





**Brighton & Hove
City Council**

Economic Development & Culture Committee

Title:	Economic Development & Culture Committee
Date:	22 September 2016
Time:	4.00pm
Venue	Council Chamber, Hove Town Hall, Norton Road, Hove, BN3 4AH
Members:	Councillors: Robins (Chair), Cattell (Deputy Chair), Nemeth (Opposition Spokesperson), Druitt (Group Spokesperson), Allen, Greenbaum, Morris, O'Quinn, Peltzer Dunn and C Theobald
Contact:	Ross Keatley Democratic Services Manager 01273 29-1064 ross.keatley@brighton-hove.gov.uk

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Democratic Services: Economic Development & Culture Committee

Legal Advisor	Councillor Robins Chair	ED Economy, Environment & Culture	Democratic Services Officer
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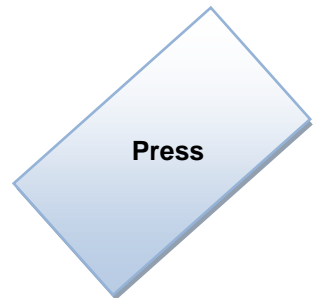


Councillor Cattell Deputy Chair
Councillor Morris
Councillor O'Quinn
Councillor Allen

Councillor Peltzer Dunn
Councillor Nemeth Opposition Spokesperson
Councillor C. Theobald
Councillor Druitt Group Spokesperson
Councillor Greenbaum



Public/Councillor Speaker	Presenting Officer
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Public Seating



Public Seating



AGENDA

12 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
- (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.

13 MINUTES

1 - 20

To consider the minutes of the meeting held on 16 June 2016 (copy attached).

Contact Officer: Ross Keatley

Tel: 01273 291064

ECONOMIC DEVELOPMENT & CULTURE COMMITTEE

14 CHAIR'S COMMUNICATIONS

15 CALL OVER

- (a) Items 18 – 22 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.

16 PUBLIC INVOLVEMENT

21 - 26

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

- (a) **Petitions:** to receive any petitions presented to the full council or at the meeting itself;
 - i) **Designate St Aubyns Playing Field, Rottingdean as Local Green Space** – Lead Petitioner Lynne Moss (SAFE)
- (b) **Written Questions:** to receive any questions submitted by the due date of 12 noon on the 15 September 2016;
- (c) **Deputations:** to receive any deputations submitted by the due date of 12 noon on the 15 September 2016.

17 MEMBER INVOLVEMENT

27 - 30

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 (copy attached);
 - a) **Madeira Terraces (Lockwood Project)** – Councillor Nemeth
 - b) **Summer Tourism** – Councillor Peltzer Dunn
 - c) **Green Space at Hove Museum** – Councillor Nemeth
 - d) **Meetings with Senior Tourism Figures** – Councillor C. Theobald
 - e) **Issues that Deter Tourism** – Councillor Peltzer Dunn
 - f) **Improvement in the Planning Service** – Councillor Nemeth
 - g) **Hive Seafront Railings (Major Projects)** – Councillor Nemeth
- (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.
 - i) **Estate Agent's Board** – Referred from Full Council 21 July 2016 (copy attached).

ECONOMIC DEVELOPMENT & CULTURE COMMITTEE

- 18 PLANNING ADVISORY SERVICE PEER REVIEW 31 - 70**
- Report of the Acting Executive Director for Economy, Environment & Culture (copy attached).
- Contact Officer: Andrew Ashcroft*
Ward Affected: All Wards
- 19 COMMUNITY INFRASTRUCTURE LEVY 71 - 80**
- Report of the Acting Executive Director for Economy, Environment & Culture (copy attached).
- Contact Officer: Liz Hobden Tel: 01273 292504*
Ward Affected: All Wards
- 20 OLD TOWN CONSERVATION AREA APPRAISAL 81 - 136**
- Report of the Acting Executive Director for Economy, Environment & Culture (copy attached).
- Contact Officer: Tim Jefferies Tel: 01273 293152*
Ward Affected: Regency
- 21 PARKING STANDARDS SUPPLEMENTARY PLANNING DOCUMENT (SPD) FOR NEW DEVELOPMENT 137 - 178**
- Report of the Acting Executive Director for Economy, Environment & Culture (copy attached).
- Contact Officer: Steven Shaw Tel: 01273 292368*
Ward Affected: All Wards
- 22 CITY EMPLOYMENT & SKILLS PLAN 2016 - 2020 179 - 226**
- Report of the Acting Executive Director for Economy, Environment & Culture (copy attached).
- Contact Officer: Elizabeth Cadman Tel: 01273 291094*
Ward Affected: All Wards
- 23 MAJOR PROJECTS UPDATE 227 - 242**
- (for information).
- 24 ITEMS REFERRED FOR COUNCIL**
- To consider items to be submitted to the 20 October 2016 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*

ECONOMIC DEVELOPMENT & CULTURE COMMITTEE

meeting take place after this deadline, immediately at the conclusion of the Committee meeting

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 and deputations to committees and details of how questions and deputations 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. Agendas are available to view five working days prior to the meeting date.

Electronic agendas can also be accessed through our meetings app available through www.moderngov.co.uk

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.

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For further details and general enquiries about this meeting contact Ross Keatley, (01273 29-1064, email ross.keatley@brighton-hove.gov.uk) or email democratic.services@brighton-hove.gov.uk

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Date of Publication - Wednesday, 14 September 2016

BRIGHTON & HOVE CITY COUNCIL

ECONOMIC DEVELOPMENT & CULTURE COMMITTEE

4.00pm 16 JUNE 2016

CONFERENCE ROOM 2, JUBILEE LIBRARY, JUBILEE STREET, BRIGHTON

MINUTES

Present: Councillor Robins (Chair), Cattell (Deputy Chair), Nemeth (Opposition Spokesperson), Greenbaum, Horan, Mac Cafferty, Morris, O'Quinn, Peltzer Dunn and C Theobald

PART ONE

1 PROCEDURAL BUSINESS

(a) Declarations of Substitutes

1.1 Councillor Horan was present in substitution for Councillor Allen, and Councillor Mac Cafferty was present in substitution for Councillor Druitt.

(b) Declarations of Interest

1.2 There were no declarations of interests in matters listed on the agenda.

(c) Exclusion of Press and Public

1.3 The Committee considered whether the press and public should be excluded from the meeting during the consideration of any of the items listed on the agenda.

1.4 **RESOLVED:** That the press and public be excluded from the meeting during consideration of the items contained in part two of the agenda.

2 MINUTES

2.1 The Committee agreed that the word 'service' should be added at the end of paragraph 46.15.

2.2 **RESOLVED –** That, with the above addition, the Chair be authorised to sign the minutes of the meetings held on 10 March 2016.

3 CHAIR'S COMMUNICATIONS

3.1 The Chair gave the following communications:

'Since becoming Chair of the Committee I've had a busy first month and have attended a number of events to support our local businesses and our partners across Arts, Culture and Leisure.

In terms of Arts, Culture and Leisure, my first month as Chair has coincided with the Brighton Festival and Brighton Fringe. Both the Festival and the Fringe have seen their highest ever attendances the year. The Fringe alone has had over 500,000 attendances, an increase of over 20% on 2015. Over 300,000 of these attendances have been at venues staged on some of the Council's Open Spaces including St Peter's Church gardens, Victoria Gardens and New Road. In addition, the Old Steine and the beach have all hosted venues attracting record audiences over a 5 week period

I attended the Dr Blighty concert and projections as part of Brighton Festival, hosted by the Royal Pavilion Estate and inspired by a remarkable story of the First World War, when the Royal Pavilion Estate became a military hospital for wounded Indian soldiers.

This ambitious new project was an incredible success attracting crowds in their thousands every night, with the projections broadcast over social media worldwide. I'm grateful to council officers for their work with the Dr Blighty team over the final weekend to ensure that the projections could continue safely as thousands attended the final shows.

I have also attended the opening Fashions Cities Africa, the reopening of Velodrome, and Preston Manor's first Community Heritage Open Day on 28th May.

I've wanted to ensure that used my first month as Chair to meet with some of our valued local business leaders. I have attended meetings with the Chamber of Commerce, the West Pier Trust, the Royal Pavilion Trustees and the Brighton and Hove Economic Partnership. I look forward to doing more of the same over the coming months.

I'm pleased to be able to report that the Chamber of Commerce launched their the 'Ride the Wave' programme in May, which offers affordable, practical support for local businesses

Funded by Brighton & Hove City Council, the Chamber will run 7 workshops between May and September, supporting around 150 businesses that will also benefit from follow up 1-2-1 mentoring sessions from a choice of business experts with a wide range of expertise.

Workshops include: turning an idea into a live business; growing a new business smarter and faster; overcoming Barriers to growth; and support with Tendering for public sector and larger private sector contracts.

More information on these workshops can be found on the Brighton & Hove Chamber of Commerce website.

Members of the Committee will also be interested to learn that visit brighton - the official tourism website for the City has been launched with a new design. The new version of www.visitbrighton.com is now fully responsive meaning the website will automatically adapt to whatever device it is being accessed from.

As an increasing numbers of people use their mobile devices to access the internet, and the new design makes it easier for visitors to connect with our VisitBrighton partners as well as making online booking and ticket sales more prominent.

Lastly, I would like to congratulate the Brighton Centre for being awarded 'gold status' for its commitment to deaf and disabled music fans, following recognition by Attitude is Everything - the charity that campaigns on behalf of disabled audiences and operates a nationwide Charter of Best Practice.

To qualify for Charter status, live music venues must demonstrate exemplary access provision and an on-going commitment to improve accessibility to provide a fair and equal service to deaf and disabled customers.

Following the approach of the last two Chairs of this committee, I have provided more information on all of the areas that I'm mentioned as well additional information in relation to the activities and work of the services that fall within the Committee's remit, which will be circulated for information as part of the minutes'

3.2 The following information was agreed to be circulated as part of the minutes:

Culture: Brighton Festival and Fringe

Brighton Festival and Fringe have seen their highest ever attendances in 2016. The Fringe alone has had over 500,000 attendances, an increase of over 20% on 2015. Over 300,000 of these attendances have been at venues staged on some of the Council's Open Spaces including St Peter's Church gardens, Victoria Gardens and New Road. In addition, the Old Steine and the beach have all hosted venues attracting record audiences over a 5 week period

Dr Blighty

For this year's Brighton Festival, the Royal Pavilion Garden hosted an ambitious new project inspired by a remarkable story of the First World War. Dr Blighty remembers an unexpected episode in Brighton's history when the Royal Pavilion Estate became a military hospital for wounded Indian soldiers. Visitors to Royal Pavilion Garden were able to experience a dreamlike environment of immersive installations, ambient soundscapes and theatrical interludes, inspired by letters the soldiers sent back home. After dark, enthralling video projections colourfully animated the Royal Pavilion. Dr Blighty is a Nutkhut Production co-commissioned by 14-18 Now: WWI Centenary Arts Commissions, Brighton Festival & Royal Pavilion & Museums.

Tourism & Venues

Brighton Centre

The Brighton Centre has been awarded 'gold status' for its commitment to deaf and disabled music fans, following recognition by Attitude is Everything - the charity that campaigns on behalf of disabled audiences and operates a nationwide Charter of Best Practice.

To qualify for Charter status, live music venues must demonstrate exemplary access provision and an on-going commitment to improve accessibility - working with Attitude is Everything is to go beyond the legal obligations set out in the Equality Act, to implement best practice, and to provide a fair and equal service to deaf and disabled customers.

Brighton Centre was specifically recognised by Attitude is Everything for:

- Their long term commitment to accessibility
- Innovative provision of additional viewing platform spaces
- Installation of a Changing Places toilet
- Working with local disability organisations as partners in growing access provision

Convention Bureau

In the past 3 months the CVB has created 45 proposals for conferences which, if confirmed, would bring £11m of economic benefit to the City.

We have confirmed seven events including:

- Oncology Nursing Society – November 2016 – Brighton Centre – 450 delegates - £622,000 economic impact
- ExploreGB – March 2017 – Brighton Centre – 800 delegates – £737,000 economic impact
- British Association of Spinal Surgeons – location tbc – 500 delegates - £922,000 economic impact
- GMB – June 2018 – Brighton Centre – 1,000 delegates - £1.4m economic impact
- GMB – June 2019 – Brighton Centre – 1,000 delegates - £1.4m economic impact

In the same period, we have booked in excess of 1,000 room nights, with a value of £35,000 for delegates at hotels and B&Bs across the City.

