle Street and west of East Street come forward, proposals will be required to deliver new employment B1 office / studio space.
- New development fronting Station Road / Boundary Road - redevelopment of site 2.1 should comprise a two-three-storey building with active commercial / retail

uses at ground floor and residential dwellings above with amenity space to the rear. 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 and SPAB12.

### Aldrington Basin:

- New employment floor space at the basin level - the illustrative framework proposes flexible B1 employment (and other ancillary uses) arranged as two-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-five 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.

### SPAB28: Design of residential areas

In line with Submission City Plan Policy CP12 (Urban Design), all development proposals will be expected to embrace principles of good urban design alongside environmental considerations 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, in accordance with City Plan Policy CP14: Housing Density of the Brighton & Hove Submission City Plan (Part One) 2013.
- Appropriate internal and external space standards which are due to be prepared as part of BHCC City Plan. 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.

- Commitment to Lifetime Homes standards.
- Avoidance of single aspect north facing provision and provision of dual aspect flats wherever possible.
- Innovative solutions for car and cycle parking.
- Delivery of social and community infrastructure requirements (see above).
- Compliance with sustainability standards (see above).
- Integration of flood risk mitigation where appropriate (see above).
- Incorporation of the features and principles of Secured by Design.

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.

### SPAB29: Building heights and townscape considerations

5.9.4

Design review, technical analysis and stakeholder consultation has been undertaken as part of preparing this brief in order to provide broad recommendations for new building heights within the different parts of the brief area. Key planning considerations include the existing setting and context, the need for townscape and street frontage improvements, impacts on neighbouring residential areas, the need to maximise opportunities for housing on previously-developed land and viability.

#### South Portslade Industrial Estate:

- The sites 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:
  - Plot 1.1: Proposals for development at the far eastern boundary of plot 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.

- Plots 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.
- 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.
- Most of the proposed redevelopment sites are surrounded by industrial and commercial uses rather than residential and therefore as the townscape changes over time, comprehensive redevelopment schemes 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.

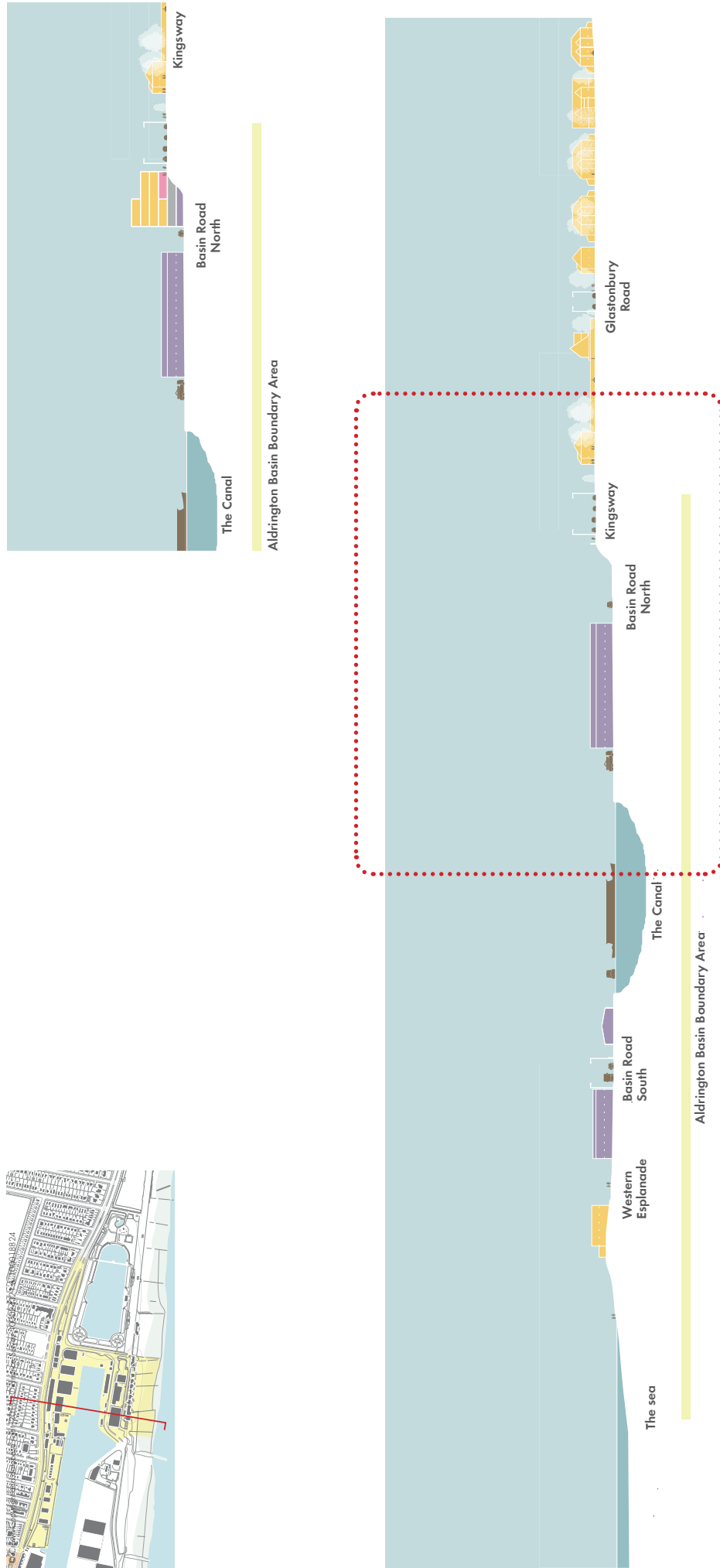


Figure 5.1: Proposed and existing site sections - Aldington Basin

### Aldrington Basin:

- New developments fronting the Kingsway will have a significant impact on the character of the local streetscene and image of the entrance to the Harbour / Port. Building heights of four-five storeys above the Kingsway (six-seven 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.
- 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.
- As set out in SPAB27 (Development Form), new employment and associated ancillary uses down at the Basin Road North / South 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 impacts on 1.3 and 1.1 respectively.

### Further considerations for all areas include:

- To create visual interest, schemes with a variation of height and scale are strongly encouraged.
- All proposals should provide a clear design rationale and justification with detailed reference to the impact and degree of integration within their immediate and wider context established by residential neighbourhoods.
- Careful consideration in relation to the impact of new development on access to daylight and sunlight for both existing and new residents.
- Proposals should seek to enhance townscape around key linkages and junctions, in particular:
  - Boundary Road/Station Road / Wellington Road junction
  - Wellington Road / Basin Road North junction
  - Church Road (B2193) / Wellington Road (A259) junction
- Within the brief area, all applications that fall within the definition of a 'Tall Building' (defined as 6 storeys, 18 metres or more in height) will be required to be accompanied by a Tall Building Statement, as currently set out in the adopted Tall Buildings Supplementary Planning Guidance (SPG 15).



- Proposals should make reference to appropriate BHCC' guidance such as Submission City Plan Policy CP14 (Housing Density), Policy CP12 (Urban Design), SPG 15 (Tall Buildings) and evidence base material such as the Brighton & Hove Urban Characterisation Study (BHCC, 2009).
- Further detail on the boundaries of the tall building areas and guidance on appropriate height ranges will be provided in the emerging Brighton & Hove Urban Design Framework, which is currently being prepared, informed by studies such as this brief. The framework will replace SPG15.



**SPAB30: Public realm**

|       |  |  |
|-------|--|--|
| 5.9.5 | Development proposals should improve the quality, accessibility, security and legibility of public streets and spaces in accordance with Policy CP13 Brighton & Hove Submission City Plan (Part One) 2013, best practice guidance published by the government, the council and other bodies. |  |
| 5.9.6 | The public realm elements of development proposals must be designed in accordance with the Public Space: Public Life Study and BHCC's Public Realm Strategy. These provide useful guidance for developers on how to improve legibility and the design of public spaces.                      | <ul style="list-style-type: none"><li>• Walls and Fences</li><li>• Footpaths</li><li>• Carriageways and Kerbs</li><li>• Tree Surrounds</li><li>• Vegetation.</li></ul>                         |
| 5.9.8 |  | The public realm elements of development proposals should maximise opportunities for natural surveillance.   |
| 5.9.9 |  | Lighting incorporated into developments should provide the minimum required for public safety, be energy efficient, designed to illuminate the target only and avoid light pollution.          |
| 5.9.7 | Shoreham Harbour Streetscape Guide (2012) includes technical specifications for elements including:  | <ul style="list-style-type: none"><li>• Seating</li><li>• Benches</li><li>• Bins</li><li>• Cycle Stands</li><li>• Bollards</li><li>• Signage</li><li>• Lighting</li><li>• Guardrails</li></ul> |





# APPENDIX A

## ABBREVIATIONS

Adur District Council (ADC)  
Air Quality Management Area (AQMA)  
Brighton & Hove City Council (BHCC)  
Development Plan Document (DPD)  
East Sussex County Council (ESCC)  
Joint Area Action Plan (JAAP)  
Health and Safety Executive (HSE)  
Local Nature Reserve (LNR)  
Shoreham Port Authority (SPA)  
Site of Nature Conservation Interest (SNCI)  
Site of Special Scientific Interest (SSSI)  
Strategic Flood Risk Assessment (SFRA)  
West Sussex County Council (WSCC)

# APPENDIX B

## KEY REFERENCES

## **Planning Policy**

- Shoreham Waterside North Interim Planning Guidance (September 2000)
- Shoreham Harbour Interim Planning Guidance (August 2010)
- Brighton & Hove Submission City Plan (Part One) 2013
- Adur Local Plan (Draft, September 2012)

## **Delivery and Viability**

- Shoreham Harbour Assessment of Development Capacity & Viability Stage 1 Report (October 2010)
- Shoreham Harbour Capacity & Viability Study Final Report (March 2011)

## **Economic Development**

- Shoreham Harbour Retail Capacity & Impact Implications Study (August 2009)
- Brighton & Hove Employment Land Study Update Addendum Report (August 2009)
- Brighton & Hove Retail Study Update (September, 2011)
- Brighton & Hove Creative Industries Workspace Study (March 2008)
- Adur Employment Land Review Update (June 2011)

## **Environment**

- Shoreham Harbour Contaminated Land Desk Study Review (March 2009)

## **Flood Risk Management**

- Shoreham Harbour Design and Flood Risk Study (June 2011)
- Adur and Worthing Strategic Flood Risk Assessment (January 2008)
- Adur and Worthing Strategic Flood Risk Assessment Update (January 2012)
- Brighton & Hove Strategic Flood Risk Assessment (January 2012)
- Beachy Head to Selsey Bill Shoreline Management Plan (May 2006)
- River Adur Catchment Flood Management Plan (December

2009)

- Rivers Arun to Adur Flood and Erosion Management Strategy (February 2011)

## **Housing**

- Adur Locally Generated Housing Needs Study (May 2011)
- Brighton & Hove Strategic Housing Land Availability Assessment (Dec 2011)

## **Transport**

- Adur Core Strategy and Shoreham Harbour Transport Study (Mar 2011)
- Transport Assessment for Brighton & Hove Core Strategy (Jul 2009)

## **Shoreham Port**

- Shoreham Port Masterplan (2010)

## **Social Infrastructure**

- Shoreham Harbour Assessment of Open Space and recreation (May 2009)
- Shoreham Harbour Community Infrastructure Study (May 2009)
- Brighton & Hove Open Space Study Update (Nov 2004)

## **Urban Design**

- BRE Review of Daylight and Sunlight Issues (August, 2013)
- Shoreham Harbour Streetscape Guidance (May 2012)
- Shoreham Harbour Urban Design Study (February 2009)
- Adur Character Study (June 2009)
- Shoreham Renaissance Strategy (March 2006)
- Shoreham Conservation Area Appraisal (March 2008)
- Southwick Conservation Area Appraisal (July 2009)
- Brighton & Hove Tall Buildings Study (October 2003)
- Brighton & Hove SPG15 Tall Buildings (2004)
- Urban Characterisation Study – West Hove (2009)
- Urban Characterisation study – Portslade (2009)
- Brighton & Hove Legibility Study (September 2007)
- South Portslade Urban Design Framework (July 2005)





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## Appendix 2: Summary of consultation issues, responses and amendments

| Comments / Issues  | Officer Response   | Amendments to the Brief                   |
|--|--|---|
| <b>General Comments</b>  |  |   |
| Comments generally supporting the proposals.                       | Comments noted.  | No change                                 |
| Concern over financial expenditure on project.                     | The work is being funded by a central Government grant (Growth Points Programme). Jointly agreed governance procedures are in place to ensure funds are spent appropriately, wisely and in accordance with the grant conditions.   | No change                                 |
| Question over the planning policy status of the Development Brief. | The Development Brief is not a Development Plan Document (DPD) or a Supplementary Planning Document (SPD). However it will be afforded weight as a material consideration in planning decisions given the amount of technical background and engagement undertaken. The contents of the brief will be shortly subsumed in to the harbour-wide Joint Area Action Plan (JAAP) where key issues raised through the brief process will be tackled in further detail through the further public consultation processes and technical work to follow during 2014/2015. The JAAP will eventually be subject to public examination and DPD procedures. Please note that the brief has been subject to Sustainability Appraisal and the | Further clarity provided in Introduction. |

| Comments / Issues   | Officer Response  | Amendments to the Brief   |
|---|---|---|
|   | consultation undertaken has exceeded the requirements for an SPD.   |   |
| Concern about the lack of detail in the brief.  | The purpose of the brief is to set out a high level illustrative framework and provide a mechanism for consulting and reaching consensus over key issues. Further detail will be provided through the emerging JAAP process and subsequent smaller area projects and proposals.   | Further clarity on scope provided in Introduction.  |
| <b>Vision and Objectives</b>  |   |   |
| Concern over whether the vision and objectives are realistic in the current economic climate. | The plans for the harbour are long term during which the economy is likely to fluctuate. The plans need to remain flexible.   | No change.  |
| <b>Illustrative Framework</b>   |   |   |
| Concern over the appropriate height of buildings, particularly above the Kingsway level.      | Technical modelling of appropriate building heights was undertaken by the consultant team in preparing the Draft Development brief. Following the consultation period and in response to concerns about overshadowing impacts, the recommendations within the briefs were subsequently independently peer reviewed by the Building Research Establishment Ltd. (BRE). The analysis found that recommendations were appropriate and within the BRE's | Refined text within SPAB27 (Development form) and SPAB29 (Building heights and townscape considerations). |

| Comments / Issues   | Officer Response  | Amendments to the Brief   |
|---|---|---|
|   | <p>guidance parameters. The brief wording is clear that proposals must demonstrate high quality design and incorporate sufficient spaces between buildings to accommodate sufficient light through and maximise opportunities for views.</p> <p>In accordance with National Planning Policy (part 6) and Submission City Plan policies CP14 (Housing Density) and CP12 (Urban Design), given the city's physical constraints there is a need to increase density on existing brownfield land in a sustainable manner. The planning authority is obliged to make full and efficient use of sites in order to deliver much needed housing development including affordable housing.</p> |   |
| Questioning as to whether the number of residential units is an over development of the area. | Comments noted. The brief has provided a balance between the need to maximise opportunities for development on previously developed land with local townscape and setting considerations. Technical assessment has been undertaken to peer review the building heights proposed.  | Refined text within SPAB27 (Development form) and SPAB29 (Building heights and townscape considerations). |
| <b>Port / Security</b>  |   |   |
| Concern that the maritime / port character  | The Overview section highlights the   | Addressed in principles: SPAB10   |

| Comments / Issues   | Officer Response   | Amendments to the Brief   |
|---|--|---|
| of the area should be strengthened through the briefs.  | importance of the marine / port character of the area and states that this has been considered during the preparation of the brief. Strategic Objective 2 is to 'Support a growing, thriving Port. Agree that this should be brought out more strongly in the final document.  | (Proximity of new development to Shoreham Port operations) and new principle SPAB25 (Facilities for boat users).  |
| Concern that safety and security considerations in relation to port uses need to be highlighted.  | Agreed – text amended accordingly.   | Addressed in principle SPAB10 (Proximity of new development to Shoreham Port operations).   |
| <b>Employment</b>   |  |   |
| Concern as to impacts on existing businesses in the short term.                                   | The brief highlights the important role that South Portslade Industrial Estate, Aldrington Basin and the wider Port currently play in the local economy and promotes a carefully managed approach to the redevelopment of sites. The aim of the brief is to promote a balanced approach to land use which will ultimately improve the business environment. However agree that wording around this issue needs to be refined and strengthened. | Refined wording at 4.1, 4.1.9, 4.2.2 and principles SPAB10 (Proximity of new development to Shoreham Port operations), SPAB12 (Managed release of sites and protection of core employment capacity), SPAB 13 (re-provision of employment floorspace). SPAB14 (Impact on existing business operations), SPAB16 (Improvement of the business environment), SPAB19 (Co-location with employment uses). |
| The need to highlight the importance of training and skills and harnessing opportunities locally. | Strategic objective 3 (Economy and Employment) includes equipping local communities with training and skills. Through the JAAP process and subsequent rounds of consultation,  | A new principle has been added, SPAB15 (Training and skills).   |

| Comments / Issues  | Officer Response   | Amendments to the Brief   |
|--|--|---|
|  | officers will continue to work with local service providers and further education providers to identify needs and initiatives to harness benefits. Agree wording around this issue needs to be refined and strengthened.   |   |
| <b>Residential</b>   |  |   |
| Need to provide greater clarity over affordable housing provision. | Comments noted. SPAB2 requires that new residential developments include a range of tenures and sizes. This is also addressed in the emerging Brighton & Hove City Plan.   | Affordable housing is addressed in principle SPAB18 (Affordable housing, tenure, size and unit types).                |
| <b>Transport / Parking</b>   |  |   |
| Need for greater detail in relation to parking provision.          | Principle SPAB2: Residential Uses in the Draft Development Brief requires the inclusion of innovative solutions for car and cycle parking. The plans and illustrations are indicative and do not show detailed parking arrangements. The brief requires development proposals to be accompanied by a Sustainability Checklist. This includes the provision of sufficient car parking spaces in accordance with BHCC parking guidance. Local standards for parking provision will be summarised in the emerging Shoreham Harbour Transport Strategy | Parking is now addressed in principles SPAB21(Promoting Sustainable Travel) and SPAB25 (Design of Residential Areas). |

| Comments / Issues  | Officer Response   | Amendments to the Brief  |
|--|--|--|
|  | which will form part of the JAAP.  |  |
| Need to improve transport infrastructure to accommodate new development. | <p>Principle SPAB17 in the Draft Development Brief includes the requirement for development proposals to contribute towards sustainable transport measures.</p> <p>The Shoreham Harbour Transport Study will inform the consideration of sustainable transport options to adequately mitigate the impact of strategic development. Preliminary results indicate that with appropriate mitigation measures the existing road network will be able to cope with the proposed level of new development.</p> <p>This study will inform the emerging Shoreham Harbour Transport Strategy, currently being prepared by West Sussex County Council. The strategy will contain a set of integrated transport measures that will guide the provision of transport infrastructure in the area for the next 15 years. The Strategy will include improvements to the existing highway network and measures to encourage the use of sustainable modes of transport.</p> | Following completion of Transport Study, further detail addressed in principles SPAB21 (Promoting sustainable travel) and SPAB22 (Transport infrastructure contributions). |
| The need to widen the A259   | Whilst development at Shoreham Harbour will require some investment in the local   | No change.   |



| Comments / Issues                                  | Officer Response  | Amendments to the Brief |
|--|---|-------------------------|
|  | highway network, substantial new road building or widening is not currently part of the spatial strategy.   |                         |
| A new link road is needed between the A259 and A27 | At present neither WSCC nor BHCC intend to build a new access road between the A259 and the A27. Earlier analysis showed that the benefits that could be achieved through a new link road are significantly outweighed by the cost and environmental implications.  | No change               |
| <b>Sustainability</b>                              |   |                         |
| Passivhaus standards should be applied.            | The Development Brief and the emerging Brighton & Hove City Plan set minimum standards in relation to the Code for Sustainable Homes (CSH). This is the national standard for the sustainable design and construction of new homes. It aims to reduce carbon emissions and promote higher standards of sustainable design above the current minimum standards set out by the building regulations. The code provides nine measures of sustainable design and uses a 1 to 6 star system to rate the overall sustainability performance of a new home against these 9 categories. | No change               |

| Comments / Issues   | Officer Response  | Amendments to the Brief   |
|---|---|---|
|   | <p>Passivhaus sets a high standard in relation to energy use and CO2. Although it does not cover all measures of sustainability included in the CSH, Passivhaus is considered equivalent to CSH levels 4 or 5. Development Proposals applying the Passivhaus principles would be welcomed, although they would also be required to demonstrate that they meet the other sustainability requirements in the appropriate brief or local plan.</p> |   |
| <b>Biodiversity</b>   |   |   |
| Include recreational disturbance as an impact on designated sites.                | Agreed  | This is now addressed in principle SPAB24 (Ecology and Biodiversity).   |
| <b>Infrastructure and Utilities</b>   |   |   |
| Impacts on infrastructure, including water and sewerage, need to be acknowledged. | <p>The brief states that development proposals will be required to make contributions to infrastructure. This includes water distribution and sewerage.</p> <p>Policy CP7 in the emerging Brighton &amp; Hove City Plan requires development to provide or contribute to the provision of facilities, infrastructure and services through S106 Planning Obligations or a</p>  | Infrastructure delivery and provision of utilities are addressed in principle SPAB9 (Infrastructure and Utilities). |

| Comments / Issues  | Officer Response   | Amendments to the Brief   |
|--|--|---|
|  | future CIL.  |   |
| <b>Social Infrastructure</b>   |  |   |
| Impacts on social infrastructure, including schools, youth facilities, community buildings and open space, need to be acknowledged.    | <p>The brief states that development proposals will be required to make contributions to social infrastructure. Principle SPAB5 addresses the provision of social infrastructure.</p> <p>Policy CP7 in the emerging Brighton &amp; Hove City Plan requires development to provide or contribute to the provision of facilities, infrastructure and services through S106 Planning Obligations or a future CIL.</p> | Social Infrastructure is now addressed in principle SPAB20 (Contributions to Social Infrastructure). This includes reference to schools, youth facilities and community buildings. Open space is addressed in SPAB26 (Public Open Space). |
| <b>Leisure / Recreation</b>  |  |   |
| The need to provide and improve marine-related facilities for boat-users such as public hard and slipways to better utilise the river. | Comments noted. Additional detail will be added.   | A new principle has been added, SPAB22 (Facilities for boat users).   |



|                          |   |   |                     |
|--------------------------|---|---|---------------------|
| <b>Subject:</b>          | <b>Medina House Planning Brief</b>  |   |                     |
| <b>Date of Meeting:</b>  | <b>19 September 2013</b>  |   |                     |
| <b>Report of:</b>        | <b>Geoff Raw, Executive Director for Environment, Development &amp; Housing</b> |   |                     |
| <b>Contact Officer:</b>  | <b>Name:</b>  | <b>Clare Flowers</b>                      | <b>Tel: 29-0443</b> |
|                          | <b>Email:</b>   | <b>clare.flowers@brighton-hove.gov.uk</b> |                     |
| <b>Ward(s) affected:</b> | <b>Central Hove</b>   |   |                     |

**FOR GENERAL RELEASE**

**1. SUMMARY AND POLICY CONTEXT:**

- 1.1 This report seeks formal approval for a planning brief that has been prepared for Medina House and its adjacent, associated plot on Hove seafront, in order to help guide future development proposals relating to the site.
- 1.2 The brief builds upon a previous draft approved for a public consultation exercise by a meeting of this committee in March 2013. The consultation process has now been completed and has informed the preparation of 'Medina House Planning Brief' attached as Appendix 1. A copy of the Consultation Summary is attached as Appendix 2.
- 1.3 The Brief was prepared in response to a petition to the council to set out its planning requirements for the site, following a number of earlier refusals of planning permission and related appeals that were dismissed by the Planning Inspectorate. Planning briefs are recognised as useful tools for improving the quality and the consistency of advice provided to developers, as well as enhancing the efficiency of the planning process and the quality of the built environment.

**2. RECOMMENDATIONS:**

- 2.1 That members of the Economic Development & Culture Committee note the results of the Consultation Report (Appendix 2) and approve the Medina House Planning Brief as a material planning consideration in the assessment of development proposals and planning applications relating to the site.

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

- 3.1 Medina House is a locally listed building and heritage asset which forms part of a wider development site on Kings Esplanade within Cliftonville Conservation Area. Planning and conservation area consent applications to demolish Medina House and redevelop this site were refused by the council as Local Planning Authority in December 2010 (BH2009/03120 and BH2009/03105) and the subsequent appeals to the Planning Inspectorate were dismissed in November 2011.
- 3.2 Following a petition to the Planning Committee of 8 August 2012 that a planning brief be prepared to guide future development on the Medina House site, the petition was forwarded to the meeting of the Economic Development & Culture Committee on 20 September 2012, where the Chair confirmed the council's intention to prepare such a brief. Following this, a draft planning brief was taken to the Economic Development & Culture Committee of 7 March 2013 which agreed that this draft brief could be used as the basis of a public consultation exercise.
- 3.3 Public consultation was subsequently undertaken between 18 March - 30 April 2013. A number of minor revisions have been made to the brief in response to certain issues raised. These are shown in the tracked changes version of the brief (Appendix 1 of this report).
- 3.4 In order to ensure that the draft brief's requirements were financially viable the council commissioned Cluttons to undertake a viability assessment of the draft brief in January 2013. Following the consultation process the viability assessment was updated, refined and retested to take on board a number of concerns raised by the landowner of the site. The revised assessment concludes (as did the earlier assessment) that it should be possible to achieve a financially viable development that follows the planning guidance as set out in the brief.

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

- 4.1 Key stakeholders were notified of the brief's availability and invited to make comments. These included businesses and residents in the local area, other interested parties, statutory bodies, groups and societies. A meeting was held with the landowner, and public notices were displayed around the site, in line with Aim 2 of the Community Engagement Framework. The draft brief was displayed on the council's online consultation portal, along with images of the public exhibition panels. A public exhibition was held at Hove Town Hall between the days of 17 – 24 April 2013 (inclusive).
- 4.2 Comments and responses are analysed within the Medina House Consultation Report (Appendix 2).
- 4.3 In total, 42 external consultation responses to the draft planning brief were received:
  - 22 comments received online via the council's consultation portal;

- 9 submitted written comments on feedback forms provided at the public exhibitions;
  - 9 comments via email or letter;
  - 1 Stakeholder Representation (Landowner); and
  - 1 Statutory Consultee Representation (English Heritage).
- 4.4 The results of the consultation demonstrated a very high level (76%) of support either for the retention and refurbishment of Medina House and/ or expressed agreement with the overall direction of the draft brief. English Heritage welcomed preparation of the brief and its support for the retention and reuse of Medina House.

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

### Financial Implications:

- 5.1 There are no direct financial implications arising from the recommendation in this report. The costs of the consultation have been met from revenue budgets.

*Finance Officer Consulted: Jeff Coates      Date: 08/08/13*

### Legal Implications:

- 5.2 Although the proposed brief does not have the status of a statutory planning document it will be a material planning consideration in the determination of any planning application for the Medina House site and will be accorded appropriate weight.

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

*Lawyer Consulted: Hilary Woodward    Date: 13 August 2013*

### Equalities Implications:

- 5.3 An Equalities Impact Assessment (EQIA) of the service provided by the Planning Projects team was undertaken in 2010. This included an assessment of good practice in relation to the preparation of Planning Briefs. Officers have followed this advice to ensure that the consultation on the brief is inclusive.

### Sustainability Implications:

- 5.4 The retention and reuse of a locally listed but vacant heritage asset should potentially make a sustainable and positive contribution to the character of Kings Esplanade and Cliftonville Conservation Area.

### Crime & Disorder Implications:

- 5.5 The brief advocates the retention and reuse of Medina House which will result in this previously squatted, vacant and boarded up site being brought back into

active use. The redevelopment of this important site should therefore help to deter future crime and disorder at this location.

Risk and Opportunity Management Implications:

- 5.6 There is a risk that planning briefs may advocate development options which are unviable to develop and thereby fail to meet the requirements of the National Planning Policy Framework. To mitigate this risk, the opportunities and principles of development contained within the planning brief have undergone independent viability testing by Cluttons.

Public Health Implications:

- 5.7 The Brief seeks that new residential units be built to lifetime home standards where appropriate.

Corporate / Citywide Implications:

- 5.8 The preferred option contained in the brief allows the reuse and retention of a locally listed heritage asset and seeks to enhance the site's positive contribution to the character of Cliftonville Conservation Area, as well as improving the wider seafront promenade.

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

- 6.1 An alternative option is to not produce a planning brief. This option has been discounted as the site has been the subject of a number of development proposals and planning applications over the last few years that have not received the support of the local planning authority.

**7. REASONS FOR REPORT RECOMMENDATIONS**

- 7.1 This brief is intended to provide clarity and guidance to developers concerning the appropriate scale, potential land use and other planning issues with regard to any future development proposals for the site in order to encourage and promote development proposals and planning applications that can receive the support of the local planning authority.



## **SUPPORTING DOCUMENTATION**

### **Appendices:**

Appendix 1. Medina House Planning Brief

Appendix 2. Medina House Consultation Report

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

None

### **Background Documents**

1. Brighton & Hove Local Plan 2005
2. Proposed Submission City Plan Part 1 Feb 2013
3. National Planning Policy Framework 2012
4. Medina House Viability Assessment, Cluttons, Jan 2013 and update June 2013



# Medina House – Draft Planning Brief

## Consultation Report

September 2013

The Medina House Site, Hove



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# **Contents**

- 1. Summary**
- 2. Background**
- 3. Consultation methodology**
- 4. Response and respondent profile**
- 5. Results and findings**
- 6. Council's responses to issues raised**

## **1. Summary**

The Medina House Planning Brief has been prepared to guide the redevelopment of the Medina House site, Kings Esplanade, Hove. The Draft Medina House Planning Brief was approved for a public consultation exercise by a meeting of the Economic Development and Culture Committee in March 2013.

## **2. Background**

The Brief was prepared in response to a petition to the council to set out its planning requirements for the site, following a number of earlier refusals of planning permission and related appeals that were dismissed by the Planning Inspectorate. Planning briefs are recognised as useful tools for improving the quality and the consistency of advice provided to developers, as well as enhancing the efficiency of the planning process and the quality of the built environment.

## **3. Consultation methodology**

Public consultation was undertaken during the period 18 March 2013 to 30 April 2013 using the council's online consultation portal. The consultation portal displayed the draft Medina House Planning Brief as well as images of the public exhibition panels.

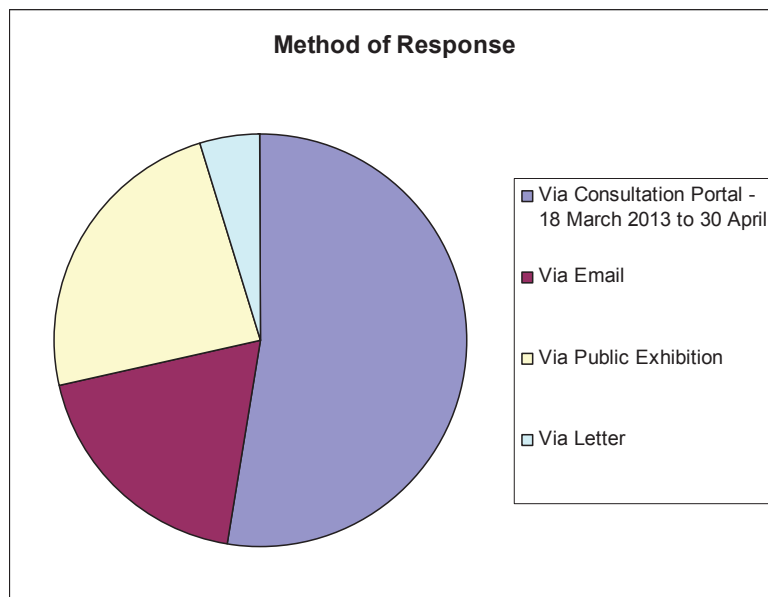
A public exhibition was held at Hove Town Hall between the days of 17 – 24 April 2013 (inclusive) and was staffed on 22 April 2013.

Public notices to advertise both the Exhibition and the consultation portal details were displayed around the site prior to the exhibition. Letters were sent to local residents, and other interested parties and stakeholders were e-mailed, with details of the consultation portal address, drop-in public exhibition, and the planning projects e-mail address.

The consultation was publicised via the Council's twitter feed on 17 April 2013 and following a council press release there was a short article in the Argus on 19 April 2013 publicising the consultation and public exhibition.

## 4. Response and respondent profile

A total of 42 responses to the planning brief consultation were received (see Fig 1). 22 (52%) of responses were submitted online through the council's consultation portal, and 9 (21%) were submitted via the comments box on forms provided at the public exhibition.



**Figure 1** Method of Response to Public Consultation Exercise

70% of the responses were from individuals in the local area (excluding consultation portal as this question was not specifically asked). 5 of 20 responses were received from stakeholder groups or their representative individuals, including the statutory organisation English Heritage and campaign groups saveHOVE and the Brighton Society as well as the chairman of the Benham Court residents (which has been included in the local area percentage figure) and the landowner.

The respondent profiles are contained within Appendix 1 of this Consultation Report.

5. Results and findings

Table 1

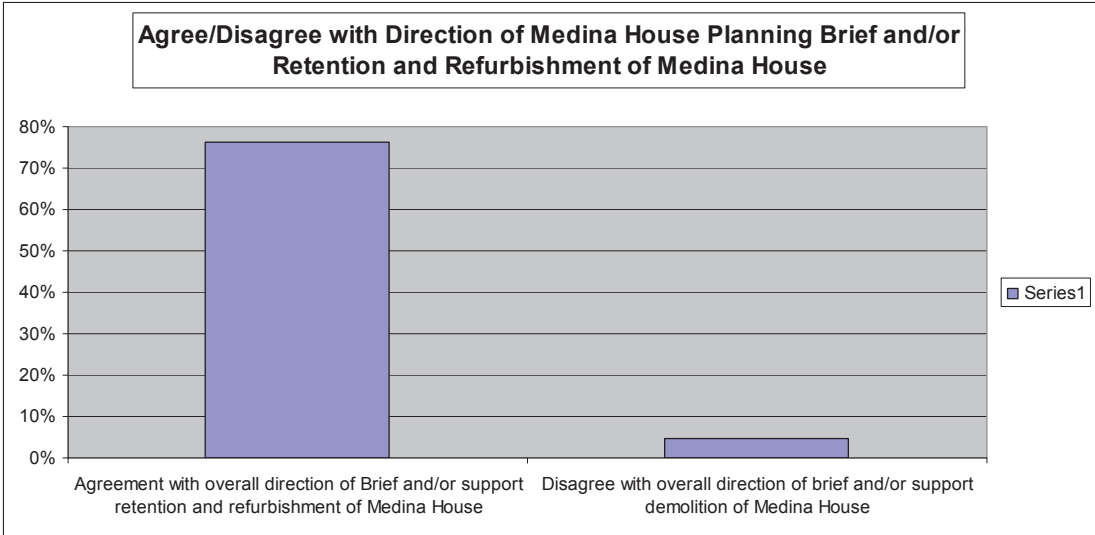


Table 1 demonstrates the overall levels of support or opposition for the draft Medina House Planning Brief and/or the retention and refurbishment of Medina House.

**Table 2** (below) shows general themes arising from the Public Consultation Exercise.

| <b>Themes from Consultation Responses Medina House Draft Planning Brief<br/>18 March - 30 April 2013</b>   | <b>Percentage of responses</b> |
|--|--------------------------------|
| <b>Agreement with overall direction of Brief and/or support retention and refurbishment of Medina House</b>  | <b>76%</b>                     |
| <b>Disagree with overall direction of brief and/or support demolition of Medina House</b>  | <b>5%</b>                      |
| <b>Resist high rise development here</b>   | <b>36%</b>                     |
| <b>Comments concerning ongoing poor condition of site</b>  | <b>26%</b>                     |
| <b>Support for protection of adjacent residential amenities (loss of light/ privacy/ overlooking/ safety) in connection with any redevelopment</b> | <b>24%</b>                     |
| <b>Suggestions for other uses (hotel/ café/ gardens/ wellness centre/ arts centre/ live-work units )</b>   | <b>24%</b>                     |
| <b>Support for preservation of tiles</b>   | <b>14%</b>                     |
| <b>Comments around the positive contribution of Medina House to Cliftonville Conservation Area</b>   | <b>12%</b>                     |
| <b>Comments on approach to windows at Medina House</b>   | <b>7%</b>                      |
| <b>Comments on transport and access</b>  | <b>7%</b>                      |



|  |           |
|--|-----------|
| <b>Comments concerning local listing narrative</b>                         | <b>7%</b> |
| <b>Include an analysis/appraisal of character and physical constraints</b> | <b>5%</b> |

**Table 3** (below) shows all other issues submitted through the Public Consultation Exercise by one respondent.

| <b>Other Issues arising from Consultation on Medina House Draft Planning Brief 18 March - 30 April 2013</b>                                     | <b>Percentage of responses</b> |
|---|--------------------------------|
| <b>Development should be wheelchair accessible</b>  | <b>2%</b>                      |
| <b>Development should be low density</b>  | <b>2%</b>                      |
| <b>Element of affordable housing required if the site use changes to residential</b>  | <b>2%</b>                      |
| <b>Competition for best design - winner given planning permission</b>   | <b>2%</b>                      |
| <b>Council will take no notice of responses</b>   | <b>2%</b>                      |
| <b>Include information on other known buildings of the Victorian era in the vicinity</b>  | <b>2%</b>                      |
| <b>The planning brief should require the retention and re-use of Medina House and state that the demolition of the building will be refused</b> | <b>2%</b>                      |
| <b>Include reference to Submission City Plan</b>  | <b>2%</b>                      |
| <b>Clarify wording in final Sentence on page 5 of the Draft Brief</b>   | <b>2%</b>                      |
| <b>Clarify text in the main paragraph on page 6 of the Draft Brief</b>  | <b>2%</b>                      |
| <b>Issue regarding NPPF and 'positively prepared plans'</b>   | <b>2%</b>                      |

|  |           |
|--|-----------|
| <b>Clarify phrase “respect existing building lines” on page 9.</b> | <b>2%</b> |
| <b>The background Viability Assessment is flawed</b>               | <b>2%</b> |
| <b>Cluttons Viability Report should be publically available</b>    | <b>2%</b> |

## **6. Council’s responses to issues raised during the public consultation exercise of March / April 2013**

The council’s responses to the issues raised as a result of the public consultation exercise are detailed in table 4 (below). The table outlines the issues and themes raised through the consultation process and where either an amendment will be made as a result of consultation responses or no change is proposed.

**Table 4 - The council's response to issues raised during the public consultation exercise for the Medina House Draft Planning Brief 18 March - 30 April 2013**

| Issue identified  | Comment   | Commentary/ Action   | Amend/ No change/ Not Applicable |
|---|---|--|----------------------------------|
| <b>Agreement with overall direction of Brief and/or support retention and refurbishment of Medina House</b> | 76% of the responses stated that they were in agreement with the overall brief or that they supported the retention and refurbishment of Medina House                             | This high level of support for the brief/retention and refurbishment of Medina House is welcomed.  | No change                        |
| <b>Disagree with overall direction of brief and/or support demolition of Medina House</b>                   | 5% of the responses stated that they disagreed with the overall direction of the brief or they supported demolition of Medina House   | The council recognises the validity of all responses to consultations. However the large majority (76%) of received responses supported the overall direction of the planning brief and/or the retention and refurbishment of Medina House. No action will be taken. | No change                        |
| <b>Resist high rise development here</b>  | 36% of the responses sought to restrict high rise development here. 5% of responses (included in the overall 36% figure) want to limit height of new build to Medina House height | Within 'Development Principles' p9 the Brief states that 'a development similar in height to Medina House and the adjoining Marrocco's building on the site of the former swimming baths... would be acceptable in principle' and this will be retained.             | No change                        |

| Issue identified   | Comment  | Commentary/ Action   | Amend/ No change/ Not Applicable |
|--|--|--|----------------------------------|
| <b>Support for protection of adjacent residential amenities (loss of light/ privacy/ overlooking/ safety) in connection with any redevelopment</b> | 24% of the responses stated their support for the protection of adjacent residential amenities from any future development of the site             | The brief will be expanded / amended under Development Principles (p9) final paragraph to read 'Proposals should not ...be detrimental to the amenities of the occupiers of Victoria Cottages <i>including through the detrimental loss of light.</i> ' to reflect the representations received    | Amend                            |
| <b>Comments concerning ongoing poor condition of site</b>  | 26% of the responses commented on the ongoing poor condition of the site   | The purpose of the brief is to guide the development and reuse of the Medina House site and to provide clarity to developers with regard to any future development proposals. It is hoped that this will allow for a timely redevelopment of the site to resolve this issue                        | No Change                        |
| <b>Suggestions for other uses (hotel/ café/ gardens/ wellness centre/ arts centre/ live-work units )</b>   | 24% of the responses included suggestions for other uses at this site.   | The brief will be expanded under 'Development Opportunities' on p8 to include '...land uses appropriate to its seafront context or <i>historical use...</i> ' as an appropriate future land use from public comments / interest relating to the possibility of reinstating spa/ bathing house uses | Amend                            |
| <b>Support for preservation of tiles</b>   | 14% of the responses supported the Brief's statement that the council would encourage the restoration of the remaining tiles as part of the site's | These comments are welcomed. No evidence was submitted demonstrating the maker of the tiles so the tiles cannot be attributed to a manufacturer. There is no evidence demonstrating that the degradation is resulting from anything more than their exposure to the elements.                      | No change                        |

| Issue identified   | Comment  | Commentary/ Action   | Amend/ No change/ Not Applicable |
|--|--|--|----------------------------------|
| <b>Comments around the positive contribution of Medina House to Cliftonville Conservation Area</b> | redevelopment<br>12% of the responses stated that Medina House makes a positive contribution to the Cliftonville Conservation Area | Within the heading 'Site and Surroundings' the brief will be expanded to include observations submitted by English Heritage that 'this locally listed building makes a positive contribution to the character and appearance of Cliftonville Conservation Area and provides visual interest along King's Esplanade on the seafront' on page 5 under 'site and surroundings' and page 7 under 'Planning Policy Considerations' NPPF heading | Amend                            |
| <b>Comments on approach to windows at Medina House</b>   | 7% of the responses were to do with the brief's wording on the opening up of windows at Medina House                               | The brief will be amended to clarify which windows are referred to when promoting the opportunity to 'open up' certain windows on the front elevation. English Heritage supports the opening up of these windows   | Amend                            |
| <b>Comments on transport and access</b>  | 7% of the responses sought an amendment to the wording of this section   | The brief will be amended under 'Transport and Access' to better reflect policy wording in local plan policy HO7 – that car free housing can be considered at this site, and will clarify that a flexible approach to cycle parking is allowed by local plan policy TR14 where the need generated by the development cannot be met on site.  | Amend                            |
| <b>Comments concerning local listing narrative</b>   | 7% of the responses were concerning the Local Listing narrative  | Within the heading 'Site and Surroundings' the brief will be expanded to include observations submitted by English Heritage of the historical significance of the locally listed Medina House. 'It is a characterful building that embodies historical   | Amend                            |

| Issue identified  | Comment  | Commentary/ Action   | Amend/ No change/ Not Applicable |
|---|--|--|----------------------------------|
|   |  | <p>significance as a Victorian Bathhouse demonstrating the 19<sup>th</sup> Century fashion for bathing and health facilities that grew out of the Georgian development of the seaside resort'. English Heritage is a relevant statutory authority and the organisation responsible for collating and producing the national listed building register and their comments highlighting the significance of Medina House are welcomed. All comments regarding the local listing itself have been forwarded to the Heritage Team who are currently reviewing the Local List of Heritage Assets</p>   |                                  |
| <p><b>Include an analysis/appraisal of character and physical constraints</b></p> | <p>5% of the responses sought a further analysis and /or appraisal of the character and physical constraints in the vicinity of Medina House</p> | <p>The Brief has been prepared in response to a petition to the council to set out its planning requirements for the site, following a number of earlier refusals of planning permission and related appeals that were dismissed by the Planning Inspectorate. The planning brief is considered to be in a format that will assist developers to consider all relevant on-site planning issues to help bring about a successful scheme. Furthermore, English Heritage consider that the design principles set appropriate parameters to encourage a sensitive, well designed scheme at this site that respects the scale and character of neighbouring development in the conservation area and that the brief provides a useful</p> | <p>No change</p>                 |

| Issue identified  | Comment              | Commentary/ Action  | Amend/ No change/ Not Applicable |
|---|----------------------|---|----------------------------------|
|   |                      | framework for managing future development of the Medina House site.   |                                  |
| <b>Development should be wheelchair accessible</b>  | 2% (single response) | All new build residential development within the city will be subject to local plan policy HO13 'Accessible housing and Lifetime homes' where appropriate   | No change                        |
| <b>Development should be Low Density</b>  | 2% (single response) | The Development Principles for the site are set out in the brief and guides that all proposals for development should respect the openness of the site.   | No Change                        |
| <b>An Element of affordable housing should be required if the site use changes to residential</b> | 2% (single response) | The council's stated key concern for this site is for the preservation and contextual setting of Medina House and it will adopt a flexible approach to proposals that support this objective. Affordable housing will be sought if it is a viable option after the council's key concerns for this site are met and if required by policy | No Change                        |
| <b>Competition for best design - winner given planning permission</b>                             | 2% (single response) | The council does not own the site so would not be justified in carrying out a competition to this end   | No Change                        |
| <b>Council will take no notice of responses</b>   | 2% (single response) | There have been a number of amendments to the brief which have been made in response to the public consultation responses (see adjacent column)   | Not Applicable                   |
| <b>Include information on other</b>   | 2% (single response) | The text has been amended on p4 to show that  | Amend                            |

| Issue identified   | Comment              | Commentary/ Action   | Amend/ No change/ Not Applicable |
|--|----------------------|--|----------------------------------|
| known buildings of the Victorian era in the vicinity   |                      | the terraced houses of Victoria Cottages are mid 19 <sup>th</sup> Century, from research carried out by council's Heritage Team in response to this identified issue   |                                  |
| The planning brief should require the retention and re-use of Medina House and state that the demolition of the building will be refused | 2% (single response) | Whilst the public consultation carried out in respect of the planning brief gives it some weight in the planning process, it is not a statutory policy document with the legal status as the Local Development Framework. Emphatic policy-style wording that stated that the demolition of the building will be refused would be inappropriate in a planning brief. Rather, the brief seeks to ensure that an appropriate scale of development is provided on this sensitive site, along with the retention of Medina House. Development proposals will be expected to follow this advice and the guidance brief will be duly considered at the development control stage in the assessment of any future planning application affecting the site. | No Change                        |
| Include reference to Submission City Plan  | 2% (single response) | Under 'Planning Policy Considerations' the Submission City Plan should be included. The Brief will be expanded to include a paragraph on the current submission city plan and submission policy CP15 Heritage  | Amend                            |
| Clarify wording in final Sentence on page 5 of the   | 2% (single response) | In the final sentence of p5 of the draft Brief, the Brief referred to the constituent parts of the   | Amend                            |



| Issue identified   | Comment              | Commentary/ Action  | Amend/ No change/ Not Applicable |
|--|----------------------|---|----------------------------------|
| <b>Draft Brief</b>   |                      | Medina House site as “are considered to make a positive contribution...” It was requested that this sentence was clarified and attributed. The final brief deletes this sentence and instead includes observations submitted by English Heritage. To compensate for this deletion and in response to this identified issue, the sentence in p 6 under ‘Recent Background’ highlights the planning inspector’s comments and amends the text to include the word ‘...visual openness its gap creates within the Cliftonville Conservation Area’ thus attributing the original sentence. |                                  |
| <b>Clarify text in the main paragraph on page 6 of the Draft Brief</b> | 2% (single response) | It was requested that reference to the Inspector’s comments on economic viability should be amended to demonstrate that the inspector considered that not enough evidence had been submitted to demonstrate that the building was beyond economic repair. Thus wording amended to read ‘Neither did he consider that the building was shown to be beyond economic repair...’  | Amend                            |
| <b>Issue regarding NPPF and ‘positively prepared plans’</b>            | 2% (single response) | The comment was made that the brief was not positively prepared under the terms of the National Planning Policy Framework. Paragraph 182 of the NPPF contains the requirement of ‘positively prepared’ plans under the heading ‘Examining Local Plans’ and states ‘the plan should be prepared based on a strategy which  | No Change                        |

| Issue identified  | Comment              | Commentary/ Action   | Amend/ No change/ Not Applicable |
|---|----------------------|--|----------------------------------|
|   |                      | seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development'. Under 'Status of the Brief' it is put that planning briefs do not form part of the LDF but are material planning considerations. It is not considered that text on page 8 to do with tall buildings, or that the Brief itself, is contrary to paragraph 182 of the NPPF |                                  |
| <b>Clarify phrase “respect existing building lines” on page 9</b> | 2% (single response) | The comment was made that the sentence on p 9 should be reworded to avoid ambiguity, and should be backed with some form of appraisal to justify its aspirations. Thus the wording has been amended to clarify the issue of building lines and this wording has been confirmed as correct with the council's Heritage Team   | Amend                            |
| <b>The background Viability Assessment is flawed</b>              | 2% (single response) | The issues raised by the landowner in response to the high level Viability Assessment produced by Cluttons of January 2013 have been reviewed by Cluttons in June 2013 and this Viability Update shows that there still can be an acceptable and viable scheme within the 'Development Principles' set out in p9 of the brief whereby 'a development similar in height to Medina House and the adjoining Marrocco's building on the site of the former swimming baths... would be acceptable in            | No Change                        |

| Issue identified   | Comment              | Commentary/ Action  | Amend/ No change/ Not Applicable |
|--|----------------------|---|----------------------------------|
| <b>The Viability Report should be publically available</b> | 2% (single response) | <p>principle'.</p> <p>The Cluttons Viability Report and update is publically available on request and lists the site assumptions and the basis for the appraisal.</p> | No Change                        |

## Appendix 1

### Respondent Profiles

| Age band                       | No. of people | %     |
|--------------------------------|---------------|-------|
| Aged under 18                  | 0             | 0     |
| 18-24 years                    | 0             | 0     |
| 25-34 years                    | 2             | 12    |
| 35-44 years                    | 1             | 6     |
| 45-54 years                    | 3             | 18    |
| 55-64 years                    | 5             | 29    |
| Aged over 65                   | 6             | 35    |
| Total                          | 17            | 100.0 |
| No response/ prefer not to say | 5             |       |

| Gender                         | No. of people | %     |
|--------------------------------|---------------|-------|
| Male                           | 10            | 53    |
| Female                         | 9             | 47    |
| Total                          | 19            | 100.0 |
| No response/ prefer not to say | 3             |       |

| Sexuality                      | No. of people | %     |
|--------------------------------|---------------|-------|
| Heterosexual / Straight        | 16            | 94    |
| Lesbian / Gay woman            | 0             | 0     |
| Gay man                        | 1             | 6     |
| Bisexual                       | 0             | 0     |
| Other                          | 0             | 0     |
| Total                          | 17            | 100.0 |
| No response/ prefer not to say | 5             |       |

| Ethnic origin   | No. of people | %     |
|---|---------------|-------|
| English / Welsh / Scottish / Northern Irish / British | 16            | 89    |
| Irish   | 1             | 6     |
| Any other White background                            | 1             | 6     |
| Other ethnicity                                       | 0             | 0     |
| Total   | 18            | 100.0 |
| No response/ prefer not to say                        | 4             |       |

| Religion or belief             | No. of people | %     |
|--------------------------------|---------------|-------|
| I have no particular religion  | 6             | 35    |
| Buddhist                       | 1             | 6     |
| Christian                      | 4             | 24    |
| Jewish                         | 1             | 6     |
| Muslim                         | 0             | 0     |
| Agnostic                       | 0             | 0     |
| Atheist                        | 4             | 24    |
| Other philosophical belief     | 1             | 6     |
| Total                          | 17            | 100.0 |
| No response/ prefer not to say | 5             |       |

| Day to day activities limited by a health problem or disability | No. of people | %     |
|---|---------------|-------|
| Yes   | 1             | 6     |
| No  | 16            | 94    |
| Total   | 17            | 100.0 |
| No response/ prefer not to say                                  | 5             |       |

| Carer                          | No. of people | %     |
|--------------------------------|---------------|-------|
| Yes                            | 1             | 6     |
| No                             | 17            | 94    |
| Total                          | 18            | 100.0 |
| No response/ prefer not to say | 4             |       |



**Planning Brief**  
**Medina House site, former saltwater baths, Kings**  
**Esplanade, Hove**



**September 2013**

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## Purpose of this document

This Planning Brief has been prepared to guide the development and reuse of the Medina House site, Kings Esplanade, Hove. The site has been the subject of a number of development proposals and planning applications over the last few years that have not received the support of the local planning authority. This brief is intended to provide clarity to developers regarding the appropriate scale, potential land use and other planning issues with regard to any future development proposals for the site.

**The Medina House Site, Hove**



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*Site Map to show the site's location and local Conservation Area (CA) boundaries*

## Status of the Brief

Planning Briefs do not form part of the Local Development Framework (LDF) and so cannot be given full statutory weight. However, the guidance contained in this brief was approved by the Economic Development & Culture Committee of Brighton & Hove City Council as a material planning consideration in the assessment of future development proposals and planning applications relating to the site on 19 September 2013.

This brief has been the subject of a public consultation exercise carried out during 18 March 2013 – 30 April 2013 and the results of this consultation have informed the contents of the brief.

## Site and Surroundings



*The south elevation of the Medina House site and its immediate surroundings, Kings Esplanade, Hove*

The site is located on the seafront promenade of Kings Esplanade, Hove between the junction of Sussex Road to the west and the Victoria Cottages twitten to the east.