Partnership

- Confirmed all re-booked Partners with an approximate 85% re-book on membership (463 businesses)
- Includes 20 new Partners since 18th March
- Partnership income to date is at £147,260
- £16,400 invoiced for City Map Advertising in this new financial year
- £3,185 earned in commission for on-line and phone accommodation bookings via visitbrighton.com

Marketing

- www.visitbrighton.com – the official tourism website for the City has been launched with a new design. The new version of www.visitbrighton.com is now fully responsive meaning the website will automatically adapt to whatever device it is being accessed from. As an increasing numbers of people use their mobile devices to access the internet, it is vital for the City to have a fully responsive website in order to meet the needs of its visitors. The website has been completely redesigned and is a more inspirational site with a greater focus on large, powerful images instead of text. The new design makes it easier for visitors to connect with our VisitBrighton partners as well as making online booking and ticket sales more prominent. There will also be more opportunities for VisitBrighton to generate income through the new website.
- Press & PR – In the last 3 months VisitBrighton has hosted 20 journalists from the UK and overseas including Cathay Pacific's in-flight magazine; Forbes; Sydney Morning Herald and Coast Magazine.
- Over the last 3 months, the total PR coverage in terms of Advertising Value Equivalent for Brighton & Hove has been £1,806,019 for the UK and a huge 7,155,773 € for overseas.

Royal Pavilion & Museums

Preston Manor Heritage Day

Preston Manor held its first Community Heritage Open Day on 28th May. The event was delivered as part of the Brighton Fringe Festival and was our first collaborative activity working with the wider Preston Community with the aim of developing Preston Manor as a focus for community activity in the years to come.

The event had a strong archaeology theme following the geophysical survey made of parts of Preston Park last autumn with the University of Brighton. Sadly no Roman villa was found but we're still looking, and the Brighton & Hove Archaeological Society opened a small demonstration trench in the old kitchen gardens to explain archaeological surveying and excavation techniques to visitors.

Further afield, staff at the Rockery, and volunteers from St Peter's Church and Church Yard willingly shared their knowledge and enthusiasm about their sites, whilst the Preston Croquet Club opened its doors to visitors and played some closely-fought exhibition matches on the croquet lawn at the Manor.

Reception Enrichment Days

The Royal Pavilion & Museums and Brighton Dome delivered Reception Enrichment Days for Brighton & Hove schools. 15 classes of reception children from 10 local primary schools came on 14th & 15th June to experience music, drama and museum objects and activities. The point of the day was twofold; firstly it set out to encourage teachers to access these services and use them with their classes, and secondly, to provide a great experience for reception children to start that lifelong passions for the arts/culture. The activities took place both in the galleries and in Museum Lab.

Pavilion Blues – Disability & Identity

The exhibition opened in March tells the previously untold story of the Royal Pavilion Estate's role in disability history during WW1. It focusses on three soldiers and members of their families have also loaned objects for the exhibition. There are also by quotes from two contemporary veterans who are supported by BLESMA, an organisation that was started by WW1 Veterans and supports amputee service personnel. The exhibition aims to initiate discussion by including an opportunity for visitors to comment and join in discussions on contemporary disability issues.

Museum Lab

Museum Lab is regularly hosting researchers, staff and community groups to engage with and work on the collections. The space is open to the public for family friendly drop-ins; to meet curators, museum staff and engage in close contact with collections. We have recently also hosted several invited events: a Patrons event to investigate African textiles; an Instagram workshop as part of the Museums Association Transformers scheme; and an Early Years ticketed event working with Octopus Ink (for c40 parents and 0-2yr olds). The space also successfully hosted the Heritage Learning Flagship Dragons project, where 4 primary schools displayed their work within the space. The next day we had approx. 200 visitors, many in direct response to the project.

Fashion Cities Africa

The first major UK exhibition dedicated to contemporary African fashion opened at Brighton Museum & Art Gallery on 30 April. Exploring fashion and style in four cities at the compass points of the African continent – Casablanca in Morocco, Lagos in Nigeria, Nairobi in Kenya and Johannesburg in South Africa – *Fashion Cities Africa* considers recent and contemporary fashion practices in these distinctive metropolises, from couture to street style. The exhibition continues until 8 January 2017. A parallel project, *Fashion Cities Africa: Brighton Stories*, undertaken by members of some of Brighton & Hove's African diaspora communities, explores the relationship between fashion, identity and the African continent from a local perspective (South Balcony, 30 April to 28 August 2016).

Supporting Business

Ride The Wave

Ride the Wave is a programme of affordable, practical support for businesses at every stage of their journey. It's funded and led by Brighton & Hove City Council, and designed and delivered by Brighton & Hove Chamber of Commerce.

7 workshops will run between May and September 2016, supporting c.150 businesses that will also benefit from follow up 1-2-1 mentoring sessions from a choice of business experts with a wide range of expertise.

Workshops include: turning an idea into a live business; grow a new business smarter and faster; overcome Barriers to growth; and support with Tendering for public sector and larger private sector contracts

To find out more please contact the Brighton & Hove Chamber of Commerce on 01273 719 097 or visit www.businessinbrighton.org.uk/ridethewave

Sport & Leisure

Beach Quality

This year, the city's beaches have been classified as 'excellent' by the Environment Agency, with two of them winning Blue Flags from Keep Britain Tidy.

All four beaches tested by the Environment Agency – Hove, Brighton Central, Brighton Kemptown and Saltdean – passed with flying colours. The results are based on the past four years (2012-2015) water quality test results.

Blue flags were awarded for the city's two main resort beaches of Hove and Brighton central. They are used to highlight coastal destinations that have achieved the highest quality in water, facilities, safety, environmental education and management.

Saltdean beach has been recognised with a Quality Coast Award for achieving the highest standards of beach management.

Seasonal Beach Lifeguard Team

Our seasonal beach lifeguards started at the end of May. Seasonal lifeguards support the regular seafront team and will be patrolling beaches from the Marina to Hove Lagoon until early September.

During an average year Brighton & Hove's lifeguards carry out more than 100 water rescues, and save many lives. They also administer first aid to around 250 beach goers, give safety advice to around 19,000 people and reunite hundreds of children with their families, proactively working with them to prevent incidents occurring and ensure their visit to the beach is a safe and happy one.

King Alfred Leisure Centre

Further to Storm Imogen damaging the King Alfred Leisure Centre roof in February the gym temporarily closed and the pools were closed for a number of months. Significant damage to the roof coverings and water ingress into the building in both the pool hall and gym areas along with the size of the roof meant the replacement works were extensive involving a number of health and safety challenges. The Sports Facilities team and Property and Design team worked together with Freedom Leisure and BHCC procured contractors to ensure that the required works were undertaken as quickly, safely and effectively as possible. The project progressed to the scheduled re-opening in mid-May (on Monday 16th) and to budget which was funded by an insurance claim.

4 CALL OVER

- 4.1 All items on the agenda were reserved for discussion.

5 PUBLIC INVOLVEMENT

Deputations

- 5.1 The Chair noted that there was one deputation, as well as an associated Member Petition, referred from the Council meeting on 24 May 2016 in relation to proposal to route traffic for the i360 via Trafalgar Road and Church Road in Portslade.
- 5.2 Following requests from Members it was agreed that a briefing would be sent to the Committee in relation to the proposed signage for the Bi360.
- 5.3 The Chair noted that the full response, as set below, would be circulated in the minutes:

'In March, Councillor Morgan outlined the situation on this issue when he responded to the deputation at the Full Council meeting. I would therefore like to add to what he has already said by highlighting a few points and providing an update.

The British Airways [BA] i360 is already one of the most significant and high profile buildings and visitor attractions in the city and it is expected to help to transform the city's seafront and tourism offer. By boosting our wider local economy and that of the wider Greater Brighton City Region, we will see a number of benefits.

But your deputation and petition also highlight an important issue for us as a Council - how we work together to manage the potential effects on local residents of a unique and significant change like this.

As Councillor Morgan explained in March, Council Officers are working closely with the British Airways i360's Team, in preparation for its opening. This has included travel arrangements and information, and therefore they have discussed potential approach routes and traffic signs. Direction signing for drivers is an important element of this work because the attraction will be a national and international destination and landmark. Assessing and finalising options and proposals for signing requires discussions between the BAi360 Team, the Council and Government departments and agencies, such as the Department for Transport and Highways England.

The discussions on this particular issue are still not complete. However, I can assure you that Council Officers are looking at traffic signing across all routes into and out of the city, as people will come from far and wide. They also expect that most car trips will take place outside of busy times, so should not add to congestion at the busiest times of the day and week. The signs that are erected will not be excessive as they can only be implemented with the money which has been secured through the planning permission.

I have been advised that the BAi360's website recommends a number of different ways for people to visit the attraction. Most of these promote sustainable forms of travel such as Park & Ride, train and coach, and it also acknowledges that there are road works in the central part of the city which should be avoided. However, it no longer recommends a specific route that car drivers should use to reach it. I therefore hope that this reassures you that they appear to have heard and responded to your representations and they are not specifically directing people to travel through Portslade and use Church Road and Trafalgar Road. That can be seen as a positive result.

To conclude, the city is continually growing and changing as more and more plans come to fruition, and therefore we have to have a flexible approach to keeping traffic and people moving around the city. Together with the BAi360 Team, we will do our best to keep a check on how people are travelling and suggest, or make, changes accordingly. For example, this could take place on an annual basis and include analysis of ticketing purchases and customer information/feedback about journeys which will enable the attraction and the council to take action, if necessary.

I hope that this reassures you that some change has resulted from the time and efforts that you and others have put in to making your representations'

5.3 **RESOLVED** – That the Committee note the deputation.

5.4 **RESOLVED** – That the Committee note the Member petition.

5.5 The Chair noted there were no other items listed under Public Involvement.

6 **MEMBER INVOLVEMENT**

Member Petitions

6.1 The Member petition listed in the agenda was considered together with the associated deputation at minute item 5.

Member Questions

6.2 The Chair noted that seven Member questions he been received. The first was from Councillor Druitt who was not present at the meeting; therefore Councillor Mac Cafferty asked the question on his behalf.

6.3 Councillor Mac Cafferty asked, 'Can Councillors Robins confirm how many empty shops there are in the city, how this compares with historical trends and what the administration is doing to encourage businesses to open up for trade in these empty premises?'

6.4 The Chair responded, 'There are two regular retail vacancy surveys conducted by the Brighton & Hove Business Forum and the Hove Business Partnership, which shows both the City Centre and Hove & Portslade retail areas to have significantly lower retail vacancy rates than the national average.

The current city centre retail vacancy rate is 5.4%, compared with 5.5% for Hove & Portslade. Historically, retail vacancy rates in the city centre have fallen consistently from 2010 to 2015, before increasing by 0.7 percentage points this year.

Hove & Portslade vacancy rates have been more steady, falling post-recession to a low of 4.5% in 2012 before increasing to 6.2% in 2014 and falling once again to 5.4% in 2015.

The national retail vacancy rate has been consistently falling since 2012, but still remains more than double the rate of both the city centre and Hove & Portslade. Comparative figures for the past three years are provided below: -

2016 (latest vacancy data)

City Centre: 5.4%

Hove & Portslade: 5.5%

National average: 12.5%

2015

City Centre: 4.7%

Hove & Portslade: 5.4%

National average: 12.9%

2014

City Centre: 5.0%

Hove & Portslade: 6.2%

National average: 13.9%

Even with our low retail vacancy rates, the Council is engaged in a number of projects aiming at getting more of our empty shops filled. We are investing in a new commercial property database for the Greater Brighton area, which will make it significantly easier for people to find the right space to start or relocate their business. We hope to launch this in July.

The Council has also supported individual businesses in their search for temporary and long-term use of empty shops, either directly or through services such as the Business Navigator.

We are funding a new series of the Council's Ride the Wave business support programme which provides more intensive coaching and mentoring to attendees who want to start or grow a business. We want this training to give people the skills and confidence to take on empty premises (including shops) to create wealth and jobs.

Finally, through continued investment in infrastructure and major regeneration projects that include numerous leisure attractions and conference facilities, we aim to ensure the city remains a popular destination for visitors that support our city's retail sector and help maintain our low vacancy rates.'

- 6.5 By way of a supplementary Councillor Mac Cafferty asked for commitment that the Committee would continue to look at the retail sector, as had been the recommendation of a scrutiny panel in 2012. He also asked if best practice from the very effective use of the 'Portas' grant for London Road would be considered and asked that the Committee commit to further this approach.
- 6.6 The Chair deferred to the Acting Executive Director for Economy, Environment & Culture for a response who stated that further information could be provided on the retail sector at the request of the Committee. The funds from the 'Portas' grant had achieved significantly and Officers would continue to be vigilant for other such grant funds that could be applied for.

6.7 The next question was from Councillor Mac Cafferty. Councillor Mac Cafferty asked, 'Can the Chair outline what actions are taken by the City Council to ensure that companies and organisations using the Lawns for larger festivals:

- Keep to the times of their licensed activities;
- Respect the amenity of neighbouring residents for current and future events;
- Prevent damage to the fabric of the Lawns, or; if damage is done how mitigation for such damage is calculated;
- How abuse of the Lawns is prevented over the longer term.'