The western half of the site comprises the vacant Medina House, an architecturally-unusual three storey building dating from 1894 that originally housed a laundry and women's slipper baths. It was part of the wider Medina Baths complex which also included a swimming pool and slipper baths for men (on the western corner of Sussex Road) and separate saltwater swimming pool and slipper baths for women. The building housing the women's pool was demolished in 2000, leaving a cleared area within the site on the east side of Medina House. Around the periphery of the cleared site remain remnants of the demolished building, most notably the now exposed interior of its northern perimeter wall, revealing the original ceramic tiles in

a bold pseudo-Arabic style. These are in varying stages of degradation resulting from their exposure to the elements.

The built form to the immediate north of this site comprises small, 2-storey mid 19<sup>th</sup> Century terraced houses on either side of Victoria Cottages - a twitten (alleyway) that runs between Kingsway (the A259 main seafront road) to the seafront esplanade. Lying to the east of the Victoria Cottages twitten is Marroccos, a locally well known restaurant/café and ice cream bar housed in a 3-storey building.

These relatively small scale buildings and terraces are bounded to the west and east by larger, 7 to 9-storey purpose built flats, which include Bath Court to the west of Medina House - an 8-storey redevelopment of the western section of the original Hove (Medina) Baths complex fronting Kings Esplanade and the western corner of Sussex Road. The building height of Bath Court falls back to 3 storeys along the south west side of Sussex Road. Medina House marks the south west corner of the Cliftonville Conservation Area, the boundary of which runs northwards up Sussex Road, encompassing the 2-storey terraced houses fronting the western elevation of Sussex Road but excluding the Bath Court development.



*The South West Corner of Medina House and Cliftonville Conservation Area, looking eastwards along Kings Esplanade, Hove*

The Medina House building is a locally listed heritage asset, and it is described on the local list as follows:

*“Kings Esplanade, Medina House. 1870-80. Former baths, then diamond factory, now vacant. Strange and whimsical building, render over original brick facade, with a heavily decorated “dutch” gable, whose appearance would be improved by the reinstatement of appropriate windows. Possesses some charm and character as well as historical significance.”*

Although not selected for the national statutory listed building register, in response to the preparation of this brief in 2013 English Heritage observed that ‘this locally listed building makes a positive contribution to the character and appearance of Cliftonville Conservation Area and provides visual interest along King’s Esplanade on the seafront. It is a characterful building that embodies historical significance as a Victorian bathhouse demonstrating the 19<sup>th</sup> Century fashion for bathing and health facilities that grew out of the Georgian development of the seaside resort.’

## **Recent Background**

Planning permission and Conservation Area Consent were granted in 1999 for the demolition of the existing single storey structure on the site of the former swimming baths and conversion of Medina House to form 3 flats and the erection of 2 new houses (BH1999/01456/FP and BH1999/01482/CA).

Since this time a number of planning applications have been submitted to demolish the existing Medina House building, all of which have been either refused by the council or withdrawn by the applicant. The most recent applications to demolish the existing building and redevelop the site with a 9-storey mixed use building were refused, and subsequently dismissed on appeal to the Planning Inspectorate (BH2009/03120 and BH2009/03105). The Planning Inspector dismissed the appeal as he considered that the contribution of the Medina House site and the visual openness its gap creates within the Cliftonville Conservation Area is a continuingly positive one and that to demolish the building would be contrary to Policy HE8 of the Brighton & Hove Local Plan 2005. Neither did he consider that the building was shown to be beyond economic repair, commenting that a brief visual inspection of the condition of the interior and exterior of the property appeared better than might be expected, having regard to the age of the building, its evident lack of maintenance and exposure to the south east winds. Some recent repair work has now been undertaken at Medina House subsequent to a Planning Enforcement Notice served in Sept 2011 to remedy the previous condition of the land, which was adversely affecting the amenity of the area. Furthermore, the Inspector also allowed for the principle of the loss of industrial use here due to the physical constraints and location of the development site which he considered unlikely to be suitable for modern industrial purposes.



*The south west corner of the Medina House site Kings Esplanade, Hove looking eastwards toward Brighton*



## Planning Policy Considerations

### **National Planning Policy Framework (NPPF) 2012**

Section 12 of the NPPF 'Conserving and enhancing the historic environment' directs local planning authorities to identify and assess the particular significance of any heritage asset that may be affected by a proposal (including proposals which may affect the setting of that heritage asset). The significance of Medina House has been identified and assessed by the council as a locally listed heritage asset.

In determining planning applications, account should be taken of the desirability of sustaining and enhancing the significance of heritage assets (in this case Medina House), and putting them to viable use(s) consistent with their conservation. When considering the impact of a proposed development on the significance of the Medina House site, the NPPF directs weight should be given to this asset's conservation.

The NPPF directs that the loss of a building and/or other elements which make a positive contribution to the significance of a Conservation Area should be treated as either a substantial harm or less than substantial harm (as appropriate) to the designated asset and/or conservation area. In this instance the level of harm depends on how significant Medina House and the openness of the site are deemed with regard to their positive contribution to the Cliftonville Conservation Area. As part of the planning application process for BH2009/03120 and BH2009/03105, the planning inspector concluded that Medina House, as well as the openness of the Medina House site, continues to make a positive contribution to the character of Cliftonville Conservation Area. This assessment, along with the 2013 English Heritage observations that this locally listed building makes a positive contribution to the character and appearance of Cliftonville Conservation Area should be taken into account when considering the impact of future proposals at Medina House on preserving the significance and character of the Cliftonville Conservation Area.

### **Brighton & Hove Local Plan 2005**

The key Local Plan policies and associated documents which relate to the site are referenced below, although this is not a definitive list.

As a locally listed heritage asset, Medina House is included on the 'local list' of buildings of local interest and therefore **Local Plan policy HE10** applies, which states:

"The planning authority will seek to ensure the retention, good maintenance and continued use of buildings of local interest. Whilst not enjoying the full protection of statutory listing, the design and the materials used in proposals affecting these buildings should be of a high standard compatible with the character of the building."

In addition, Medina House, the remains of the adjoining swimming bath, and the openness of the site, continue to make a positive contribution to the character of Kings Esplanade and Cliftonville Conservation Area. **Local Plan policy HE8** can be seen to support the retention of the Medina House site and the openness it provides through stating that proposals should retain buildings, structures and features that make a positive contribution to the character or appearance of a conservation area.

**Local Plan policy HE6** directs that proposals within or affecting the setting of a conservation area should preserve or enhance the character or appearance of the area. All proposals for this site will be assessed by the contribution they make to the objectives of policies HE10, HE8 and HE6.

**Local Plan policy QD27** has an important role in protecting proposed, existing and /or adjacent users, residents and occupiers from development which would cause material nuisance and loss of amenity; and a tall building here is likely to impact on the amenity of adjoining occupiers through loss of light; overlooking and an increased sense of enclosure. The principle of an acceptable high density development has not been demonstrated at this site.

The last use of this vacant site was by a firm of diamond cutters and merchants. **Local Plan policy EM3** seeks to retain the best sites for industry (Use Classes B1, B2 & B8) and does not release industrial land unless the site is unsuitable for modern employment needs and purposes. In this instance, the physical constraints and location of the Medina House site are such that it is considered unlikely to be suitable for modern industrial purposes. Due to this, past planning consents as well as the Inspectors appeal decision of 2011 have allowed for the principle of the loss of industrial use here, although a proposal that did include an element of B1 would not necessarily be inappropriate.

### **Brighton & Hove Submission City Plan Part I**

At the time of writing the council has formally submitted the Brighton & Hove City Plan Part One to the Secretary of State for examination by an independent planning inspector. The key submission policy which relates to the site is referenced below, although other submission policies may also apply:

**CPI5 Heritage** which seeks to conserve and enhance the city's historic environment in accordance with its identified significance, giving the greatest weight to designated heritage assets and their settings and prioritising positive action for those assets at risk through neglect, decay, vacancy or other threats. This brief is considered to conform to this submitted policy.

## **Development Opportunities**

The primary development opportunity at the Medina House site is as a residential scheme with the reuse and retention of Medina House as a core feature. Other potential land uses appropriate to its seafront context or historical use may be possible. The council's key concern is the preservation and contextual setting of Medina House and it will adopt a flexible approach to proposals that support this objective.



*Some of the remaining original ceramic tiles used to decorate the former swimming baths at the Medina House site, Hove*

## Development Principles

All proposals should preserve or enhance the character or appearance of Cliftonville Conservation area, as well as preserve or enhance the setting of conservation areas in the wider neighbourhood where these may be affected.

As noted above, following consideration of evidence presented at planning appeal, the inspector concluded that the building makes a positive contribution to the conservation area and that its demolition would be harmful to the conservation area. Medina House is in a reasonable condition with regard to its physical structure and stability and the council will support development proposals that provide for the reuse of the existing building.

Proposals should retain the essential detailing elements of its front and western facades including its distinctive Dutch-style gable. The opportunity should be taken to 'open up' the upper storey windows at the front of the building. There is also scope to increase the size of the ground floor window on the eastern side of the front elevation to match the size of each of the ground floor windows on the western front elevation.

All proposals for development of the site should respect the 'openness' of this south west corner of Cliftonville Conservation Area as well as the small and intimate scale of the adjoining residential development immediately to the north. On this basis, in addition to the retention of Medina House, a development similar in height to Medina House and the adjoining Marrocco's building on the site of the former swimming baths fronting Kings Esplanade would be acceptable in principle. Proposals should not adversely affect the positive contribution of the site to the conservation area, nor serve to visually discord with the existing roof line of Medina House or be detrimental to the amenities of the occupiers of Victoria Cottages including through the detrimental loss of light.



In respect of the new build element, there is scope for a high quality modern design befitting its seafront location. The architectural design should not overpower Medina House, the surrounding conservation area or the seafront promenade. A rendered finish may be appropriate within the context of the area. The building level should be stepped down towards Victoria Cottages to protect the amenities of these residences and for this reason the downward slope of the land back from Kings Esplanade towards these cottages should be noted. All development on the Medina House site should respect the original, existing building line of Medina House onto Kings Esplanade and also have regard to the predominant building frontage line along the Victoria Cottages twitten..

The site visually benefits from the presence of some original surviving Arabic-influenced ceramic tiling attached to the wall adjoining the most southerly cottage of Victoria Cottages at the north east end of the site. Unfortunately exposure to the elements since the demolition of the former swimming pool building has left the tiles in a poor state of repair. If restored they have potential to positively benefit the character and appearance of any new development and also serve as a visual reminder of an element of the former use of the site. The council would encourage and support their restoration as part of the site's redevelopment.



*Original ceramic tiles attached to the north east wall of the former swimming baths, Medina House site, Kings Esplanade*

## **Transport and Access**

Due to the sites location in an area of on-street parking controls, proximity to local amenities and public transport services, Local Plan Policy HO7 Car free housing, of the Brighton & Hove Local Plan can be considered at this site. The maximum car parking standards for residential units in this location is 1 car space per dwelling plus 1 space per 5 dwellings for visitors. Development proposals should promote cycling and ensure there is adequate cycle parking to serve the development. The minimum standard in SPGBH 04 for residential units is 1 cycle space per dwelling plus 1 space per 5 dwellings for visitors. To comply with Local Plan policy TR14 all cycle parking must be secure, convenient, well lit, well signed and wherever practical, sheltered. However where the need generated by the development cannot be met on site and in compliance with policy TR14, the planning authority will negotiate with the applicant for the provision of cycle parking facilities nearby on the public highway or for a related contribution to improvements to the cycling infrastructure . Where appropriate, Sheffield type stands are preferential, spaced in line with the guidance contained within the Department for Transport's Manual for Streets section 8.2.22.

## **Further Planning Information**

- Brighton & Hove Local Plan 2005 - Local Plan Map,
- Policy EM3 Retaining the best sites for industry; Policy HE10 Buildings of Local Interest; Policy HE8 Demolition in conservation areas; Policy HE6 Development within or affecting the setting of conservation areas; Policy QD27 Protection of Amenity; Policy SU2 Efficiency of development in the use of energy, water and materials; Policy SU7 Development within the coastal zone; Policy QD4 Design - strategic impact; Policy HO7 Car Free Housing; Policy TR14 Cycle access and parking;
- Proposed Submission City Plan Part 1 Feb 2013 – see Policy CP15 ‘Heritage’ and SA1 – ‘The Seafront’; and subsequent City Plan editions;
- National Planning Policy Framework 2012
- Conservation Areas in Brighton & Hove - see Cliftonville Conservation Area;
- Brighton & Hove City Council Local List of Heritage Assets
- Brighton & Hove City Council Planning Register – for Planning and Appeal Decisions
- Site Waste Management Plans



|                          |               |   |                     |
|--------------------------|---------------|---|---------------------|
| <b>Subject:</b>          |               | <b>Planning Brief for Edward Street Quarter</b>                             |                     |
| <b>Date of Meeting:</b>  |               | <b>19 September 2013</b>  |                     |
| <b>Report of:</b>        |               | <b>Geoff Raw, Executive Director Environment, Development &amp; Housing</b> |                     |
| <b>Contact Officer:</b>  | <b>Name:</b>  | <b>Jo Thompson</b>  | <b>Tel: 29-2500</b> |
|                          | <b>Email:</b> | <b>Jo.thompson@brighton-hove.gov.uk</b>                                     |                     |
| <b>Ward(s) affected:</b> |               | <b>Queens Park</b>  |                     |

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

- 1.1 The report outlines the consultation process undertaken in relation to the development of a planning brief for the Edward Street Quarter and seeks formal approval of the planning brief which has been updated to take into account the results of stakeholder meetings and the public consultation.
- 1.2 The brief builds upon a previous draft approved for public consultation by this Committee on 7 March 2013. The consultation exercise has now been completed and has informed the preparation of 'Edward Street Quarter - Planning Brief' attached as Appendix 1. A copy of the Consultation Report is attached as Appendix 2.

**2. RECOMMENDATIONS:**

- 2.1 That members of the Economic Development and Culture Committee note the results of the public consultation exercise which have been taken into account in the preparation of the planning brief (see Appendix 2).
- 2.2 That the Economic Development and Culture Committee approves the planning brief (Appendix 1) for the purpose of providing planning guidance to developers and to assist the council in the assessment of future development proposals for the area that it covers.

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

- 3.1 In 2009, planning permission was granted for the construction of a new building for American Express's European operations immediately to the north of their existing building. The planning permission (ref: BH2009/01477) was subject to a Section 106 agreement which included a requirement for the demolition of the existing American Express Edward Street building, which is anticipated by 2016. This has highlighted the need for new planning guidance which, when approved for development control purposes, will effectively supersede the Edward Street

Quarter Supplementary Planning Document (SPD) 04 (adopted in March 2006 and now out-of-date).

- 3.2 The brief was prepared in partnership with American Express and is intended to provide a planning framework for development that integrates their new European HQ building into the surrounding area and secure a strategically important mixed use urban quarter including offices, residential units, ancillary retail and other services. In recognition of its status, a six week public consultation exercise was undertaken to support the development of the brief, the results of which are outlined in section 4 of this report.
- 3.3 With the exception of the new American Express building, the area is generally characterised by poor public realm and unattractive townscape. The brief directly addresses this by emphasising the importance of high quality architecture and public spaces, as well as the need for strong pedestrian and transport linkages. This is reflected in the vision for the Edward Street Quarter contained in the brief, which is to create:

**...a dynamic first class business and residential district with a strong sense of place, distinguished by high quality townscape, architecture and public realm.**

The planning brief identifies the following principles to guide future development proposals in the area:

#### **General**

An overall aim for a zero carbon development or – where that cannot be achieved – carbon neutral development.

Buildings of high quality design, layout, scale and massing – combining to form a coherent, legible and accessible development focussed around the new American Express building – and creating a true sense of place that integrates with and links the local neighbourhoods.

Development appropriately phased in order to provide a viable and successful community at each stage of completion that will integrate with, and benefit, the wider area.

Provision of the overall floorspace levels and land uses set out in the brief.

#### **Connectivity and movement**

Consolidation and strengthening of public transport connections to the bus and rail network, through enhancement of routes to existing stations and bus stops on this prominent east-west bus route.

Improved cycle and pedestrian access – both to and within the development area – including improved connections to the Peace Gardens, St James's Street and the wider neighbourhood.

#### **Place making**

A high quality public realm, including the creation of a series of successful social spaces at the heart of the development area, as well as John Street, William Street and the Dorset Gardens Peace Gardens.

Retail, commercial and other 'active frontage' uses at ground floor level to serve and assist the safety of the resident and working community and contribute to an attractive environment.

The creation of new public spaces i.e. squares, greenways etc. which will provide much needed sitting out areas and recreational space for the benefit of local residents and workers in the wider area.

Introduction of a greening strategy to improve the environment of key pedestrian routes in the area, including Edward Street, William Street, Carlton Hill and John Street.

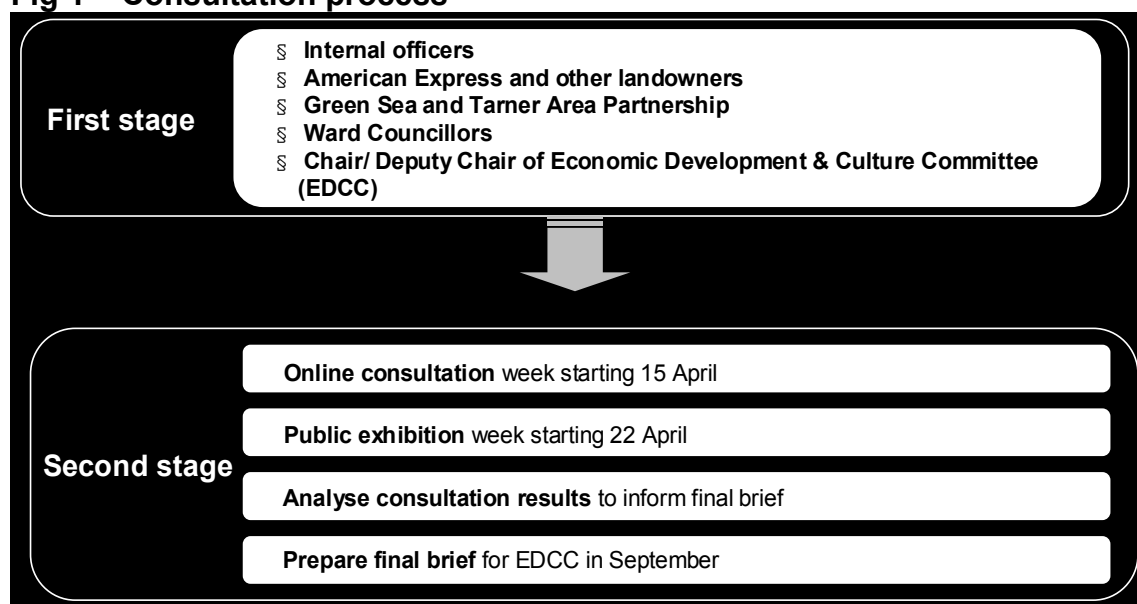
- 3.4 The brief also includes advice on heights and massing of new buildings, together with an indication of the mix of uses and quantum of development likely to be acceptable. In line with best practice identified in paragraph 173 of the National Planning Policy Framework (NPPF), a capacity assessment of the site has been undertaken in support of the brief. The preferred development option identified in section 10 of the brief is considered viable and appropriate within the context of the site's location and surrounding buildings.
- 3.5 The brief therefore embodies the positive aspects of planning in providing clarity and certainty for sustainable and viable development. This will provide much needed jobs, housing, community and informal recreational facilities in an exciting and attractive new urban quarter that will greatly benefit both the local area and the city as a whole.

#### 4. COMMUNITY ENGAGEMENT AND CONSULTATION

##### Consultation process

- 4.1 The preparation of the planning brief for the Edward Street Quarter has followed a two stage consultation process with stakeholders summarised in Fig 1.

**Fig 1 – Consultation process**



The full details of the consultation process, methodology and results are documented in the Consultation Report attached as Appendix 2 of this report. However, there are some key points which officers would like to draw to Members attention.

### **Extent of consultation**

- 4.2 A letter advertising the consultation and public exhibition on the draft brief was sent to:
- 3,381 properties (both private households and commercial premises) in the vicinity of the development area, 56 streets in total. This represented a much more extensive catchment area than, for example, the statutory consultation undertaken in relation to the American Express planning application;
  - all landowners within the development area;
  - approximately 100 groups and organisations – including all of the Brighton & Hove Partnerships (i.e. Local Economic Partnership, Housing Partnership etc.), infrastructure organisations such as the Voluntary and Community Sector Forum (who have circa 500 groups on their membership list), statutory organisations (Natural England, English Heritage etc), utilities, amenity and civic organisations as well as residents associations.
- 4.3 Other publicity measures included:
- displaying approximately 20 A4 laminated posters advertising the public exhibition in the area around Edward Street;
  - issuing a council Press Release advertising the consultation;
  - advertising the consultation on the Home Page of the council's website with a link to the consultation portal, during the six week consultation period (165 online responses submitted).

### **Stakeholder involvement**

- 4.4 Over the past 10 months, the council has held meetings with CBRE, the planning consultants acting on behalf of American Express (the main landowner of the site) and their architects, to explore their aspirations for the site. A capacity and viability assessment of the site was undertaken to test the amount of development that could reasonably come forward on the site without compromising the integrity and appearance of their new HQ building. The results of this capacity and viability assessment have informed changes to the draft brief and the strategic allocation for Edward Street Quarter in policy DA5 of the City Plan.
- 4.5 The council was also aware that there were some important interest groups in the vicinity of Edward Street that had expressed an interest in the development of the draft planning brief. Two community organisations (Tarner Area Partnership and Green Sea) were particularly keen to establish a dialogue with the council and to express their views about the future redevelopment opportunities for the site. Their concerns about the transport infrastructure, construction noise and greening strategy in relation to the wider development area (including Edward Street) have helped inform the content of the draft brief. Engagement with both organisations has continued throughout the consultation process, with officers attending two Tarner Area Partnership meetings to update members on the development of the brief.
- 4.6 Regular meetings to discuss the draft brief have also been held with local ward councillors as well as the Chair and Deputy Chair of the council's Economic Development & Culture Committee. These meetings have been extremely useful in informing the communication strategy and approach to consultation on



the brief. Concerns about the local area, expressed by councillors at these meetings, have also been addressed in the brief.

### **The consultation response**

4.7 In total, 199 consultation responses to the draft planning brief were received:

- 165 people commented online via the council's consultation portal;
- 34 people submitted written comments on the feedback forms provided at the public exhibitions, via email or by letter.

This represents a good response rate, when compared to other consultations on planning briefs. For example, the consultation on planning briefs for the former Royal Alexandra Hospital site and Park House site generated 147 and 70 written representations respectively.

4.8 Sixty six per cent (109) of the total online responses were from individuals who were keen for the council to find suitable, alternative premises for the Brighton & Hove Wood Recycling Project. The project, a social enterprise which specialises in recycling wood, is currently located in Circus Street just outside of the development area for Edward Street Quarter. A planning application is currently being prepared by Cathedral Group on behalf of the city council, who owns the freehold of the Former Municipal Market site in Circus Street. The redevelopment plans for the site will entail the permanent relocation of the Wood Recycling Project to an alternative site. The strategic allocation for Edward Street Quarter is principally B1a office development with some supporting residential and retail development. It is therefore not a suitable location for the Wood Recycling Project which is mainly B1c (light industrial) use. However, the city council's Economic Development team is actively exploring alternative premises and sites which would be suitable for this type of use in the locality.

4.9 The responses from individuals supporting the re-location of the Wood Recycling Project have been eliminated from the analysis of the results because they did not relate to the planning brief and its content. However, their views have been fed back to the Chair of Economic Development & Culture Committee, ward councillors and officers in the Major Projects & Regeneration and Economic Development Teams, in order to highlight the existence of this petition.

### **The results**

4.10 The results of the public consultation on the planning brief revealed that there was general support for the brief's aspirations for the Edward Street Quarter, particularly the provision of green spaces and a greening strategy for the development area. The key issues identified through the consultation are summarised below:

- Support for the provision of green spaces and a greening strategy (24%)
- Support for the brief's aspirations for the area (14%)
- Need for more housing, including affordable homes (11%)
- Inclusion of St James's Street in plans for the area (10%)
- Requests that the former Amex House Edward Street building be retained and converted (9%)

- Support for improved bus services (9%)
- Peaceful character of Dorset Gardens should be retained (8%)
- Need a new community hall/ facilities (8%)

4.11 The council's response to all the issues raised as a result of the public consultation together with any suggested amendments to the draft planning brief are summarised in a table in Section 5 of the Consultation Report (see Appendix 2). However, there are two issues which have been a source of contention throughout the consultation that would benefit from clarification:

#### **Retention of former Amex HQ building**

4.12 Nine per cent of respondents thought that the former Amex HQ building was architecturally interesting, worthy of retention and should be re-used as offices for local SMEs or for education purposes. However, the demolition of the former Amex HQ building by 2016, is a requirement of the S106 agreement for the new Amex building which was granted planning permission in 2009. This requirement was in recognition that the old building not only directly compromises the integrity and visual appearance of the new building but also has a negative impact on the setting of the Carlton Hill Conservation Area and the adjoining listed buildings. In their comments concerning the planning application for the new Amex building, the South East Regional Design Panel noted that AMEX House was 'architecturally undistinguished' (2 September 2009). English Heritage also raised no objection to its demolition.

4.13 Leaving the building in situ would also affect the marketability and value of the rest of the Amex site and would probably render any future development unviable and therefore undeliverable, which would be contrary to the guidance provided in paras 173-177 of the NPPF. The demolition of the former Amex HQ building remains a requirement of the planning brief.

#### **Include St James's St in development area**

4.14 Nine per cent of respondents thought that St James's Street should be included within the development area. However, the core purpose of the planning brief is to give certainty to American Express and other future developers of the site about the planning framework to drive forward development in the area. The council does not have plans specifically relating to St James's Street at the moment. So the development area identified in the planning brief remains unchanged, although it should be noted that St James's Street would be expected to benefit from elements of the brief including the increased customer base afforded by the proposed new office floor space, housing and other land uses, improved connectivity across Edward Street, the improvements to Dorset Gardens Peace Park and further enhancements planned in the area such as the Better Bus Programme Initiative designed to improve bus journey times on Edward Street (making the whole area a more attractive public transport destination). Any proposed changes to St James's Street, including the possible introduction of shared space, would have to be the subject of a separate in-depth consultation exercise in the future to ensure that the varying needs of the local economy, transport movements, environment, community safety and cohesion issues are fully taken into account.

#### **Include Kingswood and Milner flats in development area**

- 4.15 Two responses were received requesting that Kingswood and Milner flats be included within the development area. As referenced above, the core purpose of the planning brief is to give certainty to American Express and other future developers of the site about the planning framework to drive forward development in the area. The brief has therefore not included the Kingswood and Milner Flats which fall outside this development area. The council's housing department has begun talking to residents of Milner and Kingswood flats regarding their views of the estate, how they think it might be improved, and whether the estate should be included in the new housing estate regeneration programme. The council would not seek to redevelop the estate without residents support and a financially viable solution.

#### **Amendments to the brief**

- 4.16 A total of 41 comments were received covering 14 main issues (see Section 5 of Appendix 2). An evaluation of the comments in relation to these issues has resulted in over half of the content of the planning brief being amended. The changes to the brief have been recorded in detail in the Consultation Report.