6.8 The Chair responded, 'Whilst officers from the Events Team are not present throughout all events on Hove Lawns they are constantly monitoring and liaising with event organisers, on site, to ensure adherence to requirements such as operating time. There is also a clause within some event contracts that financially penalise any such over-runs. Additionally many events return annually and risk being refused Landlord's Consent for future years if they do not adhere to agreed conditions. This would include requirements such as noise levels to respect the amenity of neighbouring residents.

Event organisers either pay a bond or are contractually required to repair any damage that can sometimes occur as part of their event to the fabric of the Lawns.

The Events Team looks to rota the use of the Lawns as much as possible so that different lawns are used for different events and try and prevent overuse year on year.'

6.9 By way of a supplementary Councillor Mac Cafferty asked if there had been any attempt to consider the fees schedule for mitigation, and how the Council calculates the risk to the lawns in the longer term.

6.10 The Chair deferred to the Head of Sport & Leisure for a response who explained that a bond was secured from event organisers; whilst the actual amount for repairs was separately considered by the City Parks Department. The Committee considered an annual fees and charges report where the fee level would be set.

6.11 The next question was from Councillor Peltzer Dunn. The question was taken as read which asked, 'Would the Chair of the Economic Development & Culture Committee provide a complete breakdown of the current Section 106 fund with details on the overall balance, the individual amounts that have come from separate projects, any amounts outstanding and any amounts unspent?'

6.12 The Chair deferred to the Deputy Chair, as the Lead for Planning Policy to answer, who stated, 'The data base which has this information is very large and I have asked officers to provide you (Councillor Peltzer Dunn) with an electronic copy. Officers would also be pleased to offer a full briefing once you have had time to review the information provided.

This database sets out the amounts of money received from individual schemes and how they will be spent (or are being spent) including the total amount being held and the total amount received and as yet unspent.

Councillor Peltzer Dunn will be aware that Section 106 obligations are restricted by the Community Infrastructure Levy Regulations 2010 (as amended) and the sums of money can only be collected where they meet the relevant tests and spent for the agreed purpose stipulated in the Section 106 agreement.

The amounts outstanding (i.e. agreed in principle but not received) are not included in the database because payments are triggered by pre- commencement conditions being met and will depend upon developers deciding to proceed with their scheme.

In the last year, 2015/16, £1,358,076 (£1.3M) of developer contributions were spent improving the infrastructure of the city.'

- 6.13 By way of a supplementary Councillor Peltzer Dunn asked if funds were spent without consultation with local Ward Councillors?
- 6.14 The Chair deferred to the Senior Solicitor for a response who explained that there were very strict guidelines on how s106 monies could be spent. The allocation was agreed as part of the planning application process and they could only be spent when developments reached agreed stages of completion. It could not be confirmed if local Ward Councillors were consulted, but the decision to spend funds would be done by Officers in their professional view.
- 6.15 The next question was from Councillor Peltzer Dunn. The question was taken as read which asked, 'In light of the Queen's 90th birthdays (actual and official), can the Chairman of the Economic Development & Culture Committee outline why the beacon at Hove Lagoon was not lit and why, indeed, the Council took no part in organising any celebratory events in the City?'
- 6.16 The Chair responded, 'The council marked the celebrations of the 90th Birthday of Her Majesty in April with the Mayor representing the city at a pageant hosted by the Mayor of Littlehampton and the Lord Lieutenant of East Sussex attending the lighting of a Beacon in Newhaven; a number of Deputy Lieutenants supported events across the county.

The City Council was pleased to support residents and community groups across the city who staged events to celebrate the Queen's official birthday last weekend and organised road closures for 11 street parties in Brighton, Hove & Portslade

The Council was also open to the idea of the Hove Lagoon Beacon being lit to mark this occasion. If a community group had wished to organise a beacon lighting event, we would have been able to assist, in accordance with the normal working arrangements and subject to protocol. Community groups can always approach the Mayor's office with proposals of this kind.'

- 6.17 By way of supplementary Councillor Peltzer Dunn asked if the Chair felt this was a sufficient, and would he have acted different were he Cahir of the Committee 12 months ago.
- 6.18 The Chair responded that the answer to the first question was sufficient as it outlined that no groups had directly approached the Mayor's Office to have the beacon lit.

- 6.19 The next question was from Councillor Nemeth. The question was taken as read which asked, 'Will the Chairman of the Economic Development & Culture Committee explain why no representative of the Labour Administration attended meetings of the Brighton & Hove Economic Partnership over the past year?'
- 6.20 The Chair responded, 'Councillor Morgan attends all meetings of Economic Partnership as his diary permits. Sometimes there is a clash, such as last December with the World Aids Day event, which means he was not able to attend the Economic Partnership.'
- 6.21 By way of a supplementary Councillor Nemeth noted that he had seen three Members of the Administration at the previous meeting, and asked if his published question had served as a reminder.
- 6.22 In response the Chair noted that he had been invited to the previous meeting for the first time in his capacity as the new Chair of the Committee.
- 6.23 The next question was from Councillor Nemeth. The question was taken as read which asked, 'What correspondence and meetings has the Chairman of the Economic Development & Culture Committee had with the new owners of the Palace Pier, the largest tourist attraction in the City, during his first month in office (12th May – 12th June 2016)?'
- 6.24 The Chair responded, 'I had the pleasure to attend a press call with Eclectic on the day that they were announced as new owners of the Brighton Pier. As such a successful local attraction, owners of the Pier will be important in all the business and tourist networks in the city. The feedback on the day of the press call was that Eclectic were not planning immediate changes, but I was very happy to make this early connection between the owners and the Council.'
- 6.25 By way of a supplementary Councillor Nemeth asked if the Chair supported the campaign to return the name to the *Palace Pier*.
- 6.26 In response the Chair explained that it was his understanding that the naming was cosmetic and the holding company still featured the name 'Palace Pier'. He added that he could see both sides of the argument.
- 6.27 The final question was from Councillor Nemeth. The question was taken as read which asked, 'Given the extremely long lead-in time that is associated with most major projects, and the fact that most of the current major projects were commenced some years ago, can the Chairman of the Economic Development & Culture Committee confirm if any new major projects have actually been initiated during the first year of Labour's Administration?'
- 6.28 The Chair responded, 'the following major projects have been initiated during the first year of Labour's Administration:
- Madeira Terraces, the Seafront Investment Plan and the Madeira Drive Regeneration Strategy
 - Sea Lanes

- Housing Delivery Options – a project to deliver new affordable housing across the city

Officers are also in regular contact with the various stakeholders involved with the development opportunities in the Hove Station area. In addition there is a report on this agenda to commence soft market testing for the provision of an ice rink.'

- 6.29 By way of a supplementary Councillor Nemeth asked if the Chair had been personally involved in the circulation of literature from the local Labour Party in relation to Hove Library before the previous meeting of the Policy, Resources & Growth Committee.
- 6.30 In response to Chair confirmed that he had not been personally involved in this.

Member Letters

- 6.31 The Chair noted there was one Letter from Councillor Nemeth in relation to Estate Agents Boards Regulation 7 Area Extension.
- 6.32 Councillor Nemeth stated that a similar deputation had been brought to the Committee by a member of the public, and at that time it was clarified that review would take place. Councillor Nemeth stated that there were areas that been missed out the first time round. Whilst the position previously from the Secretary of State had been that this should not happens in areas where the properties were not uniform and had not been subdivided, it was felt that there were streets that fell outside of this exemption criteria that should be considered. Residents approved of this ban and, as well as it being backed by estate agents it had been proved that it did not impact on sales of properties in an increasingly online market. Councillor Nemeth now asked that the Council go forward and consider phase two of the ban.
- 6.33 The Chair deferred to the Deputy Chair as the Lead for Planning Policy to provide the response, Councillor Cattell stated, 'Councillor Nemeth raises two issues, one specific and one more general, each of which might potentially be resolved through introducing a regulation 7 direction. I cannot consequently give a single answer and I propose to provide a fuller written answer to Councillor Nemeth and, if he wishes, a follow up briefing with officers.

As has been made clear in previous reports, introducing a Regulation 7 Direction is a very time and resource consuming process and given the resources and priorities of the planning service at this time, it is very unlikely that work to prepare the case for any one of the two or three areas he proposes could be resourced in this financial year.'

Notices of Motion

- 6.34 The Notice of Motion listed in the agenda was proposed by Councillor Nemeth on behalf of the Conservative Group and seconded by Councillor Peltzer Dunn.
- 6.35 The following Notice of Motion was put to the vote:

'This Committee resolves to request a full public statement from the Leader of the Council on the Administration's plans for the Madeira Terraces, with specific reference

to the recent Victorian Society report that gave much lower repair figures than official estimates, followed by an Officer report on the topic at the meeting of the Policy, Resources & Growth Committee on 14 July 2016.'

6.36 The motion was **carried**.

6.37 The Chair noted there were no other items listed under Member Involvement.

7 CITY PLAN PART TWO

7.1 The Committee considered a report of the Acting Executive Director for Economy, Environment & Culture in relation to City Plan Part Two. The purpose of the report was to advise the Committee on the role and scope of the City Plan Part Two; to set out the proposed timetable for the preparation of the City Plan Part Two and to seek approval of the Scoping Paper for public consultation. The scoping stage would be the first formal stage of consultation on the City Plan Part Two.

7.2 In response to Councillor Mac Cafferty the Planning Policy Manager explained that the city had lost significant office floor space as result of the permitted development for a change of use from office to residential; it was noted that the office space in the centre of the city and the New England Quarter was protected. It was clarified that Central Government intended to make the policy permanent and the Council would review the Article 4 Direction as part of the consultation process; which could include an expansion as an outcome option.

7.3 In response to further questions from Councillor Mac Cafferty the following responses were given. Currently more development than expected was coming forward in the city and there could be the opportunity to review the option for a park & ride scheme – though Officers were not currently aware of any potential sites. In relation Permissions in Principle it was explained that the regulations had not been published. The policy would require local planning authorities to compile a brownfield site register for housing development that could be for as few as five units. The register would be subject to public consultation and would be monitored through the Strategic Land Housing Assessment.

7.4 In response to Councillor O'Quinn it was explained that the City Plan Part One reduced the size of the core hotel area; in terms of leisure and tourism, this could come forward on any site, and part of the consultation in report would seek to identify gaps and include unlisted potential sites.

7.5 Councillor Peltzer Dunn referenced outside amenity space and highlighted the importance of this as new build units had reduced in size over the years. He also welcomed a more open approach to the use space above commercial properties and noted that markets were an effective means to bring vibrancy to an area.

7.6 In response to Councillor C. Theobald it was explained that some urban fringe sites were candidates to become 'green open spaces'. It was also clarified that the Council was required to include traveller accommodation as part of the assessment of accommodation; the study had been updated and this did include a need for additional pitches.

7.7 Councillor Cattell welcomed the report and stated that she hoped it would receive full support from the Committee.

7.8 The Chair then put the recommendations to the vote.

7.9 **RESOLVED** – That the Committee:

- 1) Note the scope, purpose and proposed timetable for the preparation of the City Plan Part Two.
- 2) Approve the publication of the City Plan Part Two Scoping Paper and Sustainability Appraisal Scoping Report for a 12 week period of public consultation, subject to any minor grammatical or editorial alterations approved by the Acting Executive Director for Economy, Environment & Culture.
- 3) Delegate authority to the Acting Executive Director for Economy, Environment and Culture to agree supporting consultation documents (as referred to in paragraph 5.4) which are to be based on the Scoping Document.
- 4) Note that the outcome of this consultation will inform the preparation of the draft City Plan Part Two.

8 ICE RINK - POTENTIAL PROVISION IN BRIGHTON & HOVE

8.1 The Committee considered a report of the Acting Executive Director for Economy, Environment & Culture in relation to Ice Rink - Potential Provision in Brighton & Hove. The report provided a brief overview of ice rink provision and previous proposals in the city, a broad overview to the challenges faced in providing an ice rink through examples of the funding and operation of ice rinks in the United Kingdom, and sought agreement from the Committee to initiate a soft market testing exercise to identify if there was potential for an ice rink in the city.

8.2 In response to Councillor Morris it was explained that running costs varied across different ice rinks; often the financial model was linked to the type of facility.

8.3 The Chair noted there was a proposed amendment from the Conservative Group and called upon Councillor Nemeth to formally propose the amendment, and Councillor C. Theobald to second.

8.4 Councillor Nemeth stated he was initially unsure about supporting the first recommendation in the report as he had not been part of the discussions in relation to sports and leisure facilities provision at the large regeneration sites in the city. He stated that the amendment sought to give greater weight to recommendation 2.2 through the addition of a site study. He asked the Committee to support the proposed amendment.