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

#### Financial Implications:

- 5.1 There are no financial implications arising from the recommendation in this report. The costs of consultation and production of the Planning Brief will be met from within existing revenue budgets.

*Finance Officer Consulted: Name: Steven Bedford Date: 6/9/13*

#### Legal Implications:

- 5.2 Although the planning brief does not have the status of a statutory planning document, once adopted it will nonetheless be accorded weight as a material planning consideration in the determination of relevant planning applications.

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

*Lawyer Consulted: Name: Hilary Woodward Date: 6/9/13*

#### Equalities Implications:

- 5.3 An Equalities Impact Assessment (EQIA) of the Planning Projects service was undertaken in 2010. This included good practice in relation to the preparation and consultation on planning briefs. An EQIA has also been conducted in support of the Proposed Submission City Plan Part One Feb 2013, which has involved an extensive consultation programme. Officers have followed this best

practice to ensure that the consultation on the draft brief does not exclude people from the process and encompasses hard-to-reach groups.

#### Sustainability Implications:

- 5.4 Sustainability is an integral element of the brief, which includes a section specifically on sustainability expectations with regard to such aspects as energy efficiency, district heating etc. The brief aspires towards zero carbon - or where that cannot be achieved – carbon neutral development across future sites with the development area in order to provide exemplars of sustainable development and assist the city's bid to achieve UNESCO Biosphere Reserve status.

#### Crime & Disorder Implications:

- 5.5 The draft brief promotes the creation of a safe and successful new urban quarter of the city by encouraging greater accessibility, active frontages at ground floor and 'passive' surveillance of public spaces. It also suggests a range of measures to enhance the use of Dorset Gardens Peace Park which is intended to provide an attractive and accessible environment for the use by all members of the public that should help to deter anti social behaviour.

#### Risk and Opportunity Management Implications:

- 5.6 There is a risk that planning briefs may advocate development options which are unviable to develop and thereby fail to meet the requirements of the National Policy Framework. To mitigate this risk, the draft brief identifies a preferred development option that is considered viable and appropriate within the context of the site's location and surrounding buildings.

#### Public Health Implications:

- 5.7 The planning brief incorporates a greening strategy for Edward Street, John Street and William Street, as well as improvements to Dorset Gardens Peace Park. The public health benefits of improving access to green spaces and creating a greener environment in urban areas are well documented. The brief provides guidance to developers on how best this can be achieved. This greening strategy for the development area is supported by environmental groups such as Green Sea. The planning brief also advocates a mix of uses in the development area, including residential development. The brief requires all residential units to be built to lifetime homes standards and, in line with the Local Plan/ City Plan, 40% affordable housing units. Where appropriate, financial contributions will be sought from developers, to mitigate the impact of development on the local area e.g. through open space, health, education contributions etc.

### Corporate / Citywide Implications:

- 5.8 As a large brownfield site, the Edward Street Quarter is of significant importance to the city. With precious few sites available in the city, it offers a rare opportunity to deliver a genuine mixed use development capable of generating substantial employment and inward investment opportunities.

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

- 6.1 An alternative option is to “do nothing” i.e. not to produce a planning brief. This option has been discounted because of the need to address the future regeneration of this area in a comprehensive manner. Under the existing Section 106 Agreement, there is a requirement for the former American Express building to be demolished by no later than 2016. This has highlighted the need for new planning guidance to provide clarity to developers regarding the appropriate scale of development, potential land uses and other material planning issues with regard to any future proposals and planning applications in the development area.

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

- 7.1 Public consultation in respect of planning documents is an integral element in ensuring that wide ranging views are taken into account and inform the council’s decision-making process. The consultation exercise has now been completed and has informed the preparation of ‘Edward Street Quarter - Planning Brief’ attached as Appendix 1. A copy of the Consultation Report is attached as Appendix 2.

## **SUPPORTING DOCUMENTATION**

### **Appendices:**

1. Edward Street Quarter Planning Brief
2. Edward Street Quarter – Consultation Report

### **Documents in Members’ Rooms**

None

### **Background Documents**

1. Brighton & Hove Local Plan (2005)
2. Proposed Submission City Plan Part One Feb 2013
3. National Planning Policy Framework 2012



Compiled by the Planning Projects Team  
at Brighton & Hove City Council

# Edward Street Quarter Planning Brief

September 2013





**Fig 1: Edward Street Quarter – development area**



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## PART 1

### 1. Introduction

The vision of this planning brief is...

**... to create a dynamic first class business and residential district with a strong sense of place, distinguished by high quality townscape, architecture and public realm.**

The brief has been prepared to guide the future redevelopment of land in the vicinity of the new American Express building on John Street and Carlton Hill in Brighton, including the former American Express building. For the purpose of this document, the area covered by the brief is referred to as the Edward Street Quarter (ESQ) or the development area.

American Express is the largest private sector employer in Brighton & Hove. The decision by the company to construct a new “fit for purpose” building for their European operations in 2012, consolidates American Express’ operations and future in the city. Aside from the new American Express development, the area is characterised by poor quality townscape and public realm. The completion of the new building - together with the scheduled demolition of the old offices - provides an exciting opportunity to regenerate the wider area to the benefit of the local resident and working population and the city as a whole.

### 2. Reason for the brief

This document has been prepared by Brighton & Hove City Council (the local planning authority) with assistance from CBRE and EPR Architects. Its main objective is to provide a planning framework for development that integrates the new American Express building into the surrounding area and secures a strategically important mixed use urban quarter focussed around offices, residential, ancillary retail and other services.

Much of the geographical area covered by this planning brief is the subject of the Edward Street Quarter Supplementary Planning Document (SPD) 04 (adopted in March 2006). The SPD was intended to guide redevelopment in the area based around the retention of the original 1970s American Express building which, at the time of the SPD’s adoption, reflected the intended development strategy of the company. However, the company reconsidered its strategy to seek the replacement of the Edward Street building with a new building on adjacent land. One of the requirements of the planning permission is the demolition of the original Edward Street building by 2016 in order to provide a more appropriate neighbouring scale of development to the adjacent new building. This has highlighted the need for new planning guidance, hence the preparation of this planning brief which, when finally approved for development control purposes, will effectively supersede SPD 04.

The challenge for the Planning Brief is to establish development principles that meet the strategic needs of the city as established in the emerging City Plan, whilst respecting the character of heritage assets (conservation areas and listed buildings) in the area. This

will have to be balanced against the need to provide for financially viable development to attract the necessary development finance streams to transform the area into a new attractive, accessible and safer neighbourhood, for the benefit of existing and future residents, employers, employees and visitors alike.



Former Amex House (Edward Street)



New Amex House HQ building

### 3. Status of the brief

The planning brief has been prepared in order to reflect the most up to date national and local planning guidance and policy. Planning briefs can be prepared rapidly in response to development pressures and changes in situation, although they do not necessarily have the same status as adopted planning policies and related documents. However, this planning brief has been the subject of extensive consultation with community groups

and other stakeholders, which should secure its status as a valid material consideration in the planning process. It takes due account of the National Planning Policy Framework (NPPF) and adopted development plan policies in relation to the realisation of the development aspirations of the council and American Express with regard to the emerging Edward Street Quarter.

#### **4. Stakeholder consultation**

Early consultation was conducted with local community organisations to establish their visions for the local area, including Tarner Area Partnership (a neighbourhood forum with multi-agency and resident representation) and Green Sea (a locally-based group of architects with an interest in improving the environment of Edward Street). The feedback from these early stakeholder meetings was used to inform the development principles contained within this brief in order to guide the future redevelopment of the site. These development principles were the subject of further consultation during the public exhibition which was held during April 2013.

The draft planning brief and exhibition material were also made available on the council's consultation portal during the six week formal consultation period. The results of the public consultation have been used to inform the development of the brief which aims to provide an up to date and dynamic response to the challenges of bringing forward development on this site.

Meetings to discuss the content of the brief have also been held with local ward councillors as well as the Chair and Deputy Chair of the council's Economic Development & Culture Committee. They emphasised the need for the brief to address local concerns regarding the future redevelopment of the site and to provide net benefits to the local community (in particular the residents of the nearby Kingswood Milner housing estate) including:

- improved linkages between green spaces in the local area (Dorset Gardens Peace Park, Tarner Park etc) and the new urban quarter;
- providing for deficiencies in the existing community infrastructure through new development in the proposed urban quarter and/ or through developer contributions.

#### **5. Planning policy context**

This brief has been prepared within the following planning policy context:

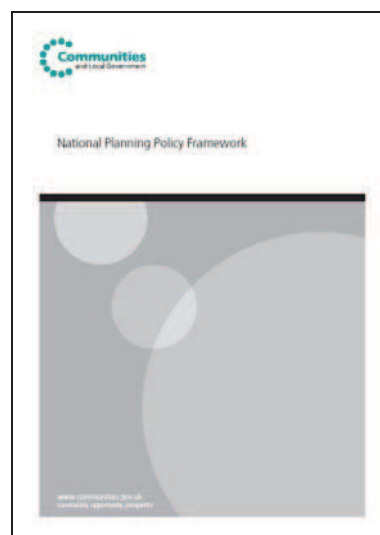
##### **National context**

Applications for planning permission must be determined in accordance with the local development plan unless material considerations indicate otherwise as set out in Section 38(6) of the Planning and Compulsory Purchase Act 2004 and section 70(2) of the Town and Country Planning Act 1990. The local development plan constitutes the adopted Local Plan and the Submission City Plan Part One. In conjunction with the NPPF, these documents are a material consideration in planning decisions.



## National Planning Policy Framework (NPPF)

The NPPF, published in March 2012, sets out the Government's planning policies for England and how these are expected to be applied. The framework requires each authority to work together with local communities to produce local and neighbourhood plans that reflect the needs of local communities. The most prominent objective in the NPPF is for local authorities to positively plan for and support sustainable growth in all three aspects of the physical, economic and social environment. This planning brief supports the delivery of the NPPF's objectives through promoting sustainable development and growth.



## Regional context

### Coast to Capital Local Enterprise Partnership

Brighton & Hove Economic Partnership is one of five local economies which form the Coast to Capital area. The LEP aims to support the development of 100,000 private sector jobs, promote entrepreneurship in schools and colleges as well as support the growth of internationally trading businesses. The employment floorspace targets established in section 9 of this brief will undoubtedly contribute towards the longer term achievement of these LEP regional targets.

## Local context

### Local context (2005)

The NPPF explains that full weight can be given to relevant policies, which includes "saved" policies adopted since 2004, for 12 months from the date of publication, even if there is a limited degree of conflict with the NPPF. After this 12 month period, where Local Plan policies have a degree of consistency with the policies in the NPPF, due weight can be given to them.

At the time of writing the Brighton & Hove Local Plan (2005) is the adopted local development plan for the city and covers the area identified in this brief. The following policies are particularly relevant in informing this brief:

### Economy and employment

- **Policy EM2** – Sites identified for high-tech and office uses (American Express Edward Street and adjacent land – 1.74 Ha)

### Housing

- **Policy HO2** – Affordable housing – 'windfall' sites.
- **Policy HO3** – Dwelling type and size.
- **Policy HO4** – Dwelling densities.
- **Policy HO5** – Provision of private amenity space in residential development.
- **Policy HO6** – Provision of outdoor recreation space in housing schemes.

- **Policy HO13** – Accessible housing and lifetime homes.

### **Sustainable development**

- **Policy SU2** – Efficiency of development in the use of energy, water and materials.
- **Policy SU9** – Pollution and nuisance control.
- **Policy SU10** – Noise nuisance.
- **Policy SU13** – Minimisation and re-use of construction industry waste.
- **Policy SU14** – Waste management.

### **Transport and movement**

- **Policy TR1** – Development and the demand for travel.
- **Policy TR2** – Public transport accessibility and parking.
- **Policy TR4** – Travel plans.
- **Policy TR5** – Sustainable transport corridors and bus priority routes.
- **Policy TR14** – Cycle access and parking
- **Policy TR18** – Parking for people with a mobility related disability.

### **Design and quality of development**

- **Policy QD1** – Design – quality of development and design statements.
- **Policy QD2** – Design – key principles neighbourhoods.
- **Policy QD3** – Design – efficient and effective use of sites.
- **Policy QD4** – Design – strategic impact.
- **Policy QD5** – Design – street frontages.
- **Policy QD6** – Public art.
- **Policy QD7** – Crime prevention through environmental design.
- **Policy QD15** – Landscape design.
- **Policy QD27** – Protection of amenity.

### **Historic environment**

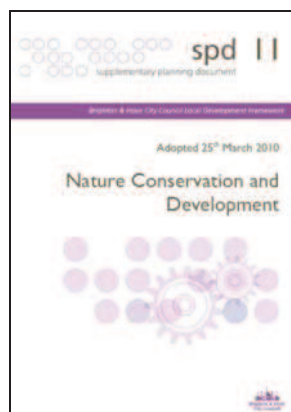
- **Policy HE1** – Listed buildings.
- **Policy HE3** – Development affecting the setting of a listed building.
- **Policy HE6** – Development within or affecting the setting of conservation areas.

### **Supplementary Planning Documents and Planning Advice Note**

The council has also produced the following supplementary planning documents which are material considerations for the future redevelopment of the Edward Street Quarter:

- **SPD03** – Construction and Demolition Waste.
- **SPD04** – Edward Street Quarter (March 2006). This document is discussed in further detail below.
- **SPD05** – Circus Street Municipal Market.
- **SPD08** – Sustainable Building Design.

- **SPD11** – Nature Conservation and Development.
- **PAN06** – Food Growing and Development.



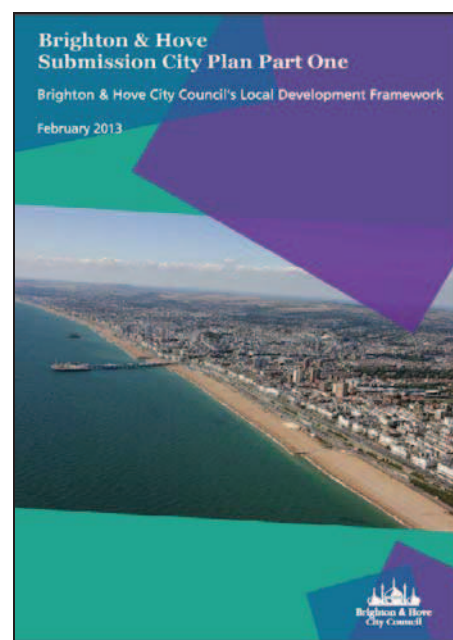
### Conservation Area Character Statements

The council has adopted character statements for a number of its conservation areas, including the Carlton Hill Conservation Area, East Cliff Conservation Area and Valley Gardens Conservation Area. The statements/ studies set out the historic development of the areas and define elements of their character and appearance that make them special today. Developers will be expected to have regard to these character statements in putting forward development proposals for the area. The design should be sympathetic to the heritage context and should aim to preserve or enhance the character and appearance of the area. Particular attention should be paid to opportunities to enhance the setting of listed buildings and conservation areas in the vicinity of the site.

### Local Development Framework

The Local Development Framework (LDF) is the official term used to describe the set of documents that will eventually replace all of the local planning authority's local development documents, including the Brighton & Hove Local Plan. The Submission City Plan Part One was agreed at council on 31 January 2013 for formal publication prior to its submission to the Secretary of State for independent examination. The policies most relevant in informing this brief are:

- DA5 – Eastern Road and Edward Street Area
- CP2 – Sustainable Economic Development
- CP3 – Employment Land
- CP8 – Sustainable Buildings
- CP9 – Sustainable Transport
- CP10 – Biodiversity
- CP12 – Urban Design
- CP13 – Public Streets and Spaces
- CP15 – Heritage



## PART 2

### 6. Development area

#### Location

For the purpose of this document the area referred to as the Edward Street Quarter comprises various parcels of land encompassing the former American Express building and Job Centre Plus to the north of Edward Street and is bounded by William Street to the west and White Street to the east (see Fig 1). The area defined as the quarter also includes the Dorset Gardens Peace Park, an area of open space alongside Dorset Gardens to the south of Edward Street.

Edward Street is a dual carriageway and an important transport link running between the central area of the city to the west and Eastern Road to the east, providing road and bus links to a number of important destinations including Brighton College, the Royal Sussex County Hospital and Brighton Marina. The development area is within walking distance of the city centre, the seafront and Brighton mainline railway station. There are existing good public transport links to London, Gatwick Airport, surrounding towns and within the city.

The new American Express building excepted, the development area is characterised by a number of public and private sector buildings dating from the 1960s and 1970s. All of these suffer from a number of problems typically associated with buildings from this period, ranging from poor aesthetics to operational inefficiencies in layout and energy performance. These buildings include the adjacent Job Centre Plus building, the nearby Magistrates Court and Police headquarters on the western side of John Street and County Court in William Street. The demolition of the former American Express Edward Street building is a requirement of the S106 agreement associated with the planning permission for the new American Express building.

#### Topography

The topography of the development area presents an interesting design challenge due to its location on a steeply sloping hillside that rises west to east from the valley floor (comprising Grand Parade and Valley Gardens). There is also a level change from south to north across the site as the slope of the hillside rises up from the seafront. The site affords views across the valley and as such, can be seen from various strategic viewpoints across the city, including parts of the historic seafront, Valley Gardens and the Royal Pavilion estate.

#### Extended development area

Since the publication of SPD04 in 2006, the concept of the Edward Street Quarter has been expanded for the purpose of this planning brief to include the following buildings on the periphery of the site (see Fig 2):

- the Police Headquarters building, Law Courts located to the west of John Street and County Court (Phase 2) ; and
- Dorset Gardens Peace Park to the south of Edward Street. (Phase 1)





Police HQ building on the west side of John Street



Law Courts on the west side of John Street near Edward Street junction



Fig. 2: Map of development area with phasing

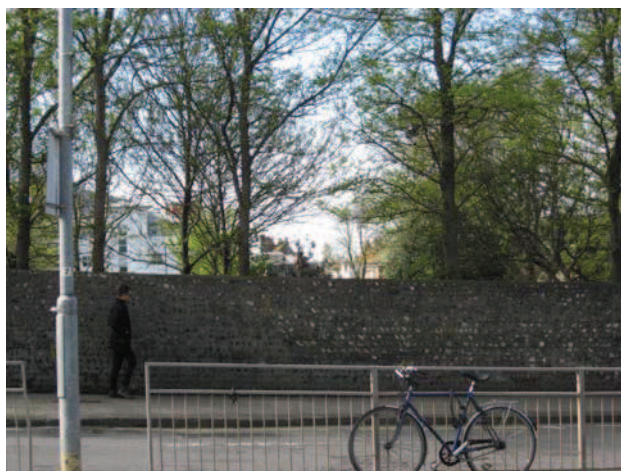
The Police HQ, Law Court, County Court and Job Centre Plus are characterised by poor architecture, public realm and connectivity. Whilst they are under separate land ownerships to American Express buildings old and new, their close proximity to the new American Express building and the remainder of the site means that their redevelopment potential should not be ignored and could provide an important contributory role in securing the wider area regeneration objectives of this planning brief. Any potential future redevelopment of these buildings would be dependent on decisions made by the relevant



landowners. A number of land use scenarios are possible including the retention and/or replacement of the Police Station, County Court, Law Court as well as the introduction of new land uses such as offices, residential, ancillary retail, student accommodation, community uses etc. subject to planning policy compliance.

Given the proximity of the Police Headquarters building to Circus Street, any future redevelopment of this site would also need to be informed by emerging plans for the redevelopment of Circus Street Municipal Market as guided by the council's supplementary planning document SPD05.

Dorset Gardens Peace Park is a substantial open space which is currently underutilised. The park tends to attract small groups of street drinkers, with little in the way of wider usage being apparent. With regard to the area covered by this brief, access to the park is hampered by the presence of fast moving traffic on the dual carriageway of Edward Street, guard rails along the central reservation and a pedestrian crossing that does not relate well to the park entrance (which is some distance down Dorset Gardens). Nevertheless, the park clearly has the potential to better serve its current and future communities and has therefore been included within this brief.



Northern boundary of Dorset Gardens Peace Park from Edward St



Dorset Gardens Peace Park looking north towards American Express site

## 7. Planning history

Planning permission for American Express Edward Street was granted in 1972 with its construction following between 1972 and 1975. Featuring a landscaped plaza fronting Edward Street, later additions included a two storey extension on the western side of the building, close to John Street, in 1982.

Planning permission was granted in 2009 for the construction of a new building for American Express' European operations immediately to the north of their existing building. The planning permission (ref: BH2009/01477) was subject to a Section 106 agreement which included a requirement for the demolition of the existing American Express Edward Street building which is anticipated by 2016.

The smaller site of the former Thwaites garage on the corner of Mighell Street and Carlton Hill has been the subject of several planning applications. The most recent application was formally approved in September 2013 (ref: BH2012/04086). It comprises office space on the lower ground floor and part of ground floor and 9 flats arranged in a part 4 and part 5 storey block.

## 8. Vision and development principles

This brief's vision for the Edward Street Quarter is to create...

**...a dynamic first class business and residential district with a strong sense of place, distinguished by high quality townscape, architecture and public realm.**

In order to deliver this vision, development proposals should be guided by and reflect the following principles:

### General

- Provision of the overall floorspace levels and land uses set out in this brief.
- An overall aim for a zero carbon development or – where that cannot be achieved – carbon neutral development, in order to act as an exemplar for sustainable development within and beyond Brighton & Hove and assist the city's bid to achieve UNESCO Biosphere Reserve status.
- Buildings of high quality design, layout, scale and massing – combining to form a coherent, legible and accessible development cluster focussed around the new American Express building – and creating a true sense of place that integrates with and links the local neighbourhoods.
- Development which respects the character of heritage assets both within and in the vicinity of the site.
- Development appropriately phased so as to provide a viable and successful community at each stage of completion, with each subsequent phase enhancing and contributing to the creation of a coherent urban quarter that will integrate with and benefit the wider area.

### Connectivity and movement

- Consolidation and strengthening of public transport connections to the bus and rail network, through enhancement of routes to existing stations and bus stops on this prominent east/ west bus route.
- Improved cycle and pedestrian access – both to and within the development area – including improved connections to the Peace Gardens, St James's Street and the wider neighbourhood.

### Place making

- A high quality public realm, including a series of successful social spaces at the heart of the development area, as well as John Street, William Street and the Dorset Gardens Peace Gardens. Proposals must complement any future public realm improvements to St James's Street.
- Retail, commercial and other 'active frontage' uses at ground floor level to serve and assist the safety of the resident and working community and contribute to an attractive environment.
- Cultural and community activities within the development area through the provision of dedicated cultural/ community floorspace and through the creation of new public squares for leisure and recreation and for hosting events that will benefit the wider area.
- Introduction of a greening strategy to improve the environment of key pedestrian routes in the area, including Edward Street and John Street.

## 9. Land use and development quantum

The Edward Street Quarter is included as a strategic allocation within Policy DA5 of the Submission City Plan which entails the demolition of the former American Express Edward Street building and its replacement with:

- 15,000 – 20,000 sq m of high quality office floorspace; and
- 65 residential units.

It should be noted that the City Plan's definition of the Edward Street Quarter is not as wide-ranging as the area covered in this brief. As defined in Policy DA5, the area includes the American Express Edward Street building and Job Centre Plus but does not include the buildings on the west side of John Street and William Street (the Police HQ, Law Courts and County Court) that are identified as Phase 2 in this planning brief.

Various scenarios were capacity tested and a preferred development option has been identified that provides a level of development that is considered viable and appropriate within the context of the site's location and surrounding buildings (see Fig 3).

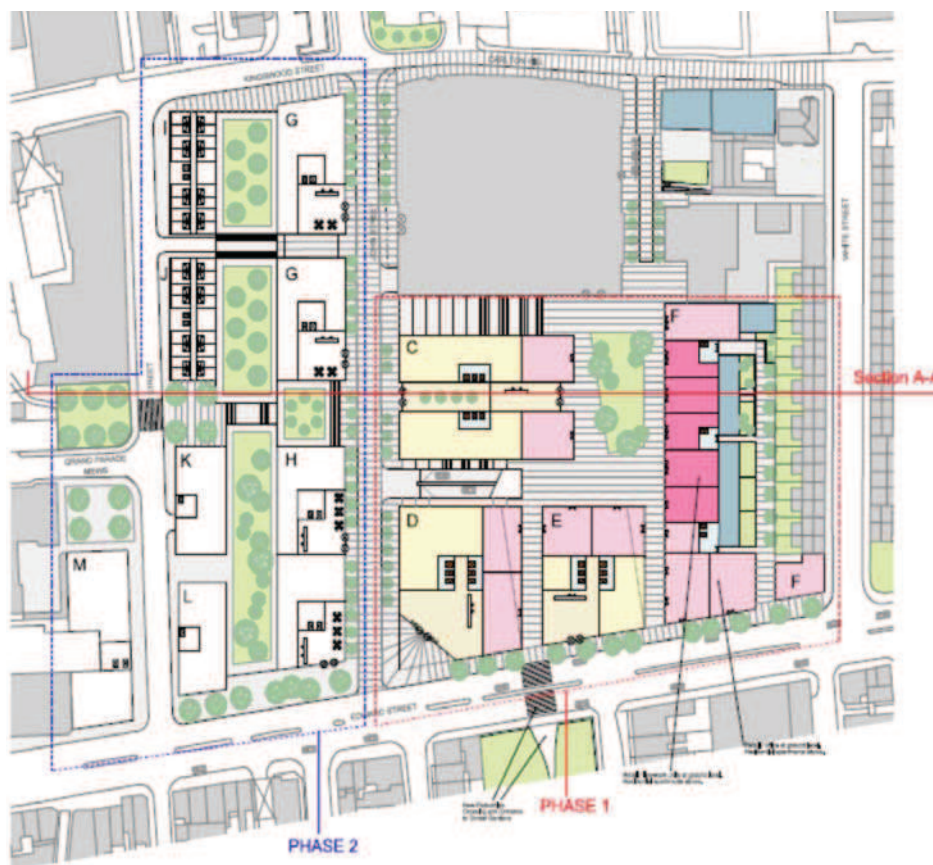






Fig 3: Indicative layout for illustrative purposes only

### Key

|   |   |   |   |
|---|---|---|---|
|  | B1 office floorspace (15,000-20,000 sq m)                                 |  | 65+ residential units   |
|  | Ancillary ground floor uses with active frontages e.g. retail, cafes etc. |  | Ancillary ground floor uses with active frontages and live-work residential above |

The results of the capacity assessment have been used to propose appropriate indicative heights and massing of buildings, together with a possible mix of uses and quantum of

development likely to be acceptable if these sites were redeveloped as part of Phase 1 and Phase 2 of the Edward Street Quarter. Please note the caveats made earlier in this brief, namely that any potential redevelopment beyond the old American Express Edward Street building would be dependent on decisions made by the relevant landowners. These buildings have been included in the brief because of their undoubted development potential.

## 9.1 Employment floorspace

Based on the results of the capacity assessment of the site, the preferred development option proposes a Phase 1 target figure of approximately 21,000 sq m of employment floorspace, as part of a mixed use scheme. This is considered to be both viable and deliverable.

There is a growing demand in the city for modern but affordable office accommodation to meet the needs of local businesses and inward investors. Historically, office take-up in the city has comprised a large number of smaller office suites, with around 93% of transactions in 2010 involving buildings or office suites of less than 5,000 sq ft<sup>1</sup>. Future proposals for this site will need to reflect current demand for office accommodation by offering flexible floorplates which have the ability to be sub-divided to meet the requirements of both large and small businesses.

## 9.2 Housing

Although the adopted Brighton & Hove Local Plan does not allocate any of the American Express site for housing, the emerging Local Development Framework has for some years proposed a residential element as part of the site's redevelopment. An updated Strategic Housing Land Availability Assessment (2011) increased the number of residential units proposed for the site from 64 to 165. Work on assessing the capacity of the site in conjunction with other land uses would suggest that approximately 65 units would be more realistic within local townscape constraints. The precise number of units achievable would be dependent on the types and size of units proposed.

### Dwelling type and size

Proposals for new residential development should incorporate a mix of dwelling types and sizes that reflects and responds to Brighton & Hove's housing needs, in line with policy HO3 of the Local Plan and policy CP19 of the Submission City Plan. The need for more family housing and affordable housing is particularly important as evidenced by the council's recent report<sup>2</sup>. These should be provided as part of any future development proposals.

### Affordable housing

Policy HO2 of the Local Plan<sup>3</sup> requires proposals for 10 or more dwellings, to provide 40% affordable housing. Residential development proposals that incorporate less than 40% would need to demonstrate that the scheme would be unviable and thus undeliverable if it were to provide 40% housing units.

<sup>1</sup> Analysis of office market carried out by Cluttons, the council's Property Agents, in June 2011.

<sup>2</sup> "Implications of Demographic Change on Demand for Homes in Brighton & Hove" - Brighton & Hove City Council, 2012

<sup>3</sup> Different thresholds of affordable housing have been set by policy CP20 Affordable Housing in the Submission City Plan Part One, but 40% of affordable housing would apply to sites of 15 or more dwellings.



## Lifetime homes

All new housing development should be built to 'lifetime homes' standards in accordance with the requirements of policy HO13 of the Local Plan and CP12 of the Submission City Plan. Any new development should be fully accessible to all sections of the community, including people with disabilities. Five per cent of housing units should be built to wheelchair accessible standards, including 10% of affordable housing units.

Development proposals should also follow best practice in terms of the inclusive design principles as set out in the Lifetime Homes Design Guide (November 2011).

## Gardens and private amenity space

The provision of private amenity space will also be expected for all new residential units e.g. a garden, balcony or roof terrace, in accordance with policy HO5 of the Local Plan and policy CP14 Housing Density of the Submission City Plan.

### 9.3 Commercial/ retail uses

Ground floor uses with active frontages are encouraged, such as commercial uses, ancillary retail, cafes, restaurants etc. in locations which front public spaces. Such uses help to provide passive surveillance, increase public safety and promote vitality within the development area.

## 10. Heritage

The site lies to the east and close to the historic centre of Brighton in an area first developed in Regency and early Victorian times and adjoins three conservation areas (see Fig 4): East Cliff (to the south), Valley Gardens (to the west) and Carlton Hill (to the north east). The characteristics of these conservation areas are summarised in the following table.

| East Cliff CA   | Valley Gardens CA   | Carlton Hill CA  |
|---|---|--|
| Characterised by a mixture of stately homes that line the cliffs and tightly packed terraced houses in the side streets to the north of the seafront. The architecture is predominantly Regency in style, though not always strictly Regency in period, and most often the buildings are faced in smooth stucco render. | Characterised by different terraces or groups of buildings as well as several larger individual buildings, including a number of listed buildings on Grand Parade. What links and unifies these disparate elements is the 23 acres of (mainly) public gardens which runs the length of the Conservation Area from Park Crescent to the sea, forming a green valley. | Characterised by its topography on steeply sloping ground, surviving street pattern with flint boundary walls, historic open space and a cluster of distinctive historic buildings. It is much more domestic in scale and is based around the public open space of the Turner Park. It comprises a cluster of statutorily listed buildings dating from the first half of the 19 <sup>th</sup> century. |

There are numerous listed buildings in the wider area. In the immediate vicinity are:

- 1-5 Tilbury Place;
- the Greek Orthodox Church on Carlton Hill;
- 34-35 Mighell Street (which is within the development area);

- 1 Dorset Gardens;
- Turner Park folly;
- Walls and railings to Dorset Gardens Peace Park; and
- 161 Edward Street.

In accordance with HE3 and HE6 (Local Plan) and CP15 (Submission Version of the City Plan), development proposals will not be permitted where they would have a negative impact on the setting of a listed building or conservation area, through factors such as siting, height, bulk, scale, materials, layout, design or use.



Fig 4: Conservation areas

A Heritage Statement will be a requirement of any future application. The Statement will need to be based upon a thorough review of the available evidence. Development proposals should have regard to the impact on the setting of conservation areas and listed buildings in the vicinity of the site. In this respect, the character statements for all three conservation areas as well as the Townscape, Built Heritage and Visual Assessment submitted with the American Express application (ref: BH2009/01477), will be useful background documents to inform the Environmental Impact Assessment. The height of proposed development to the immediate south of the former farmhouse listed building (34-35 Mighell Street) is likely to be a key consideration for this very sensitive

part of the site.

The fence on the southern boundary of Carlton Hill Primary school should be replaced with a flint wall. This would complete the landscaping works which have been undertaken to Carlton Hill as part of the planning permission for the new American Express building.

## 11. Scale, massing and building heights

The results of the capacity assessment, have established some clear parameters in terms of acceptable building heights, scale and massing. These are illustrated indicatively in Fig 5.

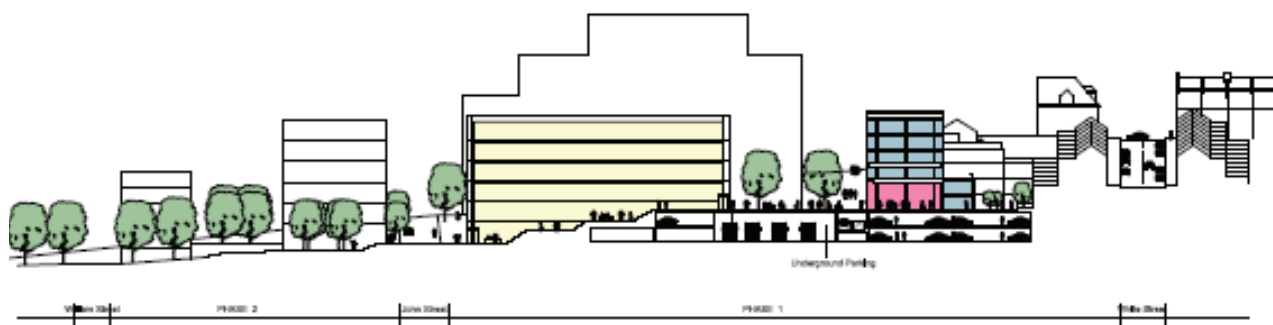


Fig 5: Scale, massing and building heights – indicative illustration

The upper limit for buildings fronting John Street is generally considered to be seven storeys, although developers must take into consideration the more domestic scale of development to the north of Carlton Hill/ Kingswood Street in the design of their proposals. The exact height of proposed development will need to take account of the relationship with adjoining buildings, the topography of the area and the setting of listed buildings and conservation areas. This could allow for a variation in the height of elements of future development proposed in John Street. In stark contrast White Street, on the eastern boundary of the site, is almost entirely residential in character comprising of two storey terraced housing. Development proposals will therefore need to be lower in height and demonstrate that there will be no adverse impact on the residential amenity of existing occupiers.

Development proposals should also be assessed in terms of their visual impact on the wider historic environment and the local context. There are a number of key strategic views which should be taken into account by developers in their proposals for the site. These include views from:

- Whitehawk Hill
- Hollingbury Hill
- Brighton Pier (formerly Palace Pier)
- Pavilion Gardens

In these views the overall height, form, and silhouette of the development are important planning considerations as required by Policy QD4 (Local Plan) and Policy CP12 Urban Design (Submission City Plan). In submitting proposals for this sensitive context, developers should ensure that their assessment of visual impact is consistent with the approach adopted in the Townscape, Built Heritage and Visual Assessment submitted by American Express as part of their planning application (BH2009/01477). These viewpoints have been approved by the council's Heritage team.



## 12. Amenity issues and construction

### Amenity, air pollution and noise

In accordance with policy QD27 of the Local Plan, planning permission for any development or change of use within the development area will not be granted where it would cause material nuisance and loss of amenity to the proposed, existing and / or adjacent users, residents, occupiers or where it is liable to be detrimental to human health. Additionally, all proposed developments that have the potential to cause pollution and/ or noise nuisance, will be required to incorporate measures to minimise their impact, in line with policies SU9 and SU10 of the Local Plan. Specific attention should be paid to the impact on amenity of any proposed development in the east of the development area, in order to cause minimum disturbance to the residents of White Street.

All major planning applications will need to be accompanied by an Environmental Impact Assessment, incorporating daylight/ sunlight, air pollution and noise impact assessments where necessary. If developments are likely to cause significant impact on local amenity, planning conditions will be imposed and/ or a planning obligation sought in order to specify and secure acceptable air quality levels, noise limits, hours of operation and attenuation measures. Developers should give careful consideration and justification to the design of loading/ unloading facilities and rubbish/ waste storage to limit noise, odour and visual impacts upon adjacent residents and businesses.

### Construction

Construction activity within the development area will inevitably span over many years and unless controlled could give rise to adverse environmental effects such as noise, air quality and problems on the local highway network. Those potentially affected could include residents, businesses and visitors as well as people living in close proximity to the site. In order to minimise such impacts, it is essential that a co-ordinated approach is taken to construction activities. Further guidance on these issues is given in SPD03 Construction & Demolition Waste which provides useful advice on how to reduce, re-use and recycle construction and demolition waste.

Any redevelopment of the site will require a site waste management plan (SWMP) to be submitted to the council. In the case of the demolition of buildings within the development area, the council will be seeking the re-use as much as possible of the chalk, concrete and steel in any new development.

## 13. Transport

### Sustainable transport

Improvements to sustainable transport in the wider area are key to realising the development potential and aspirations of this brief. The development area is situated to the north of Edward Street which links directly to Grand Parade, where the A23 from London, A270 from Lewes and A259 coast roads all converge. Edward Street forms part of a 'sustainable transport corridor' as defined in policy TR 4 of the Local Plan and is well served by local bus services into the city which run every 10 minutes throughout the working day.

## Improved bus provision

The Eastern Road/ Edward Street corridor is identified in the emerging City Plan as the focus for long term development and regeneration in the city and represents a significant hub for business and labour markets. This is evidenced by:

- the recently completed American Express building (33,860 sq m) which employs approximately 3,000 people;
- the proposed redevelopment of the Royal Sussex County Hospital (known as the 3T's) which, if the government secures the necessary funding, will entail public realm improvements as part of the planning consent and a new build of approximately 72,000 sq m, leading to a net increase of 54,000 sq m at the site.

Traffic growth of 29% is forecast to occur in the AM peak period between 2011 and 2022, with 27% growth in the PM peak period as a result of both of these developments. If the existing bus infrastructure is not improved, this is likely to lead to increased demand and substantial delay to bus services.

In recognition of this, a council bid for funding under the Department for Transport 's (DfT) Better Bus Area (BBA) Programme and has been awarded £3.48M to secure improvements in bus provision and infrastructure along the Eastern Road/ Edward Street corridor. A number of options are currently being explored by the council including:

- introducing dedicated bus and cycle lanes; and
- improving the carriageway and bus stops.

Any development proposals should support and enhance the use of public transport through channelling investment towards any aspects of bus provision and infrastructure which are unable to benefit from BBA funding. This will require close liaison with the Transport Planning Team to ensure that development proposals do not duplicate planned or existing provision and provide genuine added value.

Given the quantum of development proposed for the Edward Street Quarter, it may be desirable in the future for a two way bus service to run along Edward Street. However, the realisation of such an aspiration is entirely dependent on the commercial decisions taken by Brighton & Hove Bus and Coach Company – a private company which operates independently of the city council.

## Cycle routes and infrastructure

Cycling should be strongly encouraged in accordance with Local Plan policy TR13 (Cycle network) and Submission City Plan policy CP9 Sustainable Transport which set out the requirements for development proposals and specifically reference cycle routes in the Edward Street/ Eastern Road area.

Cycle infrastructure in the vicinity of the development area is extremely poor, with a number of accidents involving cyclists being reported along the Edward Street corridor. While funding under the BBA Programme is likely to be channelled into improving infrastructure along this east/ west corridor, there is a need for future development proposals to improve cycle routes and infrastructure beyond the corridor. In particular, the council would welcome proposals that created safe cycle routes to the south of Edward Street, providing vital connections to St James's Street and the seafront. These could take the form of cycle contra-flows to expedite safe cycle passage in areas typified

by narrow streets e.g. Dorset Street. This has been successfully trialled in the North Laine area of the city. Development proposals should also include safe cycle routes along Mighell Street (following its reinstatement) and John Street, the latter is currently used as a short cut by drivers seeking to avoid the traffic lights at the junction of Edward Street with Pavilion Parade.

### **Car and cycle parking standards**

The locality benefits from good sustainable transport linkages. Funding from the Sustainable Transport Fund and BBA Programme has been secured by the council to provide a series of improvements along the Eastern Road/ Edward Street corridor between 2011-2014, to encourage and provide further modal shifts away from the car to more sustainable forms of transport. Parking levels should therefore be kept low across the development area, although it is recognised that some car parking provision will be necessary. The full standard for parking for disabled drivers should be met on site. Cycle parking and facilities such as secure cycle storage, showers and changing rooms will be required as set out in the parking standards in Brighton & Hove Local Plan Policy TR12 (Cycle access and parking). Further guidance on the accessibility of the site to public transport and parking guidance and standards for development are set out in Chapter 1 of the Brighton & Hove Local Plan and in SPG Note 4, 'Parking Standards'.

Any future planning applications will need to be accompanied by a Transport Assessment to identify the likely effects of the demand they create and include measures to mitigate their impacts by reducing car use. Travel Plans will be an important element in the granting of planning permission, including ensuring that any future development does not unacceptably increase parking pressures in the local area.

### **Car club**

Car clubs have evolved to provide greater choice of transport options to people that require access to a car for some journeys. Whilst the brief seeks to reduce reliance on the private car, the establishment of a car club in the development area would provide a practical option when the use of public transport may not be appropriate, possible or desirable.

Developers should explore the feasibility of incorporating a car club as part of their proposals for the development area. Operators can advise on the necessary provision, including:

- availability of parking;
- proximity to local facilities within walking distance;
- an assessment of the characteristics of the community; and
- an appraisal of likely number of cars required.

## **14. Public realm**

A coordinated public realm can help to create an identity for a place, encourage pedestrian movement, provide a foil to visually connect disparate buildings and create an impression of a safe and cared for environment. The public realm that currently characterises the locality fails to achieve many of the aspirations for good design set down in national and local policy guidance<sup>4</sup> and provides a poor quality environment.

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<sup>4</sup> NPPF, QD1 (Local Plan) and CP13 (Submission City Plan)



Eastern corner of White Street



Job Centre fronting Edward Street

It is therefore essential that any new development addresses this negative image by providing an attractive pedestrian environment, creating active frontages and improving legibility as set out in this brief. Further advice on public realm is provided in the council's Legibility Study<sup>5</sup> and Streetscape Design Guidelines<sup>6</sup> which provide comprehensive design guidance for achieving high quality public spaces.

### Safe pedestrian environment

Carlton Hill, John Street and William Street are currently used as rat runs by vehicles trying to avoid the signalised junction at the western end of Edward Street. The creation of a safe pedestrian environment throughout the development area is therefore a priority. Traffic calming together with pedestrian priority measures should be integrated within future development proposals, especially in areas of high risk to pedestrians such as outside Carlton Hill Primary School. Developers should consider using planting and soft landscaping as a means of achieving this.

### Improving connectivity

Future development proposals for the site should connect Mighell Street to Edward Street. This would create a direct north-south pedestrian route through the site, reflecting the connection that existed in the past, prior to the development of the 1970 American Express Edward Street building. Other significant benefits would include:

- improving the approach to and from Tilbury Place;
- improving Mighell Street frontages and its function; and
- increasing footfall through the site.

All of these benefits are central to creating a permeable, legible and pleasant public realm within the heart of the development area.

### Public square

The importance of creating social spaces for people to meet, sit and socialise, cannot be underestimated. Since the aspiration of the brief is “to create a dynamic commercial district which is attractive as a first class business and residential destination”, this will need to be supported by public spaces which not only attract sufficient footfall to ensure

<sup>5</sup> “Legibility Study - Public Space: Public Life” (BHCC, 2007)

<sup>6</sup> “Streetscape Design Guidelines” (BHCC, 2010)



commercial success but also provide a pleasant amenity space for workers, residents and visitors to enjoy during their leisure time.

With the reinstatement of Mighell Street, there is an opportunity to create a public square in the heart of the commercial/ residential district somewhere along this important north-south pedestrian route.



Jubilee Square, Brighton – an example of public space defined by buildings with active frontages at ground floor level.

### **Dorset Gardens Peace Park**

This public open space, to the immediate south of Edward Street, is currently under-utilised for a number of reasons. There is little in the space to attract potential users and it is difficult to access from residential areas to the north, due to the barrier to pedestrian movement created by Edward Street and the park's northern boundary flint wall.

Development proposals should provide for:

- improvements to the existing pedestrian/ cycle crossing in front of the Job Centre;
- investigating the potential for a park entrance to be created on the northern listed flint wall boundary of the park, subject to Heritage considerations;
- improvements within the Peace Gardens to make it a people-friendly space that will provide for a wide variety of informal leisure needs with respect to the area's peaceful character.

The council has expertise in place-making projects and can provide guidance and advice in this respect.



A view of Dorset Gardens Peace Park looking south



Source: Public Life Public Space, BHCC 2007 (illustrative only)

Any changes affecting the gardens will require liaison with the council's Heritage team to ensure changes are sympathetically designed, preserve and enhance the setting of the listed wall and railings and meet the requirements of East Cliff Conservation Area Study and Enhancement Plan.

### **Tarner Park**

This park, to the north of the development area, is tucked behind Tilbury Place and has recently benefited from some improvements to its play facilities, as well as the establishment of a new Children's Centre with After School Club in the form of a portacabin. However, there is scope for improvements to the existing park which could be financed through developer contributions, if proposals are deficient in open space and need to incorporate mitigation measures. Priority measures to improve the park include:

- creating a viewing area with railings for the newly installed camera obscura at the top of the listed folly in the park;
- repairs and maintenance of the folly's parapets; and
- improving the gardens in the immediate vicinity of the folly.

Any changes affecting the gardens will require liaison with the council's Heritage team to ensure changes are sympathetically designed, preserve and enhance the setting of the listed folly and meet the requirements of Carlton Hill Conservation Area Character Statement.



Listed folly in Tarner Park

### **Greening of the development area**

The main pedestrian and vehicular access to the Edward Street Quarter is via Edward Street, John Street, William Street, Carlton Hill and White Street. Edward Street, William Street and John Street, in particular, are areas that suffer from poor quality townscape and public realm. These streets are characterised by drab concrete pavements, are devoid of greenery and distinctly lacking in quality street furniture. Such a harsh environment does nothing to attract investment into the development area or to provide an attractive environment for local residents and workers in which to relax.



Developers should work with the council in examining enhancements to the highway, pavements and physical appearance of the area, including greening initiatives, public art and public transport improvements. The creation of “green corridors” will be sought (including shared space where appropriate), through appropriate planting and landscaping to facilitate improvements in pedestrian movement along Edward Street, Carlton Hill, William Street, John Street and to the seafront (see Fig 6). In particular, developers should integrate green/ living walls within the design of buildings flanking Edward Street and John Street in order to improve visual amenity and to reduce the effects of pollution and traffic noise from Edward Street.



Source: Examples of green and living walls from the internet<sup>7</sup>

### **Biodiversity measures in the development area**

Developers are encouraged to build in biodiversity measures into the design of development in line with the council’s One Planet Living aspirations, guidance contained in paragraph 118 of the NPPF and the council’s SPD 11 Nature Conservation and Development. The benefits provided by nature conservation features to local residents and people working in the area are wide ranging. They include valuable ‘ecosystem services’, such as mitigating the damaging affects of air pollution and climate change, as well as aesthetic and amenity benefits. For example, installing green roofs helps to reduce summer temperatures in urban areas, slows storm water runoff and can lower energy consumption. The inclusion of biodiversity measures will also enable developers to meet the council’s aim for high ecology ratings under the Code for Sustainable Homes

<sup>7</sup> These are sample images to illustrate the council’s aspirations for the development area. Permission will be sought to use these images, or ones similar to them, in the final version of the brief.

(or equivalent nationally recognised and certified standard) and also to address corporate social responsibility issues.

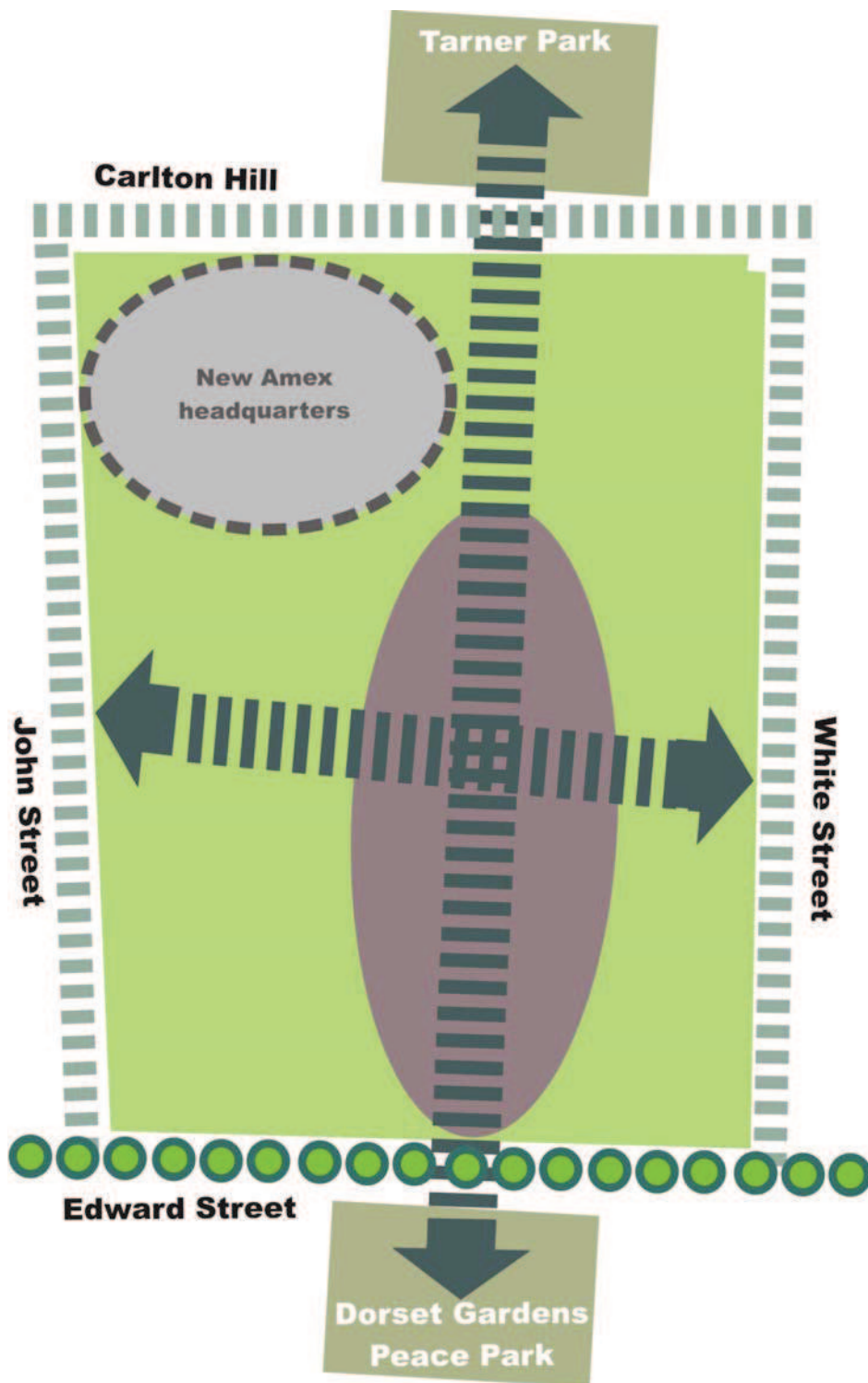


Fig 6: Greening strategy

**Key**

- |   |  |   |   |
|---|--|---|---|
|  | Zone for public space                        |  | Links to existing green spaces and green corridor |
|  | Creation of a green corridor                 |  | Priority area for soft landscaping and planting   |
|  | Prime area for green roofs and amenity space |   |   |



## 15. Community infrastructure and facilities

Higher density development and a broad mix of land uses, as proposed in this planning brief, have the potential to reduce the demand for travel and provide for other benefits in sustainable urban living. However any such development is likely to result in increased pressure on existing services and infrastructure. The quality of the social infrastructure – the schools, health centres, sports centres, community halls and so on – will be vitally important in strengthening local communities both within and in close proximity to the development area such as residents of the Kingswood and Milner housing estate, White Street and Carlton Hill.

The need for community facilities arising from the development and its impact on the wider area will need to be met by developers, either through the direct provision of community buildings/ facilities within the development area or through financial contributions directed towards existing community organisations in the vicinity of the site. Similarly, depending on the impact of proposed development on existing health and education services, financial contributions may also be sought to improve existing health facilities and/ or expand the number of school places. It is desirable that developers carry out a rapid community profile and/ or health impact assessment in support of major planning applications proposed within the development area. In recognition of the cumulative impact of the amount of residential development proposed in relation to Circus Street, Thwaites Garage and this brief, there may be scope for some direct provision of education and/ or health facilities within the development area, subject to viability considerations.

## 16. Sustainability

All development proposals will be required to incorporate sustainable design features to help deliver the principles of the council's One Planet approach, radical reductions in greenhouse gas emissions, particularly CO<sub>2</sub> emissions, and to mitigate against and adapt to climate change. Local Plan policies SU2 and SU13 and CP8 of the Submission City Plan Part One promote efficiency of development in the use of energy, water, materials and the sustainable management of waste. Supplementary Planning Document 08: Sustainable Building Design and its associated checklist outline the minimum standards in relation to sustainable design which will be expected on the site. These refer to standards around energy and carbon dioxide emissions, water use, use of materials and building benchmark standards. The following performance benchmarks are expected to be practical and achievable. There is emerging national evidence which would suggest that achieving these standards in sustainability increases the profitability of private sales.

### Code for Sustainable Homes

All new build residential units, including those within mixed-use developments, are expected to emit no annual net carbon dioxide from energy use, be designed to Lifetime Home Standards and achieve a minimum rating of Level 4 of the Code for Sustainable Homes (CSH) or equivalent nationally recognised and certified standard.