8.5 Councillor C. Theobald formally seconded the amendment and stated that the city should have an ice rink facility.

- 8.6 Councillor O'Quinn stated that the ice rink in Guilford had been very successful; she suggested that a potential site could be identified on the seafront in Hove. In response to a question it was clarified by Officers that were the amendment carried it would likely slow down the process due to the need to undertake a site search.
- 8.7 Councillor Cattell highlighted her concern in relation to rooftops sites and noted that weight and structural stability would be a significant factor in the consideration of site suitability.
- 8.8 Councillor Peltzer Dunn argued that any facility would need to be viable in the long term and would likely have to be part of a wider development with other sports facilities. He welcomed the proposed amendment as a means to strengthen the recommendations.
- 8.9 Councillor Morris noted his concerns in relation to the long term viability of an ice rink in the city; however, he added that the hippodrome had the potential to be used. He felt any facility would need to be developed on a site that offered other sports facilities.
- 8.10 Councillor Mac Cafferty noted that this report had come following a petition which was debated at Council, and argued that the Council should look at this as effectively as possible.
- 8.11 The Chair then put the proposed amendment from the Conservative Group to the vote. The vote was tied with 5 in support and 5 against and the Chair exercised his casting vote to defeat the amendment which was therefore **not carried**.
- 8.11 Councillor Horan proposed an amendment to include only the second additional recommendation from the defeated Conservative Group amendment.
- 8.12 Councillor Cattell formally seconded the amendment.
- 8.13 The Chair then put the proposed amendment to the vote. This was **carried**.
- 8.14 The Chair then put the amended recommendations to the vote.
- 8.15 **RESOLVED:**
- 1) That the committee notes the significant challenges in achieving a new ice rink in the city.
 - 2) That the committee agrees for the council to undertake a soft market testing exercise over a four month period to identify if there is the potential for an ice rink to be provided in the city.
 - 3) That the committee agrees for the Council to research in detail potential grants that might be available for the ice rink project.

9 DEVELOPER CONTRIBUTIONS TECHNICAL GUIDANCE UPDATE

- 9.1 The Committee considered a report of the Acting Executive Director for Economy, Environment & Housing in relation to Developer Contributions Technical Guidance

Update. The report updated the Developer Contributions Technical Guidance which set out when and how Section 106 Developer Contributions were sought in relation to new development proposals.

- 9.2 In response to questions from Councillor Mac Cafferty the following responses were provided. A review had recently been undertaken of how school place need was calculated; in the past birth rates and GP registration had been effective, but in the future the calculation would also consider the rate of building. Value zones for the purposes of this work were based on the established best practice for calculating sums. In terms of the value sums in the city, they were largely relative as property values were already very high and this did not undermine the schedule of payments. The Council was continuing to look at CIL (Community Infrastructure Levy), but had been prevented from pooling developer contribution payments in April 2015.
- 9.3 In response to Councillor C. Theobald it was explained that the viability policy had been tested through Part One of the City Plan; developers were able to make a case to depart from policy on viability grounds.
- 9.4 It was clarified for Councillor Morris that a formula was no longer used to incorporate public art into schemes. Councillor Morris noted the approach of other authorities that set aside a percentage of the contributions for public art.
- 9.10 Councillor Peltzer Dunn expressed concern that some development potential was lost due to the high costs of developer contributions. Officers explained that commuted sums could be paid by developers in lieu of affordable housing, and they could make a viability case.
- 9.11 Councillor Nemeth noted he could not support the report as he was of the view there were some sites that were not developed due to the level contribution that would be required.
- 9.12 The Chair then put the recommendations to the vote.
- 9.13 **RESOLVED** – That Committee approves the updated revised Developer Contributions Technical Guidance (Attached as Appendix 1 – Supporting Document) for assessing Section 106 planning obligation contributions on new development.

10 MAJOR PROJECTS UPDATE

- 10.1 In response to queries from the Committee the following information was given:
- In relation to Circus Street the developer was currently in negotiations with contractors, it was expected that the scheme would commence in the autumn.
 - In relation to the King Alfred there would be a period of time when there was no swimming pool facility; phasing would impact on the viability of the scheme; however, steps would be taken to support provision elsewhere in the city.
- 10.2 **RESOLVED** – That the Committee note the update information.

11 ITEMS REFERRED FOR COUNCIL

11.1 There were no items referred to Council.

The meeting concluded at 6.30pm

Signed

Chair

Dated this

day of

Subject: Petitions
Date of Meeting: 22 September 2016
Report of: Executive Lead for Strategy Governance & Law
Contact Officer: Name: Ross Keatley **Tel:** 29-1064
E-mail: ross.keatley@brighton-hove.gov.uk
Wards Affected: All

FOR GENERAL RELEASE

1. SUMMARY AND POLICY CONTEXT:

- 1.1 To receive those petitions presented to the Full Council and referred to the committee for consideration.
- 1.2 To receive any petitions to be presented or which have been submitted via the council's website or for which notice has been given directly to Democratic Services.

2. RECOMMENDATIONS:

- 2.1 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
 - calling a referendum

3. PETITIONS

- 3.1 Referred petitions:
 - i) **Designate St Aubyns Playing Field, Rottingdean as Local Green Space**

Petition from Lynne Moss (on behalf of St Aubyns Field Evergreen) referred from the Council meeting held on 21 July 2016 (1764 signatures).

To receive the following Petition:

“We the undersigned petition Brighton & Hove Council to (a) resolve to use all reasonable endeavours to achieve the designation (or equivalent status protection) of St Aubyns Playing Field, Rottingdean as a Local Green Space at the earliest opportunity; and (b) advise SAFE (Rottingdean) whether its policies and procedures permit one of its unelected officers to procure or initiate a significant amendment to a Full City Council resolution and, if not, whether these policies and procedures were adhered to in the case of the SAFE (Rottingdean) petition to have the field designated as a Local Green Space which was passed to the Economic Development and Cultural Committee meeting on 17 September 2015.”

Lead Petitioner – Lynne Moss

(Extract from the meeting of Council on 21 July 2016 attached as an appendix)

Subject:	Petitions for Debate, Designate St Aubyns Playing Field, Rottingdean as Local Green Space - Extract from the proceedings of the Council Meeting held on the 21 July 2016		
Date of Meeting:	22 September 2016		
Report of:	Executive Lead for Strategy, Governance & Law		
Contact Officer:	Name:	Ross Keatley	Tel: 29-1064
	E-mail:	ross.keatley@brighton-hove.gov.uk	
Wards Affected:	All		

FOR GENERAL RELEASE

Action Required of the Economic Development & Culture Committee

To receive the item referred from the Council for consideration:

Recommendation:

That the Committee give consideration to the petition request.

BRIGHTON & HOVE CITY COUNCIL**COUNCIL****4.30pm 21 JULY 2016****COUNCIL CHAMBER, BRIGHTON TOWN HALL****MINUTES**

Present: Councillors West (Chair), Marsh (Deputy Chair), Allen, Atkinson, Barford, Barnett, Bell, Bennett, Bewick, Brown, Cattell, Chapman, Cobb, Daniel, Deane, Druitt, Gibson, Gilbey, Greenbaum, Hamilton, Hyde, Hill, Horan, Inkpin-Leissner, Janio, Knight, Lewry, Littman, Mac Cafferty, Meadows, Mears, Miller, Mitchell, Moonan, Morgan, Morris, Nemeth, A Norman, K Norman, O'Quinn, Page, Peltzer Dunn, Penn, Phillips, Robins, Simson, Sykes, Taylor, C Theobald, G Theobald, Wares, Wealls and Yates

18 PETITIONS FOR COUNCIL DEBATE**(a) Designate St Aubyns Playing Field, Rottingdean as Local Green Space**

18.23 The Mayor invited Lynne Moss to present the petition calling upon the Council to designate St Aubyns Playing Field Rottingdean as Local Green Space at the earliest opportunity.

18.23 Lynne Moss thanked the Mayor and stated the same petition had been submitted to the Council a year ago, at which time the Council had agreed to the designation; however, when the petition was considered at the subsequent meeting of the Economic Development & Culture Committee the resolution of Council was changed by way of an amendment from Officers. The site met all the criteria in the NPPF to be a green space. It was noted that the petition was accompanied by a barrister's letter which argued that the decision of the Economic Development & Culture Committee was unlawful. The group were also asking that Council's constitution be reviewed to prevent Officer amendments in future. Lynne Moss, finished by highlighting the group's lack of confidence in the Council's Planning Department.

18.24 Councillor Robins responded to the petition and stated that the Administration recognised the value of the space and wished to see it retained and funding provided for its maintenance. The land currently had some protection under local and national policies, and any future planning application would need to be considered against these tests. In terms of a designation as a local green space, this could only be done with a development plan and would need to meet the set criteria. It was added that the City Plan Part Two, would soon be out for consultation, and it was at these early stages that the case could be made for local green spaces designations. In relation to the Officer amendment that had been agreed by the Economic Development & Culture Committee,

there was an accepted working practice for Officer's to proposed amendments (usually for technical reasons). In this case the amendment had been a means to enable the recommendation of Council to be implemented; any proposed amendment still had to be agreed by the Members on the Committee in the usual manner.

- 18.25 Councillor Mears thanked Councillor Robins for his comments, and went on to highlight the amendment that had been agreed to the previous petition by Council before it was referred to the Economic Development & Culture Committee. Councillor Mears noted that a lot of work had been undertaken around this issue and urged the Council to resolve this at the earliest opportunity; she noted that the barrister's opinion was 'damming' and suggested that a working group could be the means to resolve the matter.
- 18.26 Councillor Druitt noted his support for green spaces across the city, and, whilst the city needed housing, building on green spaces was not the solution. Councillor Druitt noted that the amendment had been a practical means to implement the petition, but he argued that he was unsure if we would act the same way again if he knew the amendment would undermine the material nature of the petition.
- 18.27 The Monitoring Officer clarified that he was satisfied the advice of Officers and the agreement of the amendment at the Economic Development & Culture Committee had all been appropriate and in accordance with the Council's procedures.
- 18.28 **RESOLVED** – That the petition is noted and referred to the Economic Development & Culture Committee for consideration at its meeting on 22 September 2016.

WRITTEN QUESTIONS FROM COUNCILLORS

The following questions have been received from Councillors and will be taken as read along with the written answer which will be included in an addendum that will be circulated at the meeting. A Member who asked a question may ask one relevant supplementary question which shall be put and answered without discussion.

(a) Councillor Nemeth

“At the last meeting of the Economic Development & Culture Committee, the Committee resolved to ‘request a full public statement from the Leader of the Council on the Administration’s plans for the Madeira Terraces, with specific reference to the recent Victorian Society report that gave much lower repair figures than official estimates....’ Will the Chair please provide evidence that the Committee’s request was made?”

Reply from Councillor Robins, Chair of the Economic Development & Culture Committee.

(b) Councillor Peltzer Dunn

“With the summer now over, will the Chair confirm what criteria he is now using to evaluate the success or otherwise of the summer tourist season?”

Reply from Councillor Robins, Chair of the Economic Development & Culture Committee.

(c) Councillor Nemeth

“Given the success of the campaign to save Hove Library, will the Chair confirm that the park behind Hove Museum is now safe from development proposals from Brighton & Hove City Council?”

Reply from Councillor Robins, Chair of the Economic Development & Culture Committee.

(d) Councillor C. Theobald

“What meetings did the Chair hold in August with senior tourism figures in the city?”

Reply from Councillor Robins, Chair of the Economic Development & Culture Committee.

(e) Councillor Peltzer Dunn

“What representations has the Chair made to Administration colleagues about overflowing bins, overgrown pavements, aggressive street drinkers and other issues that deter tourists?”

Reply from Councillor Robins, Chair of the Economic Development & Culture Committee.

(f) Councillor Nemeth

“Given the dreadful image of the Planning Department in the eyes of public and industry, and given that the Department’s problems have been amply described by Conservative Councillors since at least May 2015, how long does the Chairman think that it will be before industry and public alike recognise any improvements?”

Reply from Councillor Robins, Chair of the Economic Development & Culture Committee.

(g) Councillor Nemeth

“Given the status of the Madeira Terraces as a major project following years of neglect, will the Chair write to the Chair of the ET&S Committee to express concerns about the condition of the seafront railings in Hove, before fixing them requires a scheme of major project proportions?”

Reply from Councillor Robins, Chair of the Economic Development & Culture Committee.

NOTICE OF MOTION

ESTATE AGENTS' BOARDS REGULATION 7 AREA EXTENSION

This Council resolves to recommend to the Economic Development and Culture Committee that the current Regulation 7 Direction ban on estate agents' boards in certain areas of the city under the Town and Country Planning (Control of Advertisements) (England) Regulations 2007 be extended to other central parts of the city where this is a significant problem, and requests that a report be brought to that Committee at the earliest opportunity reviewing other roads which may satisfy the criteria and outlining options for further introduction.

Background:

The introduction on 20 September 2010 of the Regulation 7 Direction ban on estate agents boards under the Town and Country Planning (Control of Advertisements) (England) Regulations 2007 has been a great success and is supported by the Brighton & Hove Estate Agents Association.

As the Secretary of State noted when the Council initially applied for the ban, these areas contain good historic architecture, including some of the highest quality, and such boards cause significant problems to the historic character of these areas. The ban should also only apply to those streets that have been most affected by the sub-division of properties and which are of greatest uniformity of townscape.

There are many streets around the Regulation 7 area, such as St Aubyns or Livingstone Road, which satisfy the Secretary of State's criteria but were not included. These roads, and many others nearby, are permanently blighted by boards and would, therefore, be ideal candidates for inclusion.

Subject:	Planning Advisory Service Peer Review Report		
Date of Meeting:	22 September 2016		
Report of:	Executive Director Economy, Environment & Culture		
Contact Officer:	Name:	Andrew Ashcroft	Tel: 29-2380
	Email:	Andrew.ashcroft@brighton-hove.gov.uk	
Ward(s) affected:	All		

FOR GENERAL RELEASE.

1. PURPOSE OF REPORT AND POLICY CONTEXT

- 1.1 The Committee is asked to note the actions that have taken place so far and to agree the approach to the outstanding work.
- 1.2 The response to the Planning Advisory Service (PAS) report is important in its own right and to secure ongoing sustainable improvements to the delivery of the Planning Service

2. RECOMMENDATIONS:

- 2.1 That Committee is asked to note the actions that have taken place so far in responding to the findings of the PAS report (Actions 1/2/5/6/7/10)
- 2.2 The Committee is asked to agree the outstanding schedule of work and the approach set out to tackle medium and longer term issues (Actions 3/4/8/9/11/12/13).

3. CONTEXT/ BACKGROUND INFORMATION

- 3.1 The PAS report was received in May 2016. It followed a request from the Council to have a Peer Review of the Planning Service. The report is attached at Appendix 1.
- 3.2 The key issue is that of development management performance. Many of the 'quick wins' have been employed and performance has improved significantly.
- 3.3 The Planning Advisory Service was invited to review the Planning Service, based on a sustained period of under-performance on minor and other applications. The Review was also asked to look into issues around the culture of the service in general and its engagement with the development industry in particular. Within this wider context there was a clear view that the service needed to be fit for purpose for the delivery of the wider regeneration of the city.

- 3.4 The various actions have been overseen by the Planning Services Modernisation Board as part of a co-ordinated programme which aims to modernise the service over the next 18 months. The Modernisation Programme was set up to develop a sustainable future for the service, with improved customer service, in the context of reducing council budgets and an increase in customer demand. Existing projects were consolidated into a programme framework alongside new projects to create a long-term delivery plan for the service, incorporating the four year budget savings proposals. The workstreams within the modernisation programme include:
- Performance improvement – with a focus upon minor and other applications
 - A Digital First approach to service delivery – with the introduction of new ICT platform.
 - Developing new revenue streams – through the introduction of Planning Performance Agreements and charging for pre-application advice
 - City Plan Part 2 – to streamline planning policy
 - Business process improvement and cultural change – to drive efficiency and customer focused approach.
- 3.5 There have been several key achievements and successes since the receipt of the PAS report. The most important are set out below.
- 3.6 There has been a significant and sustainable improvement in the processing of minor and other applications. Appendix 3 sets out a detailed analysis of the improvement in performance together with the associated decrease in the earlier application backlog. In recent months, application performance has been at national best practice level at close to 100% of applications being determined in time or with an agreed extension of time. The service is on target to have determined 60% of minor and other applications within time or with an extension of time in the rolling 24 month period that ends on 30 September 2016. This is the critical period against which the Government will make an assessment of the extent to which this and other Councils are performing to appropriate standards. The Committee will be given an update on progress on this matter at the meeting.
- 3.7 There has also been substantial progress on the implementation of the new planning registration and performance management system which is key to digitalising the service. On 5 September 2016 the service successfully migrated to Uniform/IDOX. This represents a state of the art system that will allow the service to work more efficiently and to streamline its business processes. These arrangements have been secured without any disruption to service delivery. The development industry has been kept fully informed around the implementation issues and timetable. Decisions have already been issued on applications that have been registered using this new system.
- 3.8 The introduction of this new ICT system is important in its own right. It is also critical to the ability of the service to move successfully to Hove Town Hall and to adopt flexible and remote working arrangements. These impending measures will assist significantly in the modernisation and efficiency of the service.

- 3.9 The PAS report also raised several issues around the effective operation of the Planning Committee. Detailed changes have already been made to committee procedures so that it is more streamlined and customer-focussed. The Planning Committee Member Working Group has also debated recommended changes in the PAS report to arrangements for handling circumstances where members want to proceed contrary to officer recommendation. New arrangements were in place at the Committee meeting on 14 September.2016.
- 3.10 The service has taken a positive approach to the range of recommendations in the PAS report about planning policy and associated community benefits. Detailed consultation has now commenced on a scoping report for Part 2 of the City Plan. Plainly, this will provide an important component of the framework for future investment in the city. Detailed work has been carried out on setting up a Community Infrastructure Levy. There is a separate report on the agenda on this matter.
- 3.11 The service has also responded positively to the issue around providing appropriate and timely advice to the development industry. A protocol is now in place for the delivery of Planning Performance Agreements and for the delivery of chargeable pre-application advice on major planning applications. An equivalent charging regime for minor and other applications will be rolled out in January 2017. These mechanisms are important in their own right, in delivering a more pro-active engagement strategy with the development industry and in securing appropriate income.

4. ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS

- 4.1 Appendix 2 sets out a recommended series of actions that stem from the recommendations.
- 4.2 Plainly it is within the gift of the Council not to accept some or all of these recommendations. Nevertheless, they are fundamental to the delivery of a modern and efficient planning service in the City.

5. COMMUNITY ENGAGEMENT & CONSULTATION

- 5.1 The findings of the report have already been relayed internally to senior officers and members.
- 5.2 The report has been published on the website, and a meeting of the Professionals Forum has discussed its key findings. There is widespread support amongst the development industry to work with your officers to improve the delivery of the service.

6. CONCLUSION

- 6.1 The future delivery of a strong and stable Planning Service will be at the heart of economic growth and the future prosperity of the City.

6.2 The implementation of the PAS report findings will assist greatly in this matter.

7. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 7.1 It is anticipated that the cost of actions highlighted in the outstanding schedule of work will be funded from existing and approved budgets within the Planning and other service areas where appropriate. Any financial implications associated with the actions identified will be assessed within relevant reports or business cases to seek appropriate approval where required.
- 7.2 The achievement of various actions identified will contribute towards improved service efficiency and effectiveness, and will facilitate the achievement of savings proposals identified within the Service and Financial Plans approved by Budget Council. The recurring financial impact of the actions will be reflected within the service revenue budget and reviewed as part of the council's budget monitoring process.

Finance Officer Consulted: Name Steven Bedford Date: 01/09/16

7.3 Legal Implications:

The service delivery improvements detailed in the Response and Improvement Plan should assist the local planning authority in achieving the statutory time limits for the determination of planning applications and in making unchallengeable planning decisions.

Lawyer Consulted: Name Hilary Woodward Date: 01/09/16

7.4 Equalities Implications:

There are no equalities implications arising from this report.

7.5 Sustainability Implications:

There are no sustainability implications arising from this report.

7.6 Risk and Opportunity Management Implications:

The service has actively managed the risks that arise from a high profile and on-going improvement programme. The Modernisation Programme Board has overseen several of the key components. The Planning Service's Management Team regularly monitors progress against the action plans set out at Appendix 2. Plainly, the risks will need to be managed in the medium to long term as some of the broader, cultural and organisational issues are addressed.

7.7 Corporate / Citywide Implications:

The PAS report and the Council's response to its findings will be critical to the on-going regeneration agenda. In particular, a modern and efficient planning

service will provide confidence to the development industry and will actively promote new developments through the City Plan Part 2.

7.8 Any Other Significant Implications:

There are no other significant implications arising from this report.

SUPPORTING DOCUMENTATION

Appendices:

1. PAS Report
2. Actions
3. Performance details

Documents in Members' Rooms

1. None
2. None

Background Documents

1. None
2. None



Planning Peer Challenge

Brighton and Hove City Council

22- 24 March 2016

Report

Final

1. Background and scope of the peer challenge

This report is a summary of the findings of a planning peer challenge organised by the Local Government Association (LGA) in cooperation with the Planning Advisory Service (PAS) and carried out by its trained peers. Peer challenges are managed and delivered by the sector for the sector. They are improvement oriented and are tailored to meet individual councils' needs. Indeed they are designed to complement and add value to a council's own performance and improvement focus.

The council wanted the challenge team to consider and comment upon key aspects of their modernisation programme for planning including:

- Is the programme focused on the right areas
- What more can we do to address the backlog
- How can we be more responsive, innovative and commercial
- Are we too process driven and risk averse
- How can we address staff morale and retain staff

These specific areas for examination are picked up under the themes and focus used for a planning peer challenge:

- Vision and Leadership
- Management and Service Delivery
- Planning Policy
- Customer and Community Engagement
- Achieving Outcomes

Peers were:

- Paul Barnard – Assistant Director for Strategic Planning & Infrastructure Plymouth City Council
- Nick Harding – Head of Planning at Peterborough City Council and Fenland DC
- Councillor Jack Hopkins – Cabinet member for Jobs and Growth - London Borough of Lambeth (Labour Member peer)
- Councillor Dale Birch – Deputy Leader Bracknell Forest Council (Conservative Member peer)
- Gilian Macinnes – Principal Consultant, Planning Advisory Service
- Darienne Law - Peer Challenge Manager, LGA

The LGA and PAS make a significant investment in planning peer challenge delivery and are keen to ensure councils follow this up with an improvement programme. After the planning peer challenge report is finalised the following support is available to the council:

- A LGA and PAS no cost Improvement Planning day structured to meet the council's requirements and involving members of the peer challenge team.
- A range of additional planning support – much of this at no cost – is available from PAS <http://www.pas.gov.uk/>

- Follow-up advice through Gilian Macinnes – PAS and Mona Seghal, Principal Adviser, LGA on further support that the planning service and the council might require
- A range of other support from the LGA – some of this might be at no cost, some might be subsidised and some might be fully charged <http://www.local.gov.uk/>

The LGA may ask to meet with the council 6-12 months after the peer challenge to make an assessment of the peer challenge recommendations; how the council acted on these; and what beneficial impact came from this.

The team appreciated the welcome and hospitality provided by Brighton and Hove City Council and the candour and openness in which discussions were held. The team would like to thank everybody that they met during the process for their time and contribution.

2. Executive summary and recommendations

The council is at the turning point of a new era of growth, the emerging City Plan, alongside the agreement of the City Deal could enable a transformation of the City and growth of the employment and housing sectors, building on the successes established by a number of significant developments including the Marina and the i360.

The council has made significant progress towards delivering its City Plan. Having recently adopted its Part One City Plan this is a key achievement. Planning policy is understood in the context of the wider city vision by some but not most members. There is a risk that a lack of political consensus on this will derail the delivery of the council's growth agenda, and especially Part 2 of the City Plan, and could jeopardise the delivery of homes and infrastructure at a strategic level. Brighton and Hove needs to establish a more positive relationship with local agents and developers.

The commitment to, and ownership of, the City Plan by the whole council, is a key part of delivering the growth agenda and will provide opportunities for the council to generate income through business rates, increased council tax and new homes bonus. Effective leadership and effective communications will be needed to support the service particularly when Stage Two is developed and contentious sites are considered. The council should consider how to get buy in across all departments and Members to ensure delivery to secure the investment (staff resource and capital investment in infrastructure) needed to achieve delivery. It will also be important to work with communities and external stakeholders to ensure that the benefits of growth are better understood.

The council's planning service has a mixed picture when considering time based performance indicators. There is a good current performance on national performance indicators for times in processing major applications; however the performance on "minors" and "others" is of significant concern. Decision making is supported by a high proportion over 97.1% of decisions delegated to officers. However, the customer journey is inconsistent and varies depending on the point of entry into the council and there is a focus on making decisions at the last minute in relation to government targets. The inconsistency of advice, and perception that case officers are frequently over ruled, leaves applicants and developers with little certainty and confidence in the service.