### BREEAM ratings

All non-residential developments are expected to score at least 60% in the energy and water sections of the relevant BREEAM assessment within a minimum overall rating of 'Excellent' or equivalent nationally recognised and certified standard.

## Sustainability checklist

All developers will be required to submit a completed Brighton & Hove Sustainability Checklist with the planning application and/or a sustainability statement. In the case of outline applications, a condition will be attached requiring these at reserved matters stage i.e. when the details of the planning application are being considered, and a Section 106 agreement will provide for any mitigation measures.

## Energy efficiency and carbon dioxide emissions

Energy use can most easily be minimised where the design approach includes energy efficiency as a guiding principle at the outset of the design process. Development should follow the approach '*Be Lean. Be Clean. Be Green*': using less energy, supplying energy efficiently and prioritising decentralised energy generation; and using renewable energy. This means incorporating the highest possible levels of insulation and airtightness and applying passive design solutions to maximise passive heating, cooling, lighting and ventilation. All developments are expected to exceed Part L Building Regulations, and residential development should aspire towards zero carbon status i.e. emitting no net annual carbon dioxide emissions from energy use.

## District heating and Energy Services Companies

Edward Street and Eastern Road areas are identified within the *Brighton & Hove Renewable and Sustainable Energy Study* as having significant potential for District Heating (Chapter 7, BHCC/AECOM, 2013).

| District heating scheme: Definition   | Benefits  |
|---|---|
| <p>A district heating scheme comprises a network of insulated pipes used to deliver heat in the form of hot water, from the point of generation to an end user. Networks can be both lower carbon and cheaper for consumers than a building-level solution.</p> <p>A heat network enables valuable energy often wasted in power generation to be harnessed and delivered to a point of use. This removes the need for additional energy to be generated and allows for economies of scale. The generation of heat in large plant can be more efficient than production in multiple smaller boilers, resulting in energy, cost and carbon savings. Heat networks can be extended by adding more providers of heat, or 'heat sources', along the way.</p> | <ul style="list-style-type: none"> <li>• Allowing a broad range of energy generation technologies to work together to meet demand for heat and enabling fuel flexibility;</li> <li>• helping to efficiently manage supply and demand of energy thus lowering costs;</li> <li>• dramatically increasing fuel efficiency through use of Combined Heat and Power (CHP);</li> <li>• reducing labour and maintenance cost compared to individual systems;</li> <li>• reducing CO2 emissions;</li> <li>• improving security of supply; and</li> <li>• extending the reach of renewables.</li> </ul> |

The study identified clusters of heat demand in fourteen areas in the city where conditions support heat network development (see Fig 7 and Fig 8). Potential was assessed based on: total heat demand; heat density; presence of key anchor loads; building energy profiles; proximity to key opportunities and constraints; development sites and potential for expansion; other benefits; and financial and practical viability.

Within the long list of fourteen heat clusters, the Edward Street area is shortlisted as one of three having greatest potential in the city. Nearby Eastern Road cluster was also shortlisted. The proximity of these two areas presents even stronger opportunities for a larger decentralised heat network in future.

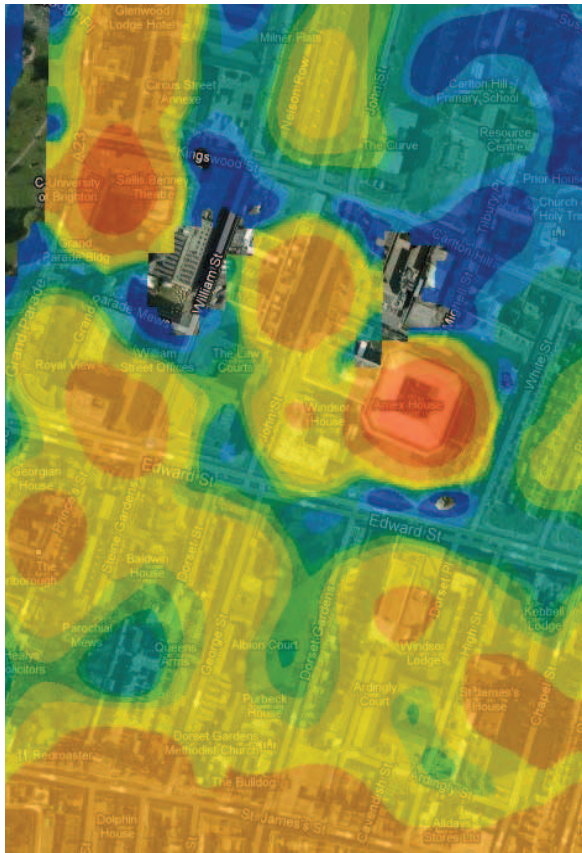


Fig 7: Heat Map of Edward Street area (Brighton & Hove Renewable and Sustainable Energy Study, BHCC/ AECOM 2012, p85)



Fig 8: Edward St Illustrative Potential Network Layout (Brighton & Hove Renewable and Sustainable Energy Study, BHCC/ AECOM 2012, Fig 25, page 134)

Development proposals will be expected to incorporate infrastructure to support the establishment of heat networks with potential for future connection, subject to viability considerations. Developers should explore the feasibility of integrating:

- district heat and power systems;
- retrofitting supply to existing buildings both within or just outside of the development area boundary; and
- setting up ESCOs to supply heat and power within the development area and beyond. This should be undertaken with reference to any existing or proposed energy infrastructure for the site.



| Energy Service Company: Definition   | Benefits   |
|--|--|
| <p>Energy Service Companies (ESCOs) have different models of operation, but all usually develop low carbon solutions for local energy generation by designing, building, financing, operating and maintaining energy generating plant, and through managing energy services. Solutions are usually based on combined heat and power generation (e.g. district heating) and/or renewable energy technologies.</p> <p>ESCOs can work at varying levels, from housing and mixed-use blocks, or to wider development areas, with the potential to retrofit district heating to supply existing development in areas of the city.</p> | <ul style="list-style-type: none"> <li>• To benefit tenants and owners by offering lower electricity and heating bills as part of a low carbon option;</li> <li>• to improve social cohesion by reducing fuel poverty; and</li> <li>• to lower dependence on national and/ or regional energy sources that can be susceptible to volatile pricing and long-term availability and involve transmission losses.</li> </ul> |

Examples of successful ESCOs include:

- Southampton District Energy Scheme (Southampton Geothermal Heating Co Ltd);
- London Borough of Tower Hamlets (Barkantine Heat and Power);
- Aberdeen Heat and Power; and
- Nottingham, Renewable Nottinghamshire Utilities Ltd.

It is also important for developers to consider impacts on air quality. Multi Utility Service Companies (MUSCOs) are currently a theoretical model, which could innovate to supply services such as water, waste and telecommunications in addition to heat and/ or power. Exploration of this kind of innovation in the development area - aiming to maximise sustainable supply and financial benefit to tenants and residents - would be welcomed.

## Food growing and development

Great success has been achieved in Brighton & Hove delivering food growing as part of development. This is encouraged in local planning advice note PAN06 Food Growing and Development, in recognition of the significant role the food system plays in delivering sustainable development.

Growing food in urban settings offers multiple benefits. These include: community cohesion; the potential to enhance biodiversity; health benefits associated with outdoor activity and consumption of fresh fruit and vegetables; improving life skills; making productive use of land; climate mitigation through greening buildings and urban environments; reducing urban heat island effect through green infrastructure provision; improving air quality; reducing threat of surface flooding from rain run off by providing permeable surfaces; and reducing the negative impacts of the food system by increasing the availability of fresh local produce. Living walls and roofs also improve the performance of buildings reducing energy use and carbon emissions.

Food can be grown in a number of different locations and circumstances: rooftops; balconies; walls; internal atriums and courtyards; external landscaping and integrating ornamental with edible planting; and raised beds. Wherever there are planting schemes,

these could involve edible, rather than non productive planting, such as fruit trees and herbs.

Future proposals for the development area should explore the feasibility of providing:

- edible planting as part of any planting and landscaping schemes;
- facilities for communal food garden/ allotments;
- facilities for residents, building users and visitors to encourage involvement in community food growing projects.



One Brighton, New England Quarter, Brighton.  
Raised bed allotments on the 6<sup>th</sup> floor roof garden, a social hub for residents. Plots are over subscribed.



The 'London Road Station Partnership' cultivating on two small plots ornamental and edible plants in raised beds and a mini orchard.

## 17. Phasing of development

|          |  |
|----------|--|
| Phase 1a | American Express Edward Street redevelopment |
| Phase 1b | Job Centre Plus redevelopment                |
| Phase 2a | Police Station                               |
| Phase 2b | Law Court and County Court                   |

The above phasing plan is indicative (see Fig 2) and based on the following considerations:

- The Section 106 legal requirement associated with the new American Express building requires American Express Edward Street to be demolished by 2016. This provides the necessity for this parcel of land to be redeveloped as an early phase in the realisation of the brief, in order to provide a high quality environment around the new American Express building. Temporary use of the former HQ building is considered desirable until its demolition.
- The future redevelopment of the Job Centre Plus building is less certain as it lies under a separate land ownership. However, its redevelopment is highly desirable in respect of meeting the objectives of this brief. It is also anticipated that the aspirations of the brief and the redevelopment of the American Express Edward Street building may provide a catalyst for the redevelopment of this particular land parcel.
- There is currently no known aspiration by Crown Properties to redevelop the Magistrates Court. It is therefore likely that this building will remain in situ for its established purpose for many years to come. Should its redevelopment become a

future possibility, this brief sets out the parameters relating to townscape and other planning issues to help guide future development on the site.

## 18. Infrastructure and Planning Obligations

The council is currently considering whether to adopt a Community Infrastructure Levy (CIL) in respect of planning applications. The scope of what a CIL would cover is one of the issues under consideration.

If CIL is further progressed it will be spent on city wide infrastructure priorities published in a Regulation 123 list. After adoption of CIL any relevant development including any liable permitted development will be subject to the levy, unless planning permission was granted before adoption of the CIL charging schedules.

Whatever the outcome of current deliberations, major development proposals will continue to be subject to a Section 106 Agreement to provide for or contribute towards works and community infrastructure measures that are necessary and are required by that development (and not covered by a CIL should one be adopted). When such contributions are sought, there will be a requirement to ensure provision is in place and on time to serve development in accordance with the phasing plan. As the objective is to aim for a zero carbon development, there is likely to be a particular need for planning obligations to provide for sustainable transport solutions, as appropriate to the scale of the development proposed.

The likely areas where contributions may be sought include:

- Recreation, play space and sports provision;
- Affordable business accommodation;
- Affordable housing;
- Public realm, environmental improvements & legibility;
- Air quality management;
- Arts and creative industries;
- Community safety measures and maintenance;
- Education provision;
- Employment, commercial space retention;
- Employment training programmes;
- Sustainable transport and highway improvements for all road users;
- Other community needs, including engagement, support and community building retention or replacement;
- Phasing Plan;
- Project management monitoring contribution;
- Sustainability and biodiversity;
- Public art; and
- Utilities.







## Appendix 2



# Edward Street Quarter – Draft Planning Brief

## Consultation Report September 2013

# **Contents**

- 1. Summary**
- 2. Background**
- 3. Consultation methodology**
- 4. Response and respondent profile**
- 5. Results and key changes to the Planning Brief**

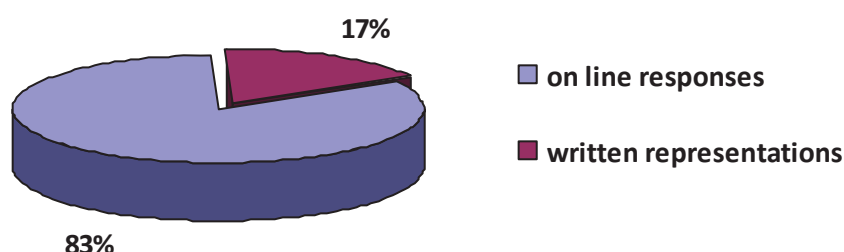
# 1. Summary

This report summarises the results of the consultation on the draft planning brief for the Edward Street Quarter. The planning brief has been prepared to guide the future redevelopment of land in the vicinity of the new American Express building on John Street and Carlton Hill, Brighton. The brief includes the redevelopment of the former American Express building to the immediate south, as well as other buildings and land nearby.

Public consultation on the draft planning brief commenced on Monday 15 April and closed on Tuesday 11 June 2013, following an extension to the original six week consultation period of two weeks, to allow for late submissions by key stakeholder groups.

A total of 199 responses to the planning brief consultation were received. 165 (83%) of responses were submitted online through the council's consultation portal, while 34 (17%) were submitted as written representations (see Fig 1). The majority of responses were from individuals and/ or businesses in the local area (93%). However, 14 responses were received from stakeholder groups or their representative individuals, ranging from statutory organisations such as Natural England to campaign groups such as Green Sea and St James' Community Action Group (SJGAG). A full explanation of the consultation methodology is contained in Section 3 of this report.

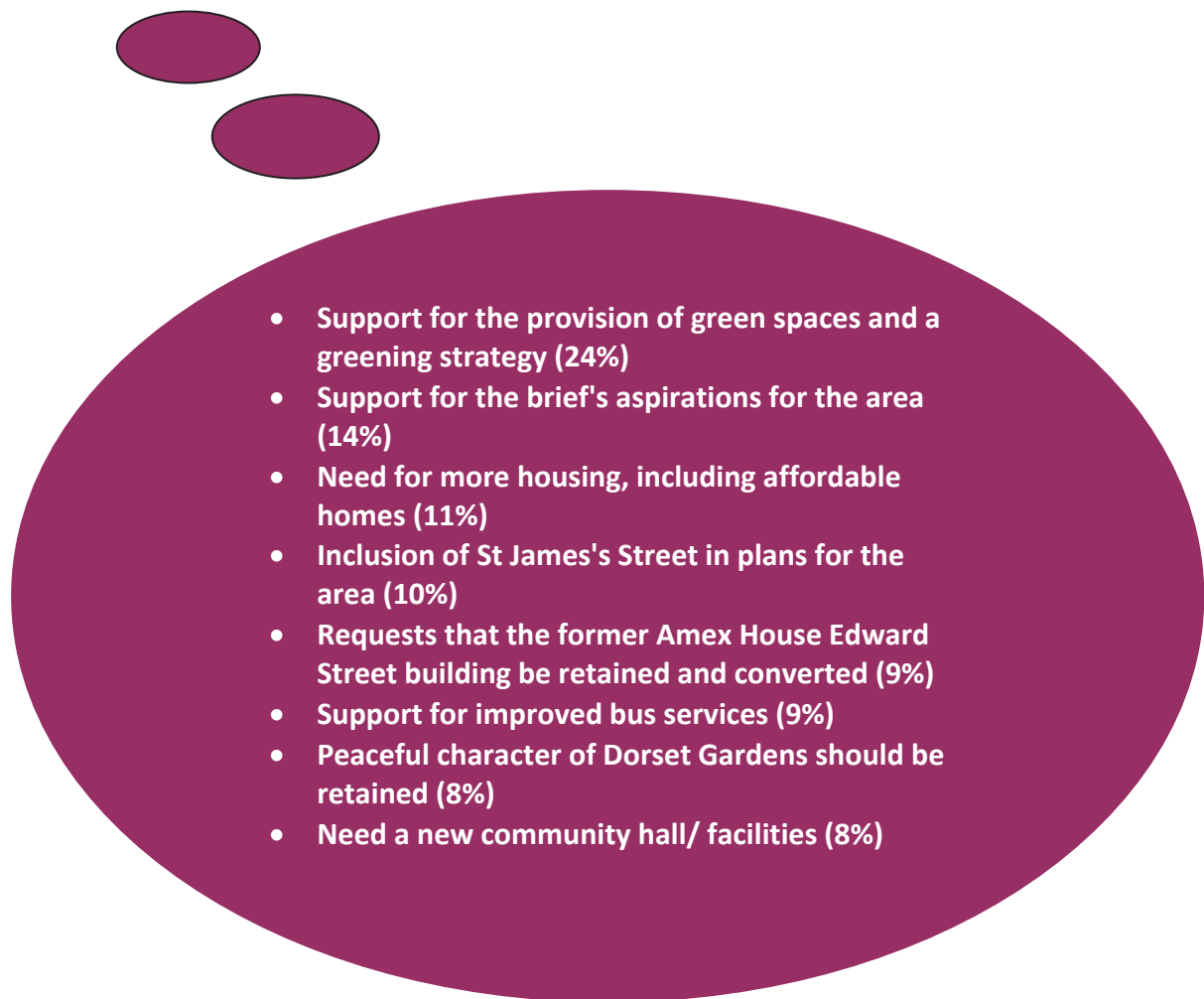
**Fig 1: Response to consultation**



Section 4 examines the personal characteristics of respondents to the consultation based on the online response to the council's equalities monitoring questions. The results of this analysis are detailed in a series of tables contained in Appendix 1 of this report. Finally, Section 5 of this report identifies:

- the key issues arising from the consultation;
- the council's response to these key issues; and
- whether the planning brief has been amended in the light of the comment or not.

The top eight key issues emerging from the consultation are highlighted below:



## 2. Background

Planning permission was granted in 2009 for the construction of a new building for American Express's European operations immediately to the north of their existing building. The planning permission (ref: BH2009/01477) was subject to a Section 106 agreement which included a requirement for the demolition of the existing American Express Edward Street building which is anticipated by 2016. This has highlighted the need for new planning guidance to secure a more appropriate neighbouring scale of development to the adjacent new building.

The preparation of the draft Planning Brief for the Edward Street Quarter has followed the council's two stage consultation process with stakeholders summarised in Fig 2. Over the past 10 months, the council has held meetings with CBRE, the planning consultants acting on behalf of American Express (the main landowner of the site) and their architects, to explore their aspirations for the site. A capacity and viability assessment of the site was undertaken by CBRE to test the amount of development that could reasonably come forward on the site without compromising the integrity and appearance of their new HQ

building. The results of this capacity and viability assessment have informed changes to the draft brief and the strategic allocation for Edward Street Quarter in policy DA5 of the City Plan.

**Fig 2 – Consultation process**



The council was also aware that there were some important interest groups in the vicinity of Edward Street that had expressed an interest in the development of the draft planning brief. Two community organisations (Turner Area Partnership and Green Sea) were particularly keen to establish a dialogue with the council and to express their views about the future redevelopment opportunities for the site. Their concerns about the transport infrastructure, construction noise and greening strategy in relation to the wider development area (including Edward Street) have helped inform the content of the draft brief. Engagement with both organisations has continued throughout the consultation process, with officers attending two Turner Area Partnership meetings to update members on the development of the brief.

Regular meetings to discuss the draft brief have also been held with local ward councillors as well as the Chair and Deputy Chair of the council's Economic Development & Culture Committee. These meetings have been extremely useful in informing the communication strategy and approach to consultation on the brief. Concerns about the local area, expressed by councillors at these meetings, have also been addressed in the brief. Officers within the council's Transport, Economic Development, Planning Policy, Development Control, Heritage and Sustainability teams, were consulted during October 2012 on the emerging content of the brief. Their comments and observations have informed changes to the brief.

### 3. Consultation methodology

A letter advertising the consultation on the draft brief was sent to 3,381 properties (both private households and commercial premises) in the vicinity of the development area in the week commencing 8 April 2013 (see Fig 3). The mailshot encompassed 56 streets in total. This represented a much more extensive catchment area than, for example, the statutory consultation undertaken in relation to the American Express planning application.

#### Insert Fig 3 (Map of the consultation catchment area)

The letter included:

- an explanation of the council's aspirations for the site;
- details of where to find the draft planning brief on the council website;
- details of the public exhibition;
- clarification on how to comment on the draft brief i.e. posting comments in box during drop-in exhibition, submitting online through council's consultation portal, emailing comments etc.

This letter was also emailed to **all of the landowners** as well as approximately **100 groups and organisations** with an interest in the development area, including: all of the Brighton & Hove Partnerships (i.e. Local Economic Partnership, Housing Partnership etc.), infrastructure organisations such as the Voluntary and Community Sector Forum (who have circa 500 groups on their membership list), statutory organisations (Natural England, English Heritage etc), utilities, amenity and civic organisations as well as residents associations.

Other publicity measures included:

- putting up approximately 20 A4 laminated posters advertising the public exhibition in the area around Edward Street;
- issuing a council Press Release advertising the consultation;
- advertising the consultation on the Home Page of the council's website with a link to the consultation portal, during the six week consultation period (165 online responses submitted).

A public exhibition was held during the second and third week of the six week consultation period. A staffed exhibition took place at two venues close to the American Express site:

- Brighton Deaf Centre, Carlton Hill - 22 April, 2-8.00pm
- Dorset Gardens Methodist Church, Dorset Gardens - 23 April, 2-8.00pm

An unstaffed exhibition was then held at:

- Brighton & Hove City Council, Customer Service Centre, Hove Town Hall, Norton Road, Hove - 25 April – 3 May, 8.45am- 5.00pm (Monday – Friday)



An email alert about the consultation was also sent to registered users of the consultation portal.

During the consultation period, the draft planning brief was available at exhibition venues, for download on the council website and in hard copy on request. The responses submitted online using the council's consultation portal were automatically logged and sent to the lead officer in the form of an Excel spreadsheet. Responses which were submitted in writing or by email, were analysed using the same coding system as that established for the online responses. A summary of the results is contained in Section 5 of this report.

## **4. Response and respondent profile**

In total, 199 responses were received:

- 165 people commented online via the council's consultation portal;
- 34 submitted written comments on the feedback forms provided at the public exhibitions, via email or by letter.

109 (66%) of the 165 online responses via the council's consultation portal were from individuals who were keen for the council to find suitable, alternative premises for the Brighton & Hove Wood Recycling Project. The project, a social enterprise which specialises in recycling wood, is currently located in Circus Street just outside of the development area for Edward Street Quarter. A planning application is currently being prepared by Cathedral Group on behalf of the city council, who owns the freehold of the Former Municipal Market site in Circus Street. The redevelopment plans for the site will entail the permanent relocation of the Wood Recycling Project to an alternative site. The strategic allocation for Edward Street Quarter is principally B1a office development with some supporting residential and retail development. It is therefore not a suitable location for the Wood Recycling Project which is mainly B1c (light industrial) use. However, the city council's Economic Development team is actively exploring alternative premises and sites which would be suitable for this type of use in the locality.

The responses from individuals solely concerning the re-location of the Wood Recycling Project have not been included in the analysis of results because they did not relate to the planning brief and its content. However, their views have been fed back to the Chair of Economic Development & Culture Committee, ward councillors and officers in the Major Projects & Regeneration and Economic Development Team. The issue has also been addressed in the committee report.

As part of the online consultation, respondents were asked to complete the council's standard equalities monitoring "About you" questions. This is because the council has moral and legal responsibilities to promote equality. As part of this duty, the council needs to monitor the people who engage with it, who are currently using or would like to use the city's services in the future.

The results are detailed in Appendix 1 of this report but in summary:

- A wide range of ages were represented in the respondent profile with the largest number of respondents in the 45-54 year age group (36%).
- More males (72%) responded than females (28%).
- 41% of respondents identified themselves as lesbian, gay or bisexual.
- 86.5% identified their ethnicity as White English/ Welsh/ Scottish/ Northern Irish/ British.
- 5.4% were of Other ethnicity.
- 33% said they had no religion; the largest religion represented was Christian (59.3%).
- 22.9% said that their day to day activities were limited because of a health problem or disability which had lasted, or was expected to last, at least 12 months.
- 13.8% said they were carers.

## **5. Results and key changes to the Planning Brief**

The council's response to the key issues raised as a result of the public consultation together with suggested amendments to the draft planning brief are detailed in the following table.

| Issue identified                                    | Comment  | Commentary/ Action   | Amend/ No change/ Not Applicable |
|---|--|--|----------------------------------|
| <b>1. Green spaces/ greening strategy important</b> | Support the brief's aspirations to create green corridors, through appropriate planting and landscaping in the development area and to enhance linkages to existing green spaces in the local area e.g. Tarner Park, Dorset Gardens Peace Park etc (19).   | No action required.  | No change                        |
|   | Suggestion that the greening strategy includes living walls to act as noise and pollution buffers in Edward Street and other highly trafficked areas.  | The brief will be expanded to include a direct reference to the integration of green/ living walls within the design of buildings in the developed area. Photos will be inserted of Amex and Bellerby College's green walls. | Amend                            |
|   | Natural England were pleased to see the brief's commitment to a greening strategy for the development area but would like this section to be expanded to include a reference to the council's desire for biodiversity measures to be built in to the design of development, in line with para 118 of the NPPF. | The brief will be amended accordingly.   | Amend                            |
| <b>2. Tarner Park</b>                               | Oppose brief's proposal to improve access to Tarner Park via Tilbury Place, on child safety grounds. This would create an  | This is a valid concern expressed by the Chair of Trustees for Tarnerland Children and Young People's Project, who have run the After School Club  | Amend                            |

| Issue identified                    | Comment  | Commentary/ Action   | Amend/ No change/ Not Applicable |
|-------------------------------------|--|--|----------------------------------|
|                                     | area of low visibility where children would be able to exit the park unnoticed.  | and Holiday Play Schemes in the park for a long time. The sentence has been removed from the brief.  |                                  |
| <b>3. Dorset Gardens Peace Park</b> | Concern expressed about the proposed creation of a park entrance on the northern flint wall boundary of the Peace Park (4).  | Both the Kingscliffe Society and Brighton Society are opposed to any partial demolition of the flint wall and these views are respectfully noted. Any future project to make the best use of the park as a public open space will need to reconcile the objectives of improving access, creating a more attractive and well used asset for current and future communities and balancing these goals against heritage concerns. | Amend                            |
|                                     | The existing gates/ railings on the eastern boundary of the park are in a poor state of repair and are not accessible for disabled people. The park lacks a footpath, seating and dog management facilities. Support for park maintenance and the introduction of a management plan (4). | Noted – these comments have been passed on to the council's Parks team. Improving the park for the benefit of all is an objective of the brief and significant future planning applications in the area covered by the brief will be expected to contribute to these objectives.   | Amend                            |

| Issue identified                                   | Comment  | Commentary/ Action   | Amend/ No change/ Not Applicable |
|--|--|--|----------------------------------|
|  | <p>Respondents were keen to retain the peaceful character of the Dorset Gardens park, which they felt was an intrinsic part of its heritage setting (6).</p> | <p>The peaceful character of the park is largely down to the fact that it is hardly used. This is due to the lack of attractions, seating facilities and accessibility. Section 14 of the brief sets out the key aspirations for the peace park which is currently underutilised. However, it stresses that “any changes affecting the gardens will require liaison with the council’s Heritage team to ensure changes are sympathetically designed and meet the requirements of the East Cliff Conservation Area Study and Enhancement Plan”.</p> | Amend                            |
| <b>4. General perception of the Planning Brief</b> | <p>General support for the Planning Brief and its aspirations for the development area (11).</p> <p>Planning brief is a waste of public money (4).</p>       | No action required   | No change                        |
|  |  | <p>The brief was produced in-house without the need to appoint consultants. Without a planning framework in place to guide the future redevelopment of this development area, it is likely that a piecemeal approach to future development would occur and quality would suffer, which could itself incur cost to the</p>  | No change                        |

| Issue identified           | Comment   | Commentary/ Action  | Amend/ No change/ Not Applicable |
|----------------------------|---|---|----------------------------------|
|                            |   | public purse.   |                                  |
| <b>5. Mix of land uses</b> | A good mix of uses proposed for the area (4).<br>Too much retail floorspace proposed (4). | No action required  | No change                        |
|                            |   | This point was not only made by individuals but also the Kemp Town Local Action Team, who felt that 5,000 sq m of additional retail floorspace in the Edward Street area would compete with existing retailers in St James's Street (4). However, other respondents, such as the Brighton Society, felt that "all the ground floor frontages on to the square should have retail/ café uses to generate life and activity" (3). Such uses are intended to provide services that will serve the working and resident population, promote public safety, provide a lively and well used neighbourhood, along with a new customer base that will complement and assist the much larger retail destination of St James's Street. In order to allay fears it is proposed that the quantum of retail floorspace be removed from the brief and replaced with the following text: 'Ground floor | Amend                            |

| Issue identified | Comment  | Commentary/ Action  | Amend/ No change/ Not Applicable |
|------------------|--|---|----------------------------------|
|                  |  | land uses with active frontages are encouraged, including commercial uses, ancillary retail, cafes restaurants etc in locations which front public spaces. Such uses help to provide passive surveillance, increase public safety and promote vitality within the development area .  |                                  |
|                  | Too much B1 office floorspace allocated for the site. There are many examples of empty offices in the local area. Building new offices will only exacerbate the situation (5). | This is one of the few sites in the city which is allocated for employment uses. Promoting new employment sites in appropriate locations is a key component to achieving the city's targets for office floorspace over the lifetime of the City Plan. It is also anticipated that the presence of American Express's European Head Quarters building will attract complementary office development in the area. | No change                        |
|                  | Need more housing and affordable homes in this area (7).   | Agree that achieving more housing and affordable homes in the area is important. The planning brief reflects the strategic allocation for Edward Street Quarter in policy DA5 of the City Plan which currently states a <b><u>minimum</u> of 65 residential units</b> to be brought forward in the development  | No change                        |



| Issue identified | Comment   | Commentary/ Action   | Amend/ No change/ Not Applicable |
|------------------|---|--|----------------------------------|
|                  |   | area. The policy is worded flexibly to allow for a higher quantum of residential development if necessary, especially if viability is in question. No change is recommended to the brief.  |                                  |
|                  | Need a new community hall/ facilities (6).  | The brief includes a section on Community infrastructure and facilities. It states that “the need for community facilities arising from the development and its impact on the wider area, will need to be met by developers either through the direct provision of community buildings/ facilities or through financial contributions directed towards existing community facilities in the vicinity of the site”. There is consequently no need to amend the brief. | No change                        |
|                  | Larger pre-school nursery needed with outdoor space (3).<br>Concern expressed about the cumulative impact of residential units proposed within Circus Street, Thwaites Garage and the planning brief on existing school places (1). | Section 15 of the brief recognises that the proposed quantum of development in the brief will impact on schools and nurseries in the local area. It suggests that financial contributions will be sought to address this issue. The council is aware of the cumulative impact of   | Amend                            |

| Issue identified | Comment  | Commentary/ Action  | Amend/ No change/ Not Applicable |
|------------------|--|---|----------------------------------|
|                  |  | <p>proposed development in the area on education provision. They have also been approached by the manager of Puffin pre-school nursery who is keen to acquire new, larger premises with outdoor space. There is scope for some direct provision of education services on site, subject to viability assessment. The brief will be amended to reflect this.</p>  |                                  |
|                  | <p>Provision of a large multi-practice GP surgery (1).</p> | <p>Section 15 of the brief acknowledges that the amount of proposed development for the development area will impact on existing health services/ facilities in the local area. It suggests that financial contributions will be sought to address this issue. GP practices in the vicinity of the site are keen to acquire larger, more fit-for purpose premises. There is scope for some direct provision of health facilities on site, subject to viability assessment. The brief will be amended to reflect this. In recognition of the cumulative impact on health services of the amount of residential development proposed in relation to Circus Street, Thwaites</p> | <p>Amend</p>                     |

| Issue identified         | Comment   | Commentary/ Action  | Amend/ No change/ Not Applicable |
|--------------------------|---|---|----------------------------------|
|                          |   | Garage and the brief, Section 15 will also recommend that a rapid community profile and/or health impact assessment is carried out in support of future major planning applications associated with the development area.   |                                  |
| <b>6. Amenity issues</b> | <p>Concern was expressed about the proposed location of the residential development and its impact on the amenity of residents in White Street.</p> <p>Respondents felt it could cause issues like overlooking, loss of sunlight and daylight etc. (3).</p> | <p>A capacity assessment of the site was undertaken to inform the development of the brief. The results suggested that approximately 65 residential units could be accommodated as part of the overall mix of uses, within local townscape constraints and without compromising amenity. Since the residential element is likely to be quieter than the commercial activities on the site, it was felt that any new housing should ideally be located to the east of the site, to cause minimum disturbance to the residents of White Street. A new paragraph will be added to the Housing section of the brief which will emphasise the importance of protecting the amenity of residents in the local area.</p> | Amend                            |

| Issue identified | Comment  | Commentary/ Action  | Amend/ No change/ Not Applicable |
|------------------|--|---|----------------------------------|
|                  | Some respondents were concerned that the proposed public spaces would be shady and draughty due to their location and orientation (4). | The planning brief includes a concept diagram of the preferred development approach which incorporates public spaces and greenways linking between buildings. All major development applications will need to submit an Environmental Assessment including how the proposed development performs in terms of daylight/ sunlight, wind, noise and other amenity issues. The planning brief will be amended to reference the requirement for all major development proposals to be accompanied by an Environmental Statement. | Amend                            |
|                  | Support the brief's reference to the need to provide gardens and/ or private amenity space in relation to the residential units (1).   | No action required.   | No change                        |
|                  | Concern was expressed about the density of the proposed development which is considered to be too high for the area (2).               | The density, height and massing of proposed development has been capacity tested by the city council and EPR Architects on behalf of American Express. The planning brief has taken on board these results and is considered to be a proportionate  | No change                        |

| Issue identified | Comment   | Commentary/ Action   | Amend/ No change/ Not Applicable |
|------------------|---|--|----------------------------------|
|                  |   | response to this assessment. The height of development coming forward in the development area should not exceed 7 storeys. Green corridors have also been included together with generous public spaces. It is therefore considered that the proposed density is appropriate within the context of the area.         |                                  |
|                  | Support for living walls to act as noise and pollution buffers (1).                       | The Greening section of the planning brief will be updated to include reference to living walls to act as noise and pollution buffers.   | Amend                            |
|                  | Support for the use of building materials to be sound proof                               | The proposed uses in the development area i.e. office, residential and retail, are not generally associated with noisy activity. Building Regulations ensure that noise is abated through good design and use of materials. The planning framework is the not the appropriate mechanism for dealing with this issue. | No change                        |
|                  | Concern about construction noise and pollution arising from the redevelopment of the site | This concern is probably the result of local residents having recently experienced the construction of the new Amex HQ building. In order to   | Amend                            |

| Issue identified                               | Comment  | Commentary/ Action  | Amend/ No change/ Not Applicable |
|--|--|---|----------------------------------|
|  |  | <p>demonstrate that these issues are taken seriously, it would be appropriate to add some text to the planning brief to emphasise the need for development proposals to address amenity concerns raised during the consultation such as: construction noise, pollution, air quality, water and sewerage infrastructure etc.</p>   |                                  |
| <b>8. Retention of former Amex HQ building</b> | <p>A number of respondents thought that the former Amex HQ building was: architecturally interesting, worthy of retention and should be re-used as offices for local SMEs or for education purposes (7).</p> | <p>The demolition of the former Amex HQ building by 2016, is a requirement of the S106 agreement for the new Amex building which was granted planning permission in 2009. This requirement was in recognition that the old building not only directly compromises the integrity and visual appearance of the new building but also has a negative impact on the setting of the Carlton Hill Conservation Area and the adjoining listed buildings. In their comments concerning the planning application for the new Amex building, the South East Regional Design Panel noted that AMEX House was 'architecturally undistinguished' (2 September 2009).</p> | No change                        |

| Issue identified                           | Comment  | Commentary/ Action  | Amend/ No change/ Not Applicable |
|--|--|---|----------------------------------|
|  |  | <p>English Heritage has raised no objection to its demolition.</p> <p>Leaving the building in situ would also affect the marketability and value of the rest of the Amex site and would probably render any future development unviable and therefore undeliverable, which would be contrary to the guidance provided in paras 173-177 of the NPPF.</p> |                                  |
| <b>9. Bus provision and infrastructure</b> | General support for the priority given in the planning brief for improvements to bus routes and infrastructure in this strategically important area (7). | Section 13 will be updated in the light of the results emanating from the Better Bus Programme consultation.  | Amend                            |
|  | Two respondents felt that officers leading on the development of the planning brief should work closely with the Better Bus Programme Officer (2).       | Officers have been working closely with the Better Bus Programme officer throughout the development of the planning brief.  | No change                        |
|  | Support for improved bus routes in <u>both directions</u> along Edward St (6).   | Currently, Edward Street only has bus services running westwards to the city centre. All other buses servicing the east of Brighton are routed via St James's Street and Marine Parade.   | Amend                            |



| Issue identified                           | Comment   | Commentary/ Action   | Amend/ No change/ Not Applicable |
|--|---|--|----------------------------------|
|  |   | <p>Whilst these bus services are only a 5 minute walk away, there is growing public support for the provision of a bus service running eastwards along Edward Street. The planning brief will be amended to refer to the desirability of a two way bus service along Edward Street but will stress that the realisation of this aspiration will be entirely dependent on the commercial decisions taken by Brighton &amp; Hove Bus and Coach Company - a private company which operates independently to the city council.</p> |                                  |
| <b>10. Better transport infrastructure</b> | <p>A few respondents were keen to see better transport infrastructure to support proposed commerce (3).</p> | <p>The brief clearly commits to the provision of improved transport infrastructure in the development area. It states: "Any development proposals should support and enhance the use of public transport through channelling investment towards those aspects of bus provision and transport infrastructure which are unlikely to benefit from BBA funding. This will require close liaison with the Transport Planning Team to ensure</p>   | <p>No change</p>                 |

| Issue identified             | Comment   | Commentary/ Action   | Amend/ No change/ Not Applicable |
|------------------------------|---|--|----------------------------------|
|                              |   | that development proposals do not duplicate planned or existing provision but provide genuine added value”.  |                                  |
|                              | A few respondents supported the introduction of safe cycle lanes, including Bricycles – a campaign group representing cyclists in the city (5). | The brief recognises the Edward Street area as a black spot for accidents involving cyclists and puts forward some positive suggestions/ measures for addressing cycle safety i.e. dedicated two-way cycle lanes, contraflows etc.   | No change                        |
|                              | Support the creation of safe pedestrian routes and crossings in the development area, including Carlton Hill (2).                               | The brief refers to the creation of safe pedestrian routes and crossings within the development area. However, given the proximity of Carlton Hill Primary School and concerns about child safety, the planning brief will be expanded to refer to the desirability of introducing traffic calming measures in Carlton Hill. | Amend                            |
| <b>11. Parking provision</b> | Need for more parking provision to support community facilities i.e. minibuses etc (3).   | The brief has identified the development area as being suitable for a lower parking ratio, in recognition that it is within walking distance of the city centre, the seafront and Brighton mainline  | Amend                            |

| Issue identified | Comment   | Commentary/ Action   | Amend/ No change/ Not Applicable |
|------------------|---|--|----------------------------------|
|                  |   | <p>railway station, with good public transport links to London, Gatwick Airport and surrounding towns. However, the area appears to lack parking facilities for larger community vehicles. The planning brief will therefore be amended to reflect this need.</p>  |                                  |
|                  | <p>Should be enough parking provision to support both proposed commercial and residential development, to prevent encroachment and increased parking pressures on nearby residential streets (2).</p> | <p>The planning brief advocates a lower parking ratio for both the commercial and residential elements of the site to reflect the accessibility of the site in terms of public transport (see above). Any future planning applications will need to include a Transport Assessment to identify the likely effects of the demand for travel they create and include measures to mitigate their impacts by reducing car use.</p> <p>Travel Plans will be an important element of any future planning permissions, including ensuring that future development does not unacceptably increase parking pressures in the local area.</p> | Amend                            |

| Issue identified       | Comment   | Commentary/ Action   | Amend/ No change/ Not Applicable |
|------------------------|---|--|----------------------------------|
|                        | Support for Car Club provision and related parking (1).   | There is no explicit reference in the planning brief to the establishment of a Car Club in this part of the city because this is entirely dependent on the commercial viability of such provision by existing operators in the city. However, the establishment of a Car Club is considered to be desirable and complementary to the delivery of sustainable transport in this quarter of the city. Reference to the desirability for the establishment of a Car Club in the Edward Street Quarter, subject to viability assessment, will be added to the Transport section of the planning brief. | Amend                            |
| <b>12. Road safety</b> | Support the creation of safe pedestrian routes and crossings through the site and on the periphery e.g. Carlton Hill, Edward Street, William Street, John Street etc (2). | This was a particular concern raised by Carlton Hill Primary School, particularly in the knowledge that Carlton Hill is used as a rat run to avoid the traffic lights at the western end of Edward Street. The planning brief will be amended to include reference to improved crossings and traffic calming measures in the vicinity of the school.   | Amend                            |

| Issue identified                   | Comment   | Commentary/ Action  | Amend/ No change/ Not Applicable |
|------------------------------------|---|---|----------------------------------|
| <b>13. Sustainable development</b> | Support for zero carbon development in this location (1).                   | Section 16 of the planning brief addresses this issue and states "all developments are expected to exceed Part L Building Regulations by 20% as a minimum, but residential development should aspire towards zero carbon status i.e. emitting no net annual carbon dioxide emissions from energy use" .   | No change                        |
|                                    | Demolition of old Amex building is not sustainable or energy efficient (2). | The demolition of the former Amex HQ building by 2016, is a requirement of the S106 agreement for the new Amex building which was granted planning permission in 2009. The former Amex HQ building was built in 1977 by Gollins, Melvin, Ward & Partners. It has a significant amount of asbestos and is very energy inefficient. The new building is significantly more environmentally friendly than the old building , with enhancements including rainwater harvesting, brown and green roofs, an energy centre and reduced water appliances. | No change                        |
|                                    | Re-use rainwater i.e. toilets   | The new building incorporates rainwater harvesting technology. The planning brief also requires:  | No change                        |

| Issue identified | Comment                                  | Commentary/ Action  | Amend/ No change/ Not Applicable |
|------------------|--|---|----------------------------------|
|                  |  | <ul style="list-style-type: none"> <li>Commercial development – to score at least 60% in the energy and water sections within a minimum overall rating of Excellent for BREEAM.</li> <li>Residential development - to emit no annual net carbon dioxide from energy use, be designed to Lifetime Homes standards and achieve a minimum rating of Level 4 of the Code for Sustainable Homes.</li> </ul> <p>There are consequently sufficient mechanisms in place to encourage rain water harvesting in the design process.</p> |                                  |
|                  | Do nothing - best carbon neutral outcome | <p>Doing nothing concerning this site and leaving the old building in situ, <b>will not</b> achieve a carbon neutral outcome. The former Amex HQ building is significantly lacking in terms of its sustainable performance, is full of Asbestos and entails high maintenance costs. A key aspiration of the planning brief is to encourage better use of resources, greater energy efficiency through good design</p>   | No change                        |

| Issue identified   | Comment  | Commentary/ Action  | Amend/ No change/ Not Applicable |
|--|--|---|----------------------------------|
| <b>14. Extension of Edward Street Quarter development area</b> | Include Kingswood/ Milner flats in development area (2). | <p>and selection of appropriate construction materials.</p> <p>The core purpose of the planning brief is to give certainty to American Express and other future developers of the site about the planning framework to drive forward development in the area. Since it is not clear, at this stage, what the city council's aspirations/ estates strategy is in relation to Kingswood Milner – its inclusion within the brief's development area could cause confusion. It is possible that the Kingswood Milner estate may warrant its own planning brief in the fullness of time when the council's estates strategy becomes clearer.</p> | No change                        |
|  | Include St James's St in development area (7)            | <p>The core purpose of the planning brief is to give certainty to American Express and other future developers of the site about the planning framework to drive forward development in the area. Since it is not clear, at this stage, what the city council's aspirations are in relation to</p>  | No change                        |



| Issue identified | Comment   | Commentary/ Action   | Amend/ No change/ Not Applicable |
|------------------|---|--|----------------------------------|
|                  |   | St James's St – its inclusion within the brief's development area could cause confusion. Any future proposed changes to St James's Street, if and when agreed in principle, would be the subject of a separate future consultation exercise.   |                                  |
|                  | Brief should integrate Brighton University aspirations for Grand Parade buildings (1) | This was a suggestion emanating from NTR Planning on behalf of Cathedral Group (the developers for the Circus Street site). The core purpose of the planning brief is to give certainty to American Express and other future developers of the site about the planning framework to drive forward development in the area. The University has not revealed that it has development plans in the area that warrant inclusion in a planning brief. | No change                        |

## **Appendix 1**

| <b>Age band</b>                | <b>No. of people</b> | <b>%</b> |
|--------------------------------|----------------------|----------|
| Aged under 18                  | 0                    | 0        |
| 18-24 years                    | 0                    | 0        |
| 25-34 years                    | 2                    | 5.6      |
| 35-44 years                    | 9                    | 25.0     |
| 45-54 years                    | 13                   | 36.1     |
| 55-64 years                    | 7                    | 19.4     |
| Aged over 65                   | 5                    | 13.9     |
| Total                          | 36                   | 100.0    |
| No response/ prefer not to say | 11                   |          |

| <b>Gender</b>                  | <b>No. of people</b> | <b>%</b> |
|--------------------------------|----------------------|----------|
| Male                           | 28                   | 71.8     |
| Female                         | 11                   | 28.2     |
| Total                          | 39                   | 100.0    |
| No response/ prefer not to say | 8                    |          |

| <b>Sexuality</b>               | <b>No. of people</b> | <b>%</b> |
|--------------------------------|----------------------|----------|
| Heterosexual / Straight        | 17                   | 58.6     |
| Lesbian / Gay woman            | 1                    | 3.4      |
| Gay man                        | 8                    | 27.6     |
| Bisexual                       | 3                    | 10.3     |
| Other                          | 0                    | 0        |
| Total                          | 29                   | 100.0    |
| No response/ prefer not to say | 18                   |          |

| <b>Ethnic origin</b>                                  | <b>No. of people</b> | <b>%</b> |
|---|----------------------|----------|
| English / Welsh / Scottish / Northern Irish / British | 32                   | 86.5     |
| Irish   | 1                    | 2.7      |
| Any other White background                            | 2                    | 5.4      |
| Other ethnicity                                       | 2                    | 5.4      |
| Total   | 37                   | 100.0    |
| No response/ prefer not to say                        | 10                   |          |

| Religion or belief             | No. of people | %     |
|--------------------------------|---------------|-------|
| I have no particular religion  | 9             | 33.3  |
| Buddhist                       | 0             | 0     |
| Christian                      | 16            | 59.3  |
| Jewish                         | 0             | 0     |
| Muslim                         | 1             | 3.7   |
| Agnostic                       | 0             | 0     |
| Atheist                        | 1             | 3.7   |
| Other philosophical belief     | 0             | 0     |
| Total                          | 27            | 100.0 |
| No response/ prefer not to say | 20            |       |

| Day to day activities limited by a health problem or disability | No. of people | %     |
|---|---------------|-------|
| Yes   | 8             | 22.9  |
| No  | 27            | 77.1  |
| Total   | 35            | 100.0 |
| No response/ prefer not to say                                  | 47            |       |

| Carer                          | No. of people | %     |
|--------------------------------|---------------|-------|
| Yes                            | 5             | 13.9  |
| No                             | 31            | 86.1  |
| Total                          | 36            | 100.0 |
| No response/ prefer not to say | 11            |       |

|                          |  |  |                     |
|--------------------------|--|--|---------------------|
| <b>Subject:</b>          | <b>City Plan Part 1 – New and Updated Background Studies</b>     |  |                     |
| <b>Date of Meeting:</b>  | <b>19 September 2013</b>   |  |                     |
| <b>Report of:</b>        | <b>Executive Director Environment, Development &amp; Housing</b> |  |                     |
| <b>Contact Officer:</b>  | <b>Name:</b>   | <b>Liz Hobden</b>                      | <b>Tel: 29-2504</b> |
|                          | <b>Email:</b>  | <b>Liz.hobden@brighton-hove.gov.uk</b> |                     |
| <b>Ward(s) affected:</b> | <b>All</b>   |  |                     |

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

- 1.1 The report seeks approval of two studies that will provide evidence to underpin the submission City Plan Part One which is due to go to Examination in October. In addition, it is recommended that the committee notes and gives delegated authority to agree two further studies which are being prepared, namely a study to assess the Cost of the Code for Sustainable Homes and Part 1 of the Whole Plan Viability Exercise Study.

**2. RECOMMENDATIONS:**

- 2.1 That the Committee approves the Update to the Strategic Housing Land Availability Assessment September 2013 study and the Employment Land Supply Delivery Trajectory June 2013 study as supporting evidence for the City Plan Part One and other development plan documents and planning decisions.
- 2.2 That the Committee notes that two further studies are being prepared which will provide evidence to support policy on sustainable building at the City Plan Part One Examination, namely the Cost of Building to the Code for Sustainable Homes (Updated Cost Review 2013) and Part 1 of the Whole Plan Viability Exercise study and delegates authority to the Head of Planning & Public Protection in consultation with the Chair of Economic Development and Culture Committee to approve these two studies as supporting evidence for the City Plan Part One and other development plan documents and planning decisions

### **3. RELEVANT BACKGROUND INFORMATION:**

3.1 The City Plan Part One is the main planning policy document within the Local Development Framework. Its role is to provide an overall strategic vision and policy framework for the city to 2030. The City Plan is required to comply with national policy and be supported by a sound evidence base. The studies that are the subject of this report will provide evidence to support the City Plan at the Examination Hearing that will be held from 22 October to 1 November. Background studies do not determine policy but they do inform the policy approach and address the issue of soundness.

3.2 The two studies for agreement are (see appendix 1 for summary of studies):

- **Update to the Strategic Housing Land Availability Assessment September 2013 (SHLAA)** – The purpose of the study is to assess potential housing capacity of development sites in the city. The findings form the basis of estimates of the amount of housing development likely to come forward over the plan period. The SHLAA is updated annually to show completions, indicate new developments coming forward and indicate alterations to the housing trajectory. This update is particularly important given the Examination in Public for the City Plan is to be held in October.
- **Employment Land Supply Delivery Trajectory June 2013** – The Trajectory is supplementary to the Employment Land Study 2013. It provides detailed evidence on the city's future employment land supply trajectory which indicates when employment development on 19 key employment sites can be expected to come forward through the life of the plan (based on current market conditions).

3.3 The additional studies to be completed in late September are:

**Whole Plan Viability Exercise (part 1) September 2013** – The study comprises two parts. The first is an assessment of the cumulative impact of development plan policies on the development viability against a range of sites. This will provide evidence for the City Plan Examination. The second part will assess the viability/feasibility of developing a community infrastructure levy (CIL) for the City. This will inform the future decision of the city council on moving forward with CIL and will be the subject of a separate report to committee.

**Cost of Building to the Code for Sustainable Homes (Updated Cost Review 2013)** – Consultants have been commissioned by five Local Planning Authorities to undertake an assessment of the costs of achieving the code for sustainable homes. The aim is to provide robust and up to date figures that can be used by the participating local planning authorities as part of the evidence base in support of sustainability policies. The Study is due to be completed by late September.

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

- 4.1 Consultation was undertaken in August with external stakeholders, including commercial agents, developers and landowner, on the assumptions underpinning the Whole Plan Viability Exercise and Community Infrastructure Levy Assessment. A stakeholder workshop was held and the results will inform the final study.

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

##### Financial Implications:

- 5.1 All costs relating to the production of the background studies, including employee time and consultation, have been met from existing development planning revenue budgets and a one-off revenue funding allocation made available for the public examination costs.

*Finance Officer Consulted: Steve Bedford Date: 15/08/13*

##### 5.2 Legal Implications:

As pointed out in paragraph 3.1 of this report the City Plan must be supported by a sound evidence base and this will require studies, such as the Studies that are the subject of this Report, to ensure the Plan will meet the tests to be applied by the Secretary of State at the Examination stage

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

*Lawyer Consulted: Hilary Woodward*

*Date: 6/9/13*

##### 5.3 Equalities Implications:

A full Equalities impact assessment has been undertaken of the City Plan. In the case of these studies no separate equalities impact assessment has been carried out as they provide factual background to advise or support existing policies

##### 5.4 Sustainability Implications:

Sustainability appraisal has been undertaken continuously throughout the development of the City Plan. No separate sustainability appraisal has been carried out on the studies as they provide factual background to advise policy development but any change to policy arising from these studies will be fully assessed.

##### 5.5 Crime & Disorder Implications:

There are no crime and disorder implications directly resulting from the advice provided in the studies

##### 5.6 Risk and Opportunity Management Implications:

One of the risks to the City plan is that evidence is out of date or is inadequate which could impact upon the soundness of the plan. These studies ensure that

the evidence required to support and sustain policies is provided and up to date. The studies also advise upon opportunities that might arise from changing circumstances. The City Plan has been written in the light of a full risk register

5.7 Public Health Implications:

Planning policy has the potential to impact on the likely health outcomes of residents, workers and visitors to the city and a full Health impact assessment of the City plan has been undertaken. In the case of these studies no separate health impact assessment has been carried out as they provide factual background to advise or support existing policies

5.8 Corporate / Citywide Implications:

The city plan will influence development in the City over the next 15 years. It has significant corporate and City wide significance. These studies ensure that the evidence required to support and sustain policies is provided and up to date.

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

- 6.1 Undertaking and approving the studies will contribute to reducing the risk of the City Plan being significantly modified or found unsound.

**7. REASONS FOR REPORT RECOMMENDATIONS**

- 7.1 Agreeing the studies will contribute to reducing the risk of the City Plan being significantly modified or found unsound.

**SUPPORTING DOCUMENTATION**

**Appendices:**

1. Summary of Studies

**Documents in Members' Rooms**

1. Update of SHLAA September 2013  
2. Employment Land Supply Delivery Trajectory June 2013

**Background Documents**

1. City Plan Part One



## Appendix 1

### 1. SHLAA Update 2013

The primary role of the Strategic Housing Land Availability Assessment (SHLAA) is to identify sites with potential for housing development; assess their housing potential and assess when they are likely to be developed.

This report outlines the results of the latest (2012/13) annual review of the council's SHLAA (Strategic Housing Land Availability Assessment). The results will be incorporated into this year's Authority Monitoring Report and it will also help to inform the discussions to be held in association with the Examination of the Submission City Plan Part 1 which is scheduled for October this year.