The planning service has seen a decline in its performance, particularly on "minor" and "others" when looking at the national time based performance indicators, over a 3 year period. The performance plan to address this and a backlog of applications has not addressed this decline with sufficient urgency. These challenges and the associated risks of "designation" are not politically owned by the three main parties, or the corporate leadership team. This is of such significance including the reputational impact, that ownership of the performance measures and improvement plan at both senior political and managerial level is an urgent requirement.

The current operations of the service are not supported by strong ICT, are too process-driven and risk-averse, involving multiple-hand offs, an inefficient clearing house approach, and various non-value-adding activities which need to be removed through a business process review. There are significant issues of staff morale, staff retention and empowerment.

The Acting Executive Director Environment, Development and Housing has recently established a "City Planning and Development Modernisation Programme" and resources have recently been committed to enable the change, these now need to be drawn down

immediately to affect this. The team found that the modernisation programme contained all the key elements that would be required to modernise the service and found that the staff within the service have a genuine commitment to improving the quality of planning services and really want change to happen.

There are considerable risks associated with implementation of multiple changes (office move, poor performance, new IT, new business processes) and these will need to be programme managed and led to ensure successful delivery. Additional capacity and skills may well be needed in the short term to drive the changes and deliver the modernisation programme.

In order to free up some time and resources to address the backlogs and improve performance the peer team suggest that capacity could be obtained from reducing the layers of management who check and quality assurance work, stop multiple sign-offs of case officer reports; empower staff and case workers and refocus management on the key added value areas: performance management, dispute resolution, process redesign, developer and member engagement. .

The team would recommend the urgent **implementation** of more quick fixes to drive performance between now and September 2016, including changes in processes and practices for example validation, checklists for simpler delegated decisions, sharing staff across sections and improving the use of IT in both business process and customer engagement, look at less printing (using document management as the default method of working) and shorter reports to committee.

The peer team strongly believe that performance management needs to be improved. The team found three different versions of the statistics used to measure and monitor performance, and no evidence of this being used to reprioritise work and refocus existing resources. Accordingly the peer team concluded there is limited ownership of performance management within the service and the wider council. The peer team through its discussions and interviews noted a “can’t do” and defensive culture, if not addressed, possess a significant risk to the implementation of the modernisation programme and turnaround in performance.

The service has suffered from substantial lack of investment in ICT infrastructure. It is currently managing without meaningful development management software and has limited GIS capability. There have been many failed attempts to deliver improvements dating back many years and the service is now considerably behind its comparator authorities in adopting and delivering a digital by default service The peer team found a lack of clarity on who is leading on various elements of the modernisation programme and limited engagement with and by staff on this.

Additional resources need to be dedicated to manage the migration to a new system and the project plans for these needs to be understood. ICT is an enabler for new and different streamlined processes and the service needs to engage with new ways of working – or risk replicating the existing inefficient bureaucracy.

In addition to the increased demand and reduced staffing capacity (through the loss of staff along with lengthy period where the posts were kept vacant and previous unsuccessful recruitment), the policy framework that is in place and being further developed is complex and burdensome, with the policy development process divorced from the practicalities of implementing this through the development management service and enforcement.

Part 2 of the City plan provides an excellent opportunity to prioritise and streamline the policy framework by removing the excessive weight of policy which is a burden on decision making and makes the service risk averse and slow and is an impediment to growth objectives. It is the peer review team's strongly held view that notwithstanding the many unique characteristics of Brighton and Hove in terms of the historic and natural environment that there are simply far too many policy documents and these should be significantly streamlined.

There should be greater corporate clarity over the role and scope of what Planning is expected to do, despite the reduction in its own resources and its own capacity issues, the peer team were made aware of several examples where the pressures on planning have been increased due to changes in other departments.

There is currently little feedback sought from customers, developers and potential investors, about their experience of the service and their suggestions for improvement don't appear to be given proper consideration. The developers, the team met with, are open to meeting regularly to explore different ways of working and provide feedback to the council to ensure continuous improvement. Similarly, the relationship with local agents requires complete rebuilding given their serious concerns about how the department currently operates.

There is also a risk of inconsistent treatment and approach to developers depending on which 'door' of the council they come in. The adoption of City Plan policies will assist in this by ensuring greater consistency, as will the creation of a vision of place. The council will need to understand and agree the developers' customer journey from idea to completion to ensure they give clear advice and a consistent service.

Recommendations

To support the planning service at Brighton and Hove City Council to improve further, the peer challenge team has made the following recommendations. These are:

R1:-Establish a standing planning policy committee to provide the required political focus on spatial planning, including the ownership prioritisation and rationalisation of planning policy, oversee improved planning and performance monitoring.

R2: Political ownership of the City Plan Part 1 and engagement in the site allocation work for Part 2 would be improved by further familiarisation sessions so that the wider membership can gain a greater understanding of the adopted City Plan and its significance.

R3: Produce a radically streamlined policy framework that will provide certainty for everyone and project plan to an overall timetable the production of a rationalised and prioritised set of Supplementary Planning Documents (SPDs)

R4: Consider changes to the operation of the Planning Committee to engender better behaviours and better running of the process including contra-motion procedures, provide additional training on planning policy, significantly reduce the length of reports and reassess the scheme of delegations around major applications.

R5: Urgently implement a programme of quick fixes to drive performance between now and September 2016 (including ceasing site visits/delegated reports for low risk applications; discontinuing poorly attended member briefing and site visits, cease draft

decision checks; cease all majors going to Planning Committee; stop multiple sign-offs of case officer reports; secure additional capacity to clear the backlog from interims/consultancy support; identify and prioritise new applications that can be determined quickly within time).

R6:- Release management capacity by reducing the layers of management who check and QA work, stop multiple sign-offs of case officer reports; empower staff and case workers and refocus management on to the key added value areas, performance management, dispute resolution, process redesign, developer and member engagement.

R7:- Adopt and resource a programme management approach to the delivery of the modernisation agenda to ensure the implementation of changes in a coordinated manner, commit to a vision of a digital by design service and ensure the engagement of the staff in the migration to a new system. ICT is an enabler for new and different streamlined processes and the service needs to engage with new ways and reengineering its business processes.

R8: Develop a new effective developer contributions policy that complies with the regulations. CIL and developer contributions could be used as a tool to demonstrate positive elements of growth.

R9: - Take time to understand the customer journey and take action to ensure a common (good) experience and consistency of service. This maybe by setting service standards and agreeing a common approach, so that employees feel empowered and confident that their decisions will be supported.

R10:- To improve the customer experience, consider adopting different approaches for different types of application: a development team approach for major applications and providing an integrated, co-ordinated and customer-orientated service for inward investors and developers for their specific proposals. Alongside this consider ways of fast tracking simple applications.

R11: Look at ways of improving engagement with the key developers; suggestions include the adoption of a development team approach, more Planning Performance Agreements (PPAs) in particular in the context of major applications which might otherwise not be able to be adequately resourced from within the service and convening a regular developers' forum.

R12: Support the continuation of the shift of the service, from a regulatory outlook, to one with a proactive, positive development management philosophy, where the approach is more enabling to operate within a new streamlined policy framework. This will require a review of capacity as well as a consideration of the culture of the service.

R13: Provide investment in personal development to make sure everyone is up to date with current best practice, and consider sharing staff between different parts of the service to assist with sharing practice and cultural change as well as managing peaks and troughs in workload.

3. Detailed findings

3.1 Vision and Leadership

Strengths

The team found an emerging recognition of the importance of planning in delivering outcomes for the City.

The council has seen through the Local Plan process, with the recent adoption of the City Plan Part One. This is a significant achievement and provides a strong platform for housing and economic growth. This was delivered through a cross party working group at a senior level with representation of the three party leaders, this was positive and had high level buy in (deputy leader of administration and leaders of both main opposition parties).

The level of delegation of planning applications to officers and Planning Committee is generally seen as appropriate, although there are opportunities for further refinement.

The Acting Executive Director Environment, Development & Housing has recently established a Modernisation Board for the planning service and the service has positively engaged with the Planning Advisory Service to seek solutions and learn lessons from other planning services.

Areas for consideration

The team found that there was no concerted leadership on planning from the three political parties. This is allowing for a proliferation of policy, a dysfunctional local planning system and declining performance. All three elements, which if not addressed, severely risk the development of Part Two of the City Plan, delivery on the City Deal and possible “designation” of the council with the Secretary of State removing the council’s decision making powers to determine certain applications.

The role of a planning service in enabling growth did not seem to be understood by political and managerial leaders, nor did frontline planners fully understand the centrality or nature of their own role in shaping growth to which the authority is clearly committed. Leaders were perceived to see planning as a problem, rather than part of the growth solution. The planning service needs to play its role in informing the wider organisation of what it achieves by monitoring and articulating clearly what it is enabling through its work – jobs, homes, new employment floor space, Gross Development Value secured.

Planning policy is understood in the context of the wider city vision by some, but not most members. Currently planning policy sits within the Environment Committee but has implications for almost all other committees. The team found little clarity over how policy is instigated and consulted on with members of the Committee itself or the wider membership. Without this understanding the City Plan Part Two faces a challenge to gain cross party ownership and agreement.

The plan to engage and consult the public in a meaningful way in the development and delivery of City Plan Part Two is unclear.

An imbalance of experience, party political posturing and positioning on the planning committee has damaged cross party ownership of the existing policy and meant that planning processes are politicised along party lines. This could jeopardise the delivery of

homes and infrastructure at a strategic level and impair relationships with the development community. This has also impacted on Brighton and Hove's reputation which is currently seen as requiring improvement by developers and local agents

The impact of the declining performance position, including to the council's reputation and the very real probability of "designation" are not politically owned by the three main parties, or the corporate management. There is no forum for focusing and addressing the related issues at a member or at a corporate management team level. This is of such significance that ownership of the performance measures and improvement plan at both senior political and managerial level is an urgent requirement. The agreement on location (planning group, leaders' group or policy and resources committee) and terms of oversight needs to be agreed urgently.

The overly adversarial political system in both its form and its practice has impacted on and shaped a risk aversion and 'just in case' culture. This is adding to the burden on planning officers and the current backlog. A concern about political and public pressure has created unnecessary stress in the system and on an individual basis. Greater certainty in the system is not only craved by applicants but officers too, and at the moment there is huge effort put in for uncertain outcomes.

There is a need to establish an informal mechanism for the three groups to be able to discuss planning policy and planning performance concerns.

We would recommend that a new planning policy working group be formally constituted to take forward planning policy. This committee, with lead representatives and to include the chair of the planning committee, could agree the scope of work for policy rationalisation, and future development plan documents and supplementary planning documents (SPDs). Members of this cross party working group would be responsible for canvassing opinion from their respective groups about the scope to be considered. The lead administration member would be responsible for working with officers to bring forward policy options to the group.

The cross party challenges and highly informed general public means that the engagement over City Plan Part Two and site specific policies will need a high level of engagement and greater management

It is highly likely that without a media and engagement plan, coupled with a political sense check of which sites are more feasible, that necessary development will be confounded and delayed unnecessarily. Where and how concerns are raised and responded to needs to be very clearly thought about and agreed upon by the political leadership.

We recommend that an engagement and public consultation plan be agreed between officers and the three parties as soon as possible for City Plan Part Two.

There is a lack of understanding and knowledge of planning policy amongst the wider political groups, yet planning policy underpins the council's agendas on housing, transport, economic development and almost all other place based improvements. Over 50% of Councillors are new and this has created a disconnect with the new City Plan. This has led to a lack of ownership and a willingness to play politics with both policy and practice over planning.

We would recommend a significant training programme for all Councillors on aspects of Brighton and Hove's planning policy, its implications and the relation to the council's vision and City Deal.

3.2 Management, and service delivery

Strengths

There is strong commitment from the Acting Executive Director towards supporting improvements in planning functions, and this is recognised and welcomed by the staff. Staff in the planning service have a passion for the service and are committed to making changes.

A “City Planning and Development Modernisation Programme” been devised and resources have recently been committed to enable the change, these now need to be drawn down immediately to affect this. The team found that the modernisation programme contained all the key elements that would be required to modernise the service and found that the staff within the service have a genuine commitment to improving the quality of planning services and really want change.

The service has managed to deliver a City Plan Part One and has improved its performance in determining major applications every year over the last three years.

The principle of introducing Planning Performance Agreements and pre-application charging is a positive development, but care is required to ensure the required level of service can be delivered and unless effectively resourced, this may further harm the services reputation. The team would question the timing of the decision to provide this service when the non-majors are so ineffectively resourced.

Areas for Consideration

There is a significant and serious risk of “designation” due to the current performance in the time taken to determine “minors” and “other” applications. The deterioration of the performance of the service in these areas has been ongoing for three years and until very recently there has been a lack of focus and urgency in taking meaningful action to address this and the backlogs.

The current operations of the service are too process-driven and risk-averse, involving multiple-hand offs, an inefficient and late clearing house approach, and various non-value-adding activities which need to be challenged through a business process review. The implementation of the new ITC solution will need to be accompanied by a fundamental review of business processes to avoid the continued non adding activities and practices being hardwired into the new system.

There is significant pride amongst officers for the quality of the work they do, however the peer team also found a low level of morale amongst many staff teams. Most staff like living and working in Brighton and Hove, but feel that previous changes were unjust and that they have not been engaged in, and are therefore unable to influence, the changes to their service. Many of the frontline planning staff feels untrusted and unsupported by senior leaders. They also have limited input into, and awareness of, the changing policy framework which they are required to use when considering applications, much of which is considered to be policy purist in nature.

This combination has created for many staff poor morale levels, a sense of disempowerment and a lack of ownership of the decisions being taken. The clearing house approach to quality assure decisions is so late in the process that it is causing issues with

inconsistent advice to customers and disempowering caseworkers. Delivering on improved performance and demanding growth plans will require the retention of high quality staff and will demand high levels of commitment and motivation.

The current Planning Service was often referred to as 'Development Control' by staff, partners and customer alike: a description which is dated and presents an impression of a regulatory and controlling service. Instead modern planning services are more often described as having a 'Development Management' approach and philosophy. This approach is more enabling than controlling, supports an 'end to end' process, and recognises the importance of planning to enable sustainable development, even though this must operate within a defined policy framework and the particular constraints specific to Brighton and Hove. There is a need to ensure the move to development management is really embedded and the capacity and culture of the teams is set to deliver this.

The peer team strongly believe that performance management needs to be improved. The team found three different versions of the statistics used to measure and monitor performance, and no evidence of this being used to reprioritise work and refocus existing resources. The team were initially aware of the backlogs in determination of minor and other applications, but established there are also backlogs in validation and enforcement. Accordingly the peer team concluded there is limited ownership of the issues within the service. The peer team through its discussions and interviews noted a "can't do" and defensive culture, if not addressed, possess a significant risk to the implementation of the modernisation programme and turnaround in performance.

The peer team found a lack of clarity on who is leading on various elements of the modernisation programme and limited engagement with and by staff in the modernisation programme. By way of example, who is the project manager and senior owner responsible for delivering the suite of ICT enabled improvements? This was not clear to the team or to staff and there is limited involvement of planning staff in the ICT redesign which is being introduced to assist their service.

The service has suffered from substantial lack of investment in ICT infrastructure. It is currently managing without meaningful development management software and has limited GIS capability. There have been many failed attempts to deliver improvements dating back many years and the service is now considerably behind its comparator authorities in adopting and delivering a digital by default service. Most casework is managed with paper files and printing out documents with a lot of wasted work moving between different pieces of software, e.g. decision notices which are created in one system and then email through another. Restricted permissions to do certain actions are also resulting in delays and poor service because of bottlenecks around those people with the relevant permissions.

Additional resources need to be dedicated to manage the migration to a new system and the project plans for these needs to be understood. ICT is an enabler for new and different streamlined processes and the service needs to engage with new ways of working – or risk replicating the existing bureaucracy.

There are considerable risks associated with implementation of multiple changes (office move, poor performance, new IT, new business processes) and these will need to be programme managed and led to ensure successful delivery. Additional capacity and skills may well be needed in the short term to drive the changes and deliver the modernisation programme.

There should be greater corporate clarity over the role and scope of what Planning is expected to do, despite the reduction in its own resources and its own capacity issues, the peer team were made aware of several examples where the role of planning has been increased due to changes in other departments, e.g. Assets of Community Value (ACVs) and to resource the production of evidence that other services could contribute to e.g. Employment Land Studies, Retail Study.

The scope of the new service needs to reflect the realities of wider resource constraints and challenges facing the City Council; with a clearer articulation of what really is the priority for delivery and what will no longer be delivered. There is an opportunity to consider capacity issues of most significance to the City's growth agenda through possible revisions to the draft restructure proposals published in March 2016. The balance between the teams and the capacity and caseload per officer should be further considered. There is currently a culture of silo working with limited communication; engagement and support across the various teams and any restructuring will need to ensure this culture is also addressed.

Reduction of the Backlogs and Turnaround performance

The peer team were asked to look at what else could be done to reduce the backlog simplify processes and ensure the service is more responsive.

In order to free up some time and resources to address the backlogs and improve performance the peer team suggest that capacity could be obtained from changes in processes and practices e.g. validation, checklists for simpler delegated decisions, sharing staff across sections and improving the use of IT, look at less printing and shorter reports.

The team would recommend the urgent **implementation** of more quick fixes to drive performance between now and September 2016. Options could include:-

- There is duplication of effort dealing with enquiries and validation issues where the same subjects keep coming up, but bespoke responses are supplied. The service is recommended to consider investing some time on drafting some validation FAQ's for the website and in correspondence direct people there to reduce telephone calls ensure that everybody gets the agreed response and avoid reinventing the wheel.
- To assist with capacity and to aid productivity consider limiting phone access to the technical administration team to mornings only, or operate a staff rota, so that one or two people are on 'phone duty', enabling the others to be engaged in validation with fewer interruptions.
- Ceasing the Planning Permission enquiries (Duty planning officer line) - These take up considerable time and provide limited security. Refer people to the interactive house on the Planning Portal and if they want written confirmation they will need to submit an application for a certificate of lawfulness and pay the appropriate fee.
- Validation - 60-70% of applications are thought to be invalid and therefore the time and resources to validate applications is very high, the team were told of a backlog and customer frustration about the requirements. Consider taking a more pragmatic approach to the assessment of projects against the Local Validation List to reduce the significant number of invalid applications. Review the validation list and robustly challenge whether the information really is needed. It is understood that validation issues might not be just down to the performance of the planning service; unresponsive agents can impact on this figure. Consider working with agents,

copying in the applicant to correspondence, and if they remain unresponsive then publish their performance statistics.

- Reduce application handoffs - The end to end process time can be speeded up with no additional resources by minimising the number of handovers. It appears that every time an application is passed on from one person to another it goes to the end of another queue. There have been delays in allocating applications currently the team heard that all applications are allocated to an "Application team" at the start. It is unclear how this works in practice and there is a need to ensure delays don't happen when applications are later allocated to a case officer. Reduce the length of reports where decisions are taken under delegations
- Improving workforce management and temporary additional capacity could be further used to assist with the backlog consider further, weekend working, overtime, requiring all planners to be asked to help clear backlog, secure additional capacity to clear the backlog from interims/consultancy support . Take the old applications and send them out to consultants and/or have a couple of officers and PPO doing them.
- Create a manual setting out how things are done so a culture of this is how we do things here and service standards are establish e.g. extension of time letters ensure this is from all officers and all applications (i.e. consistent approach and standards).
- Planning committee - reduce the support required to create capacity within the planning service. By ceasing poorly attended member briefing and site visits, cease all majors as a matter of course going to Planning Committee, reduce the length of agenda papers by only publish last months delegated decision list on the website for members to view and significantly reduced the length of reports.
- Stop servicing other forums such as CAG, to create capacity within the planning service.
- Reduce the layers of management who check and QA work, stop multiple sign-offs of case officer reports; empower staff and case workers and refocus management on to the key added value areas, performance management, dispute resolution, process redesign, developer and member engagement.
- Strengthen the performance management arrangements to establish a culture of performance including; created bi-monthly performance tables for each officer and team so performance is owned and improvements celebrated, introduce target date for officer report and recommendation two weeks before deadline to minimise those going over time, establish weekly caseload reviews and countdown to when decision is needed.
- Weekly management meetings to triage simple applications, decide whether to approve / refuse and where applications are coming up to decision these are discussed and managers challenged if applications are going over time, discontinuing draft decision notices; identify and prioritise new applications that can be determined quickly within time
- Enforcement – Look at adopting a realistic target for live cases establish clear prioritisation of cases in discussion with members and officers and then focus officers on clearing cases focus on closing all cases where " not expedient to pursue in public interest" to reduce backlog

In the medium term to retain staff and address the issues of morale there is an urgent need to involve staff in creating an improvement action plan for the service for the next 3 years.

- There should be a clear commitment to digital by default to create capacity and remove unnecessary printing of documents and engagement of staff in this process so that they see and shape the benefits
- Ensure that Development Management is engaged at the earliest opportunity on corporate and growth priorities and are clear what strategic outcomes are the priorities.
- Establish a staff forum to ensure ideas for improvements can be considered, progress is reported, and successes celebrated.
- Secure support from Housing Strategy to prepare “ready reckoners” for off-site affordable housing calculations to assist case officers and identify other policy areas that could benefit from this approach.
- Upfront viability negotiations and expertise is needed to maximise outcomes from development. This is an area where skills will need to be developed to tackle the medium term challenges and could be used to enhance job roles or provide career progression. The key skills include undertaking viability assessments, developing business acumen skills and taking a commercial approach
- Income generation – develop the PPA offer, pre- app advice, sharing services, selling specialist services,

It will clearly be important for the service to continuously monitor work demand and resources that are deployed. This would be supported by regularly utilizing the planning benchmarking available from PAS.

The customer journey is inconsistent and varies depending on the point of entry and case officer allocated; there is a need to look at ways of managing this to ensure a common (good) experience. There is scope for developing a better relationship with applicants – particularly major developers; a development team approach for majors should assist this as will the further use of PPAs.

There is a need to look at ways of improving engagement with the key developers and customers through mechanism such as a developers’ forum and regular customer satisfaction surveys this is particularly important as a way of enhancing communications during a programme of change.

Planning committee

The council has good levels of delegation with over 95 % of applications being determined by officers, which should enable the committee to consider and determine larger and more significant and controversial applications.

Whether or not a formal planning policy working group is established, the team would recommend the council to consider changes to the operation of the committee to engender better behaviours and better running of the process:

- The scheme of delegation is operated in a way that still sees a number of items going unnecessarily to committee. For example, currently all major applications are

decided by Committee, is this necessary? Currently five objectors trigger a referral is this number significant if the proposal does not contravene planning policy?

- Can Councillors call things in too easily and should there be an expectation that planning concerns should be raised earlier in the process and call ins should only be allowed on the basis of sound planning reasons?
- Should there be a contra-motion procedure to avoid public perceptions and concern about secrecy?
- Should there be an expectation that if a premeeting or a site visit is deemed necessary that all members sitting on the committee should attend?
- Does an afternoon planning meeting and site visit prevent working Councillors, applicants and residents from playing as full a part as should be expected?
- Given the split of the Council and the numbers of members available is 12 too high a threshold for a committed committee? Would a smaller number of sitting members from a larger pool of trained members make the decision making process richer?

There is certainly a training requirement to level up the expertise of members, especially for newer members, an understanding of the gravity of decision making and the quasi-judicial nature of committee membership. The programme of Member training and development programme would benefit from more structure so that it covers dealing with planning applications, legal considerations, the committee process, how objections are handled, policy development and its role in determining applications.

Planning Committee members and especially the Chair should be included much earlier in major planning applications to foresee challenging elements and have them resolved. We do not think that this should fetter the discretion of members.

Planning members, especially newer members, would benefit from an in-depth understanding of agreed policy, levels of evidential expectation and some training on the practical application of planning policy in Brighton and Hove, perhaps using cases or themes which have presented challenges in the past, consider getting a developer to explain what they have to do to prepare an application to get the customers perspective.

Some Members are experiencing uncertainty on understanding predetermination and predisposition and where they stand if they discuss an application prior to it being considered by committee. This could be addressed by some short refresher training or guidance notes if not already provided as part of the induction training. Similarly there is uncertainty on their role in weighing up policy in making a decision, so there is the need include policy training for members in the training programme. It may be worth considering visiting other councils and observing their approach to conducting a planning committee. These are all areas that lend themselves to targeted personal development to provide greater Member confidence.

3.3 Planning Policy

Strengths

The council has made significant progress towards delivering a Local Plan, having recently consulted on, been examined and adopted its City Plan Part One. It has produced a wide range of policy documents and has plans for a further suite of supplementary planning

documents (SPDs) to be produced. The team found evidence of good consultation and joint commissioning of information with other key policy areas e.g. housing, transport etc.

The peer team was told that the Part One of the City Plan and associated Policies Map will provide a much clearer policy framework for decision-making particularly in relation to having an agreed housing target for the city (13,200 new homes by 2030). It will allow out of date 2005 Local Plan policies to be replaced; provide a clear monitoring and implementation framework, introduce an Infrastructure Development Plan and Housing Implementation Strategy to 2030.

The peer team understand that it is intended to take a Part Two scoping document out to consultation in June 2016. The aim is to prepare a full draft version of the Plan by summer 2017 and to adopt the Plan by late 2018. This will allow the 2005 saved Local Plan to be fully replaced.

Areas for consideration

There is less political leadership in the policy production process than the team would have expected to see, with no mention of regular meetings with key political leaders and political steer of planning policy documents during its production.

Although there was good awareness of the City Plan there were comments that suggested that there is a lack of understanding on the use of the council's own planning policies both within and outside of the planning department.

The council is moving into an important period of activity in taking forward City Plan Part 2 which will include the more contentious issues such as the detailed development management policies and site allocations and designations, political engagement will be tricky and political and public engagement (not just consultation) is essential. The policy needs to be understood and owned by the wider council and particularly the Planning Committee.

The plan to engage and consult the public in a meaningful way in the development and delivery of City Plan Stage Two is unclear; this will be essential and will shape the overall timetable for the achievement of Part Two

The peer team concluded that there is too heavy a weight of policy which is a burden on decision making, and this is significantly contributing to the service being risk averse and slow. Furthermore the policy team and development management teams appear disconnected. There is a need to engage the Development Management teams early in the review and prioritisation of the policy framework as well as ensuring that new Policy is focussed on delivering the corporate objectives, is fit for purpose but suitably lean. Once agreed it needs to be ensured that all officers are trained on the implementation of the City Plan and the new policy landscape

Current policy would also benefit from a sense check to ensure it is sufficiently commercially aware, linked to the wider regeneration and transportation requirements of the City Deal and becomes a practical policy framework to aid growth delivery.

It is important that the detailed SPDs and policy framework is reviewed, prioritised and streamlined to reduce the burden on the decision makers and to add real value. Those engaged in writing policies need to be aware of how it will be used in practice and what is really possible. A prioritised and agreed set of policies will provide certainty for everyone and assist in streamlining decision making.

There is also a need to create and publish an enforcement protocol that has been through a prioritisation process.

The council has an out of date developer contributions policy that does not meet Community Infrastructure Levy (CIL) Regulations, this will need to be addressed. The new effective developer contributions policy could be used as a tool to demonstrate the positive elements of growth.

3.4 Customers and Partners

Strengths

The peer team heard that partners and many customers have a high regard for frontline planning officers and recognise the difficulties and environment that officers are working in. Customers are prepared to help when they can and are keen to see the City Council planning service improve.

The parish council felt they were well consulted on major applications and sub regional partners report positive engagement on the City Plan referencing many good collaborative discussions.

Areas for consideration

The peer team heard a consistent message that there is a lack of confidence in the planning process and planning service.

Whilst there were the obvious concerns over the major delays in dealing with applications and queries, the main feedback and issues raised were about the lack of consistency high levels of uncertainty, and differing levels of service depending on which case officer was involved. There was a strong sense of frustration that effort was wasted as “too many opinions were changed by officers/managers and usually at the last minute”, leading to the feeling that the system is “anti-development”. Customers referred to a culture of refusal and “so many policies” that refusal is a high risk.

There is a need to consider the customers perspective and respond to their feedback and learn from and act upon their complaints.

The customers had a clear set of requirements, about how they want the planning service to function: - consistency along with constructive, timely, collaborative and informative engagement.

3.5 Achieving outcomes

Strengths

Good development opportunities exist in Brighton & Hove and plans and guidance are in the process of being put in place to support the delivery of outcome and improve quality. The team were shown some examples of recent good quality developments, and in general regeneration schemes taken forward are seen to be well done.

Neighbourhood planning is positively referred to where it is taking place, and there is good partnership working with local sub-regional partners.

Areas of Consideration

The link between growth and investment is not widely understood or acted upon by members which is impacting on appetite. The introduction of CIL may assist with demonstrating the benefits of growth.

The unclear customer journey and timing / consistency of planning engagement limits the positive influence that planning can have on quality outcomes and results in unproductive effort. The peer team recommend the service establish an internal protocol for working with developers/ major applications that sets out the customer journey and establishes the key outcomes to be achieved by delivery stage.

The council should look to develop a culture of continuous improvement, including post development review and learning from best practice from elsewhere.

Planning Advisory Service

The Planning Advisory Service (PAS) offers a wealth of information, tools and activities. Information is available at: <http://www.pas.gov.uk> . PAS will engage with Brighton and Hove City Council to discuss what further support might be suitable for Brighton and Hove City Council following this planning peer challenge.



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**Brighton and Hove Council
Planning Peer Review
Response and Improvement Plan**

ACTION 1
<p>Summary Establish a standing Planning Policy Committee</p>
<p>Indicative areas to be addressed</p> <ul style="list-style-type: none"> • The role and significance of planning policy in the delivery of the Planning Service • The role and significance of planning policy in the delivery of the regeneration agenda in general, and the major projects captured in Part 1 of the City Plan in particular • The need to establish commonly agreed long term plan policy for the well-being of the City and the wider community • The profile of planning policy in the council • The impact of planning policy in delivering an effective and resilient development management process.
<p>Owner(s) Acting Executive Director – EDH/EEC; Leader of the Council; Lead Member for Planning</p>
<p>Timetable</p> <p>N/A</p>
<p>Reporting Mechanism</p> <p>Economic Development and Culture Committee.</p> <p>Discussions since the receipt of the PAS report have recognised the importance of addressing these related matters. The Committee is best placed to provide an oversight and to give direction on these important issues. Cllr Cattell has been appointed as the Deputy chairman of the Committee to provide the connection with the day to day operation of the development management service.</p>

ACTION 2

Summary

Ownership of City Plan Part 1 / engagement in site allocation work for Part 2

Indicative areas to be addressed

- Understanding of and ownership of City Plan Part 1
- Training/Familiarisation day on Part 1
- Understanding of process and timetables for the production of City Plan Part 2 and community engagement
- Training/Familiarisation day on Part 2
- The merits of setting up a cross-party working group to oversee the work on City Plan Part 2

Owner(s)

Lead Member for Planning;
Interim Head of Planning;
Planning Policy Manager

Timetable

Ongoing

Monthly briefing sessions now take place with Cllr Cattell and Cllr Mitchell

A briefing session has already been organised for all members on the scoping stage of Part 2. A briefing session will be arranged to feedback on the scoping consultation for Part 2.

Thereafter briefings will be delivered at all key stages of plan preparation. Part of this process will be 121 briefings with ward members affected by emerging site allocations.

Reporting Mechanism

Economic Development and Culture Committee

ACTION 3

Summary

Creation of streamlined planning policy framework

Indicative areas to be addressed

- Review of the saved policies from the 2005 Local Plan
- Assessment of the extent to which the National Planning Policy Framework is able to provide guidance for development proposals until the adoption of City Plan Part 2
- The extent to which the range of SPD/SPG notes are worthy of retention and/or are compatible with the NPPF
- The extent to which the existing policy context provides a barrier or disincentive to the promotion of sustainable development.

Owner(s)

Lead Member for Planning;
Interim Head of Planning;
Planning Policy Manager

Timetable

November 2016

Reporting Mechanism

Economic Development and Culture Committee

The timetable has been designed to allow the scoping work on City Plan Part 2 to run its natural course and to address these matters in the round.

This exercise will also overlap with work on Action 12 (Proactive development management approach). It will be useful to understand the relationship and interplay between the policy context and the approach taken by officers and the extent to which they contribute to the matters that were raised with the PAS team earlier in the year.

ACTION 4**Summary**

Operation of Planning Committee

Indicative areas to be addressed

- Delegation arrangements
- Procedures for members to call in applications to the committee
- Report formats/length/level of detail
- Procedures at the committee meeting
- Frequency and detail of committee briefings
- Processes for handling motions contrary to recommendation

Owner(s)

Interim Head of Planning
Chair of Planning Committee

Timetable

December 2016

Some of these matters have already been addressed (report formats/procedures at the meetings). The important other matters (mainly the call in procedures and handling motions contrary to recommendation) were initially been addressed at the Members' Working Group earlier this month

Reporting Mechanisms

Economic Development and Culture Committee
Planning Committee

ACTION 5**Summary**

Performance Quick Fixes

Indicative areas to be addressed

- Streamlining/not producing delegated reports on low risk planning applications
- Checking processes for decision notices
- Checks and balances in decision making on delegated planning applications
- Staff capacity to address and reduce the planning application backlog
- Targeted approach towards fast-tracking of straightforward planning applications

The quick fixes have now been implemented. Significant improvement has already been made in the turnaround of planning applications. The service is working to a detailed timetable of 30 September 2016 and which is the currently anticipated end of the 24 month rolling programme that will determine whether or not the service is designated for poor performance. The Service has a working target of 425 planning application to determine either in time or with an extension to time between 1 August and 30 September.

Owner(s)

Interim Head of Planning

Timetable

September 2016

Reporting Mechanism

Planning Modernisation Board

ACTION 6**Summary**

Release Management Capacity

Indicative areas to be addressed

- The number of officers involved in signing off case officer reports
- Empowerment and delegated responsibilities
- The extent to which managers' time is allocated to key value added areas
- The organisation and delivery of performance management
- Management capacity to concentrate on service redesign
- Management capacity to focus on developer, applicant and member engagement

Changes need to be embedded into day-to-day systems and practices. They are a key part of the cultural change element of the Planning Modernisation Board.

Owner(s)

Interim Head of Planning

Timetable

December 2016

Significant progress has been made on this matter. Procedures are now much more streamlined than those that were in place at the time of the PAS peer review visit. The merger of the City Regeneration and Planning Service has now been achieved and managers within the Planning Service are now concentrating their time and energies on performance management, service redesign and modernisation.

This process will need to be monitored in the period up to the end of the calendar year. In particular management capacity will need to be concentrated on designing a development management service that properly addresses the need to maintain a high performing service beyond the current target date of September.

Reporting Mechanism

Planning Modernisation Board

ACTION 7

Summary

Delivery of Modernisation Agenda / Implementation of new ICT (Uniform) system

Indicative areas to be addressed

- The extent to which a digital by design service can be achieved
- The extent to which capacity, resources and knowledge are in place to provide assurance on the implementation of the Uniform system
- The extent to which the new ICT systems can enable the re-engineering of business processes
- Roll out of new Uniform system
- Systems testing and reassurance

Several of these initiatives are already being managed by the Modernisation Board. The ICT project is being reported to and managed by the Corporate ICT management board.

Owner(s)

Acting Executive Director
Interim Head of Planning

Timetable

Completed

The new Uniform system was installed during August 2016 and became fully operational on 5 September with the completion of the data migration project

Reporting Mechanism

Planning Modernisation Board
Customer First in a Digital Age Board

ACTION 8**Summary**

Delivery of developer contributions policy/Community Infrastructure Levy

Indicative areas to be addressed

- Review the options available
- Review the current operation of the existing Section 106 arrangements
- Review the impact of the recent legislation changes on pooling of Section 106 payments
- Assess whether or not the City Plan Part 1 viability information remains appropriate and up-to-date
- Explore the availability of specialist consultants to refresh the viability information if required
- Consider the appointment of specialist consultants.

Owner(s)

Lead Member for Planning
Interim Head of Planning
Planning Policy Manager

Timetable

Agree the approach - September 2016

Implementation - Summer 2018

Reporting Mechanism

Economic Development and Culture Committee

The Committee is considering a report on this matter on the same agenda

ACTION 9**Summary**

Establish customer service standards

Indicative areas to be addressed

- Mapping of national best practice
- Understanding relationship with existing corporate standards in the council
- Managing the competing demands of performance improvement and recovery up to (and beyond) September 2016 and customer service standards
- Understanding the needs of the business community and regular planning agents
- Produce realistic and deliverable customer service standards

Owner(s)

Acting Executive Director EDH
Interim Head of Planning
Drawing in external support and guidance where appropriate

Timetable

March 2017

This is an important matter. Whilst performance has improved very significantly in the last six months significant work remains on customer service standards. In particular there is a need to ensure stable and consistent standards – some applications receive exceptionally high levels of services whereas others experience a more patchy experience.

Reporting Mechanism

Planning Modernisation Board

ACTION 10**Summary**

Bespoke approaches for different types of applications

Indicative areas to be addressed

- Streamlining procedures for domestic and minor planning applications
- Assessing and evaluating the 'added-value' element of planning applications
- The introduction of a development team approach for major/strategic planning applications

Owner(s)

Interim Head of Planning

Timetable

Completed. Proportionate arrangements are now in place for the determination of the different types of planning applications. Applications that generate jobs and investment are now fast-tracked. Major and strategic planning applications are being handled in a development team style. In particular planning performance agreements are now embedded in the delivery of the system.

Reporting Mechanism

Planning Service Management Team
Planning Modernisation Board

ACTION 11**Summary**

Improve engagement with key developers

Indicative areas to be addressed

- Meetings with key partners to understand what type of engagement would be expected by key developers
- Looking a best practice elsewhere either within the UK or within the Greater Brighton area
- Working