The 2013 SHLAA Update incorporates the latest information regarding housing land supply in the city. It takes account of:

**a) The latest annual residential monitoring results for the year 2012/13 which records:**

- i) Sites gaining planning consent for housing in the year 2012/13 (whether newly identified sites or sites previously identified in the SHLAA but which did not previously have planning consent);
- ii) updating progress on previously identified sites with an extant consent recording whether development has started, is under construction or has been completed;
- iii) the type of residential development (whether new build, change of use or conversion); and
- iv) adjusting the overall supply position where sites have been completed.

**b) The identification and inclusion of other sites with housing potential that have come to the local planning authority's attention in the monitoring year** (e.g. sites submitted for consideration from landowners, developers and/or sites identified through the pre-application liaison service).

**c) Updating housing potential, capacity and deliverability information for a range of sites through site capacity, feasibility and viability assessment.** This is particularly the case for major strategic sites identified in the City Plan but also for a range of sites across the city addressed through the 2013 Whole Plan Viability Assessment.

In total, the 2013 SHLAA Updates an overall potential capacity within the city for around 11,500 homes over the period 2010 – 2030; of which about 50% is on specific sites identified with the eight Development Areas set out in the council's Submission City Plan.

## **2. Employment Land Supply Delivery Trajectory**

The Trajectory is supplementary to the Employment Land Study 2013 produced by Nathaniel Lichfield and Partners. It provides detailed evidence on the city's future employment land supply trajectory, in other words when employment development on 19 key employment sites identified in the Submission City Plan Part 1 can be expected to come forward through the life of the plan (based on current market conditions).

The assessment examined the extent to which each employment site is available for employment development and how deliverable the site would be and this was set out in the five year periods similar to the housing land supply trajectory. The assessment took account of particular constraints or other factors identified for each site; presence of cumulative/abnormal costs or delivery factors, market attractiveness of locality and extent of active marketing/ known developer interest. The assessment drew on information submitted with representations made on the draft and submitted city plan, discussion with council officers and other relevant council evidence (including the Viability Testing of Strategic Sites 2012 and SHLAA 2012). The assessment is part of the evidence base to support the employment policies in the Submission City Plan Part 1 and to aid to monitoring the delivery of employment floorspace over the plan period.

The assessment concluded that:

- 30% of office floorspace is expected to be delivered between 2014-19, 59% between 2019- 24 and 10% between 2024-30; and
- 22% of industrial floorspace is expected to be delivered between 2014-19, 50% between 2019-24 and 28% between 2024-30.

For offices, the potential delivery trajectory of new space appears reasonably balanced across the Plan period if slightly 'lumpy' in nature. Considered on an annualised basis, potential new office floorspace would be capable of exceeding that delivered during the 2000-2012 period for the first 10 years of the Plan. In the initial five-year period, this comprises a number of sites which benefit from extant planning permission which helps to provide some confidence of delivery.

Beyond this, there is greater reliance on larger office schemes coming forward in phases over a number of years (i.e. Amex Phase 2, Toad's Hole Valley, Patcham Court Farm). However, this would potentially align with a general expectation of improved economic and market conditions by this time, whilst phasing will help provide flexibility to respond to needs as they arise. Although office space delivery is expected to peak in quantitative terms in the 2019-2024 period reflecting the concentration of larger schemes, this will not obviate the need to ensure that potential smaller office developments (particularly in Central Brighton) also come forward in order to provide a range and choice of supply to meet the needs of different types of occupiers, as well as greater flexibility to meet market requirements. The Council will also want to carefully monitor that the earlier 2014-2019 office developments identified are delivered, and consider scope to help accelerate the phasing of later

schemes in the event that they do not come forward and the pipeline supply of new office space becomes constrained.

Based on the current assessment, delivery of new industrial floorspace will be significantly below historic rates for the duration of the City Plan. It is considered that the majority of potential supply currently identified could come forward in the 2019-2024 period. ). A number of complementary options are suggested to support delivery of additional industrial floorspace.

### **3. Whole Plan Viability Exercise (part 1 of Study)**

BNP Paribas has been commissioned to produce a Study that will undertake a whole plan viability exercise and a Community Infrastructure Levy Assessment. The study will be undertaken in two parts and the first part relates to whole plan viability and that is the part of the study two which the report relates. The study will comprise the following:

- a) An assessment will be undertaken on a range of 15-20 sites in the five year supply of housing sites, employment and mixed use sites (with the emphasis on housing) taken from the Strategic Housing Land Availability Assessment and Employment Land Trajectory. The sites will be assessed for viability against existing and proposed policies including supplementary planning documents.
- b) A range of threshold land values will be established in consultation with key stakeholders.
- c) A robust assessment will be undertaken and will involve two stages:
  - with existing "recession measures" that limit the requirements for Section 106 Agreements to five policy areas (local employment scheme, schools, affordable housing, sports and sustainable transport); and
  - with all policy requirements in place.

### **4. Cost of Building to the Code for Sustainable Homes Updated Cost Review (to be completed in late September 2013)**

#### **Background & Summary:**

Five Local Planning Authorities (LPAs) have agreed through a Memorandum of Understanding to cooperate on and jointly fund this study. Bath & North East Somerset Council (B&NES) is the Lead party in this cooperation with Brighton & Hove, Wiltshire, Swindon and Bristol. Costs are being split equally between the LPAs. Other LPAs were invited, but this group of five share a commitment to similar sustainability policies in their DPDs, and have imminent Public Examination scheduled, and agreed to work together to strengthen their approach.

This work will build upon the model used for the 2011 DCLG study “Cost of building to the Code for Sustainable Homes: Updated cost review” using up to date costs for technologies e.g. PV, the price of which has fallen significantly. The aim is to obtain updated figures for the cost of building to the Code for Sustainable Homes (CfSH) that are as robust as possible and completed at a low cost by the end of September. These findings can then be used by LPAs as part of the evidence base in support of sustainability policies.

Impetus for the LPAs to jointly commission this work:

- § due to shared concern over defending sustainability policies at imminent public examinations
- § to reduce costs of commissioning consultants for same work
- § to increase robustness by coordinated joint working.

### **Background:**

Accurate costings for the Code for Sustainable Homes are crucial in demonstrating viability of sustainability policies. The CfSH cost figures that are nationally available (as published by DCLG in 2011) are significantly out of date, since the price of key low carbon technologies has fallen significantly.

The 2011 cost figures were produced using a detailed financial model developed by the consultants David Langdon and Element Energy who will be undertaking the Assessment.

DCLG published information on the update to Part L of Building Regulations in late July 2013 to come into force 2014. This information was awaited to be able to undertake modelling accurately.

### **Specification/Scenarios:**

A number of variables will be tested against each other, building on scenarios previously developed for the 2011 study:

1. Code for Sustainable Homes (CfSH): Test levels 4,5 and 6
2. CfSH strategies: Re-run the various CfSH strategies developed in the 2011 study. This work will show which of these strategies is now lowest cost based on current pricing, e.g. are community measures e.g. district heating a cheaper way to meet CfSH than individual measures e.g. biomass boilers?
3. Building regulations (BRegs): Test against BRegs **2010**, 2014 and the estimated 2016 BRegs, based on AECOM’s knowledge. This will also provide a figure for how much more it will cost to build to BRegs 2016 compared to BRegs **2010** and 2014.
4. Site type and density: Use the five site type scenarios from the 2011 study
5. Include an option for allowable solutions as a way of delivering a portion of the CfSH requirement, based on AECOM’s knowledge of the emerging national approach.

# MAJOR PROJECTS & REGENERATION TEAM PROJECT UPDATE

September 2013



**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   |
|---|--|---|--|---|
| <p><b>Black Rock</b></p> <p>Vacant seafront site adjacent to Brighton Marina.</p> <p>Temporary use opened to the public on 8 April 2013 will remain in place until Summer 2016.</p> <p>Longer term project to replace the previous Brighton Arena Limited proposal will be developed with the Black Rock Project Board during 2013.</p> | <p><i>Director:</i><br/>Geoff Raw</p> <p><i>Project Mgr:</i><br/>Katharine Pearce<br/>(Long term proposals)</p> <p>Toni Manuel/<br/>Adam Bates<br/>(Sand Sculptures)</p> | <p>On 12 July 2012 Policy &amp; 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.</p> <p>[A procurement exercise to find a temporary use for the site was completed in 2013 and the Sand Sculptures Attraction opened to the public on 8 April. The lease negotiated with the promoters of the attraction provides for the facility to remain in operation until end of the summer season 2016].</p> <p>A new procurement exercise (involving the establishment of new project objectives) will take place in 2013 with the cross party Black Rock Project Board. The Board will have a role in shaping the project and evaluating proposals for the longer term.</p> | <p>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.</p> <p>Constraints/opportunities of the site include:</p> <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> | <p>Cross party Project Board set up: April 2012.</p> <p>Temporary uses taken to Project Board: 4 October 2012.</p> <p>Sand Sculptures open: 8 April 2013.</p> <p>Officers have begun the process of establishing new project objectives for the Black Rock site with the aim of reconvening the cross party Project Board in the coming months.</p> |
| <p><b>Brighton Centre</b></p> <p>Options under discussion:</p> <p>A newly built Conference and Exhibition Centre to</p>   | <p><i>Directors:</i><br/>Geoff Raw<br/><i>Project Mgr:</i><br/>Katharine Pearce</p>  | <p>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</p>   | <p>Mixed-use development: £350–400m<br/>Lifetime Value: £3.5 billion.<br/>Total Net Additional Jobs: 1,462*<br/>*estimate for concept scheme agreed in 2008.</p>   | <p>Condition Survey - Summer 2012<br/>Review of options internally - Autumn/Winter 2012.</p> <p>Discussion with Standard Life regarding current options are</p>   |



| Project Name & Description  | Officer Lead  | Background and current project status   | Impacts & Outputs  | Current project timetables and milestones   |
|---|---|---|--|---|
| <p>form part of an extended 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>ongoing dialogue for a number of 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. A more comprehensive review of the present building to explore the full costs and implications of a wider refurbishment programme is therefore also being undertaken should the longer term wider re-development option prove unfundable.</p> | <p>In addition: significant amenity and environmental improvements to the 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>ongoing.</p> <p>A report will come to EDCC and/or Policy &amp; Resources Committee once the current options have been assessed with Sandard Life.</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</p>                                   | <p><i>Director:</i><br/>Geoff Raw</p> <p><i>Project Mgr:</i><br/>Max Woodford</p> | <p>The project is now awaiting the imminent submission of a planning application. In June this year a final scheme for was given landowner consent at P&amp;R Committee.</p> <p>Cathedral Group are using ShedKM as the architects to bring this project forward to completion. Detailed</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 (c.400 bed residences) as part of an improved educational quarter</li> <li>• Dance Studio and Creative Space for</li> </ul>   | <ul style="list-style-type: none"> <li>• December 2012: Started detailed design.</li> <li>• June 2013: Report went to P&amp;R Committee seeking landowner consent for RIBA Stage D scheme.</li> <li>• September 2013: Submit planning application.</li> </ul> |

| Project Name & Description   | Officer Lead | Background and current project status  | Impacts & Outputs   | Current project timetables and milestones |
|--|--------------|--|---|---|
| <p>University of Brighton; employment space, from corporate office down to move on space and managed workspace for the creative industries; residential units, student accommodation, ancillary retail and a state of the art dance studio for South East Dance.</p> |              | <p>workshops are being held for all design elements, with the city council being closely involved in the design of the Dance Space (being an asset we receive at the end of development to pass on to South East Dance). Pre-Application meetings for the site as a whole have taken place.</p> <p>The public consultation and engagement process was very successful, with the main exhibition attracting over 450 people</p> <p>All partners are also now exploring the options around the interim use of the site in more detail, with planning permission granted to refresh the previous short-term consents for interim uses. The interim use will be part of the planned public engagement.</p> | <p>the city</p> <ul style="list-style-type: none"> <li>• Corporate Offices</li> <li>• Strata Offices</li> <li>• Retail</li> <li>• Residential: c.160 -200 units (depending upon final mix)</li> <li>• Creative Industries Market</li> </ul> <p>The headline economic benefits include 140 FTE (full time equivalent) construction jobs and 170 FTE jobs generated by the completed development, and an economic impact in the city economy of £153m over ten years. 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 and will bring enterprise to creativity through, for example, the creative industries market. 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.</p> |   |

| Project Name & Description  | Officer Lead  | Background and current project status  | Impacts & Outputs  | Current project timetables and milestones   |
|---|---|--|--|---|
|   |   |  | 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 into the other sites with cultural facilities in the city, close to the cultural quarter.   |   |
| <p><b>Edward Street/American Express</b></p> <p>A development of the land to the north of Amex House to build the new headquarters building for American Express. The current development forms the first phase of a masterplan that will in the future take in new development on the site of the old Amex House.</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>Director:</i><br/>Geoff Raw</p> <p><i>Project Mgr:</i><br/>Max Woodford</p> | <p>Amex have now completed the building works of the new HQ and data building and are beginning the process of moving staff in.</p> <p>The city council is working 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). The consultation on the first draft has been completed and the final draft of the brief is expected to come to this committee for approval.</p> | <p>Phase 1 delivered: Retention of the city's largest private 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>Amex have until 2016 at the very latest to vacate and 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: 6 week public consultation on Planning Brief.</p> <p>September 2013 Economic Development &amp; Culture Committee: Seeking approval of final brief.</p> |

| Project Name & Description   | Officer Lead  | Background and current project status  | Impacts & Outputs   | Current project timetables and milestones  |
|--|---|--|---|--|
| <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 centre.</p> <p>It will be a vibrant community resource opening up access to the partners' collections in a one-stop shop for all aspects of the historic environment, and will enable people to research their local and family history.</p> <p>The new Centre will represent the next generation of archive buildings in the UK in line with the Government's Archives Policy.</p> | <p><i>Director:</i><br/>Adam Bates</p> <p><i>Project Mgr:</i><br/>Mark Jago</p> | <p>The city council joined this exciting partnership project as a full partner in April 2008 and, following a period of design development, planning permission was granted in January 2011, with work on site starting in August 2011.</p> <p>The main construction works were completed in February 2013; to programme and within budget. In June 2013 the project achieved the key milestone of Practical Completion, at which point the completed building was handed over to ESCC.</p> <p>The partners' archives and historic collections are now moving into the new facility and the process of gearing up for opening later in the year has begun.</p> <p>The Keep remains on track to achieve a BREEAM Excellent rating.</p> <p>An update report was presented to the Policy &amp; Resources Committee at its 11 July 2013 meeting. In addition to noting the successful completion of building works, the report secured agreement to revised arrangements for completion of the partnership and legal arrangements between ESCC, University and BHCC.</p> | <p>This £19m project will provide a new purpose-built facility that will bring together the combined collections of all three partners; the archives and historical resources of East Sussex and Brighton &amp; Hove, and the special collections of the University of Sussex, including the Mass Observation Archive.</p> <p>It will house over six miles of material dating back over 900 years and will have capacity for growth over the next 20 years.</p> <p>The new facility will meet the required standards for the storage and preservation of historical archives and will be the most sustainable archive building of its type in the country; a considerable achievement since the nature of the building requires tight environmental controls and its location has posed challenges. Sustainability measures have been at the heart of the project from the outset and have been a priority in the design of the building.</p> <p>With partner agreement, and following variation of the S106 Agreement, a new Community Orchard has been planted at the southern end of the site; an initiative lead by Moulsecroomb Forest Garden,</p> | <ul style="list-style-type: none"> <li>• Update report presented to Policy &amp; Resources Cttee – 11 July 2013</li> <li>• Partnership and legal arrangements completed July / August 2013</li> <li>• Partners move in – June to September 2013</li> <li>• Finalised partnership/legal arrangements to be reported to Economic Development &amp; Culture Committee for information by end of 2013.</li> <li>• Staff Training and Soft Landing Exercises – September/October 2013</li> <li>• Open to public – November 2013.</li> </ul> |

| Project Name & Description   | Officer Lead  | Background and current project status  | Impacts & Outputs  | Current project timetables and milestones   |
|--|---|--|--|---|
|  |   |  | <p>Brighton Permaculture Trust and Brighton &amp; Hove Food Partnership.</p> <p>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>It will provide much improved public access and services, with new education and learning spaces, and provide opportunities for outreach and community work.</p> |   |
| <p><b>i360</b></p> <p>A West Pier Trust project in 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</p> | <p><i>Director:</i><br/>Geoff Raw</p> <p><i>Project Mgr:</i><br/>Katharine Pearce</p> | <p>The final completion of the i360 project at a central point on the seafront will conclude the regeneration of this important part of the seafront. The benefits created by the project were presented to Cabinet and later to Policy &amp; Resources Committee on 12 July 2013 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.</p> <p>Equity and mezzanine funding of £20m will be provided and also funds of a minimum of £3m from the Local Enterprise Partnership.</p> | <p>100,000 additional visitors to the City and 600-800,000 visitors a year to the attraction providing much needed regeneration for this part of the seafront.</p> <p>154 operational and construction jobs and an estimated 444 jobs overall.</p>   | <p>A detailed construction timetable will be finally confirmed at Financial Close.</p> <p>Archway Strengthening works have already begun and are due to last for 50 weeks – completing in Autumn 2013.</p> <p>The council continues to work with Marks Barfield to get works commenced on site.</p> |

| Project Name & Description   | Officer Lead  | Background and current project status   | Impacts & Outputs   | Current project timetables and milestones  |
|--|---|---|---|--|
| wider regeneration scheme.   |   | The council is continuing to work with the various partners to achieve a Financial Close for Autumn 2013  |   |  |
| <b>King Alfred</b><br><br>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><br>Geoff Raw<br><br><i>Project Mgr:</i><br>Mark Jago | <p>The need to replace the King Alfred Leisure Centre has been demonstrated by successive analyses going back to 1999 and this remains the case. This recognition 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>Based on the findings of the report, a new cross-party Project Board was set up to lead the process of considering options for the future of the King Alfred Leisure Centre.</p> <p>The Project Board has held 4 meetings in the past 9 months and considerable progress has been made. At its January 2013 meeting the Board agreed the mix and scale of facilities it would like to see in the new Sports Centre. At its more recent meetings (April and May 2013) the Board considered the financial implications associated with the desired Sports Centre, the enabling development needed to support this, and the development options.</p> <p>A detailed report on all work to date,</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. | <ul style="list-style-type: none"> <li>• Report to Policy &amp; Resources Committee – 11 July 2013</li> <li>• Officer Steering Group meeting - 5 August 2013</li> <li>• Potential Project Board Meeting No.5 – Autumn 2013</li> <li>• Developers' Day – Autumn 2013</li> </ul> |

| Project Name & Description  | Officer Lead   | Background and current project status  | Impacts & Outputs   | Current project timetables and milestones   |
|---|--|--|---|---|
|   |  | together with recommendations for the next phases of work was considered at the Policy & Resources Committee meeting on 11 July 2013. P&R supported the recommendations and the officer team is now working to take the project to the next stage, a key element of which is the detailed arrangements leading to the commencement of the procurement process.   |   |   |
| <b>New England House</b><br><br>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 digital media and creative industries. The early vision concept is for a consortium of partners including the University of Sussex, Wired Sussex and the city council to agree 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><br>Geoff Raw<br><br><i>Project Mgr:</i><br>Max Woodford | Work is complete on refreshing, updating and drawing together 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.<br><br>The next step is to look at risk and governance implications of various options for achieving that refurbishment option, including potentially soft market testing the best methods for leveraging in capital investment. Updated condition survey and cost work completed. Meetings are ongoing looking at the business case in detail to fit the project within the City Deal proposals. We are also exploring putting the project into the pipeline for EU structural funds. Paper to go to future P&R. | A total refurbishment would see an investment of c.£10m.<br><br>It would ensure the city council is leading on the implementation of regeneration plans for the London Road area. | A position paper to be prepared on the overall project, setting it in the context of City Deal and sector requirements. |



| Project Name & Description  | Officer Lead  | Background and current project status   | Impacts & Outputs  | Current project timetables and milestones   |
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|   |   | <p>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 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.</p> |  |   |
| <p><b>Open Market</b></p> <p>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</p> | <p><i>Director:</i><br/>Geoff Raw</p> <p><i>Project Mgr:</i><br/>Richard Davies</p> | <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 establishing a 'not for profit' Community Interest Company (CIC)</li> </ul>  | <ul style="list-style-type: none"> <li>• New covered market with 44 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</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 September 2013.</li> <li>• CIC to agree market management arrangements,</li> </ul> |

| Project Name & Description  | Officer Lead  | Background and current project status   | Impacts & Outputs  | Current project timetables and milestones   |
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| street art and entertainment. The new market will be operated on a not for profit basis for the benefit of the community and contribute to the wider regeneration of the London Road area.  |   | <p>to raise loan finance and take on ownership and management of the new market.</p> <ul style="list-style-type: none"> <li>Landowner consent under delegated authority approved for RIBA Stage D scheme in February 2010, prior to Hyde submitting a planning application.</li> <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> </ul> | <p>jobs</p> <ul style="list-style-type: none"> <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 producers</li> <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>October 2013.</p> <ul style="list-style-type: none"> <li>New market completed and opened November 2013.</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 16 permanent pitches for traveller families with local links.</p> | <p><i>Director:</i><br/>Geoff Raw</p> <p><i>Project Mgr:</i><br/>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>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>Summer 2013 – submission of planning application.</p> <p>Late 2013 – Commence work on site.</p>                    |

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|   |   | <p>It is proposed that the new site will be built wholly using grant funding administered by the Homes and 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>Pre-application consultation with South Downs National Park Authority is on-going, particularly in relation to arriving at a scheme with a suitable landscaping strategy for the location. A preferred final layout has been prepared. There is also ongoing work with the Environment Agency and our appointed water engineers around ensuring protection of water aquifers.</p> |  |   |
| <b>Preston Barracks</b><br><br>Redevelopment of the council owned 2.2 hectare | <i>Director:</i><br>Geoff Raw<br><br><i>Project</i> | A 'Shared Vision' that established the partners' joint aspirations for a high quality comprehensive redevelopment was agreed in September 2009. In   | High quality, sustainable, employment-led, mixed-use development that will act as a regenerative catalyst for this part of | <ul style="list-style-type: none"> <li>• Project Board considered delivery options and agreed preferred approach with referral to P&amp;R – June 2013.</li> </ul> |

| Project Name & Description   | Officer Lead                     | Background and current project status  | Impacts & Outputs  | Current project timetables and milestones  |
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| <p>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 Universities). The site is therefore of strategic importance to Brighton &amp; Hove.</p> <p>Since March 2009, the council has been working in partnership with the University of Brighton to explore opportunities for the redevelopment of the former barracks site and adjacent university land spanning the Lewes Road; effectively doubling the development area.</p> | <p><i>Mgr:</i><br/>Mark Jago</p> | <p>2010 the partners commissioned a Site Capacity Assessment (SCA) to examine development potential and options in respect of scale, height and massing across the wider site. The SCA, completed in October 2010, demonstrated development potential and confirmed that the partners' aspirations could be met across the wider site area.</p> <p>A planning brief was prepared during 2011 and was approved at the Planning, Employment, Economy &amp; Regeneration CMM on 15 September 2011.</p> <p>The partners then jointly commissioned a masterplan, which was completed in December 2012. The masterplan served to confirm the continuing challenges to achieving financial viability and the council therefore appointed specialist consultants to undertake further financial analysis and valuation work.</p> <p>The outcome of this work informed further partner discussions, the outcome of which was considered by the Project Board at its meeting on 26 June 2013. The Board concluded that the partnership with the University of Brighton continued to offer the best prospect of successful delivery and referred the report to the Policy &amp;</p> | <p>the city. The scheme is expected to include a significant amount of employment space, new homes, retail units, a new University Business School 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 land.</p> | <ul style="list-style-type: none"> <li>• Report to P&amp;R Committee – July 2013.</li> <li>• Detailed negotiations between the partners – July to September 2013</li> <li>• Project Board Meeting – September 2013</li> <li>• Report to Policy &amp; Resources Committee – Autumn/Winter 2013</li> </ul> |

| Project Name & Description  | Officer Lead  | Background and current project status  | Impacts & Outputs  | Current project timetables and milestones  |
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|   |   | <p>Resources Committee in July 2013.</p> <p>The Policy &amp; Resources Committee agreed with the Project Board's assessment and authorised senior officers to enter into further negotiations to actively consider disposal of the Preston Barracks site to the University and/or its development partner to enable delivery of the mixed-use scheme, subject to a further report to the Project Board and P&amp;R.</p>  |  |  |
| <p><b>Released Land at Falmer</b></p> <p>Redevelopment of the former Falmer School land that was not required for the Brighton Aldridge Community Academy (BACA).</p> | <p><i>Director:</i><br/>Geoff Raw</p> <p><i>Project Mgr:</i><br/>Richard Davies</p> | <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 TCSL to use the site for temporary stadium parking and provide a temporary home for the Bridge Community Education Centre.</li> <li>This delegated authority (to the Strategic Director, Resources in consultation with the Leader of the Council and Cabinet Members for PEER, Transport &amp; Public Realm, and Finance &amp; Central Services) was given subject to a viable business case and the granting of planning permission.</li> <li>An urgency decision was taken in</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.</li> <li>Potential capital receipt in the long term.</li> <li>Potential for new student accommodation and educational facilities combined with stadium parking.</li> <li>Potential to provide new permanent home for the Bridge Education Centre.</li> </ul> | <ul style="list-style-type: none"> <li>Council and TCSL to complete licence for temporary use of the site for stadium parking and accommodation for the Bridge.</li> <li>The council to consider approach to redevelopment and engage with stakeholders including TCSL, BACA and The Bridge to achieve the long term regeneration of the site Autumn 2013.</li> <li>Continue officer support for Bridge to seek a permanent home.</li> </ul> |

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|   |                                       | <p>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.</p> <ul style="list-style-type: none"> <li>• Planning permission granted April 2012 for use of the site for temporary stadium parking, associated works and a temporary home for the Bridge Centre.</li> <li>• The Bridge moved into its new temporary home in May 2012.</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 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.</p> | <p><i>Director:</i><br/>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 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>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 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> | <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 variation and the conditions and informatives as set out in the report. Various documents completed and Planning Permission granted 10.04.13.</p> |
| <p><b>Ultrafast Broadband</b></p> <p>The city council has submitted a bid to DCMS</p>   | <p><i>Director:</i><br/>Geoff Raw</p> | <p>'Second tier' cities were invited to bid following a process of lobbying by the city's MPs and Members. There is a</p>  | <p>Funding will deliver widening of the wireless concession, wireless hotspots in public buildings and increase the</p>  | <p>Application Submitted: 17<sup>th</sup> September 2012.</p>   |

| Project Name & Description   | Officer Lead                                | Background and current project status  | Impacts & Outputs  | Current project timetables and milestones         |
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| <p>under the second phase of the Super-Connected Cities Programme to roll out delivery of ultrafast broadband and wireless internet across a contiguous area at the heart of the city.</p> | <p><i>Project Mgr:</i><br/>Max Woodford</p> | <p>£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' 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>City council and Wired Sussex have been represented on the working group designing how the voucher scheme might work. Details of the scheme are expected to be firmed up later this year.</p> | <p>number of vouchers for SMEs to achieve high speed connections to up to 1,000.</p> | <p>Date for spending of grant: By April 2015.</p> |





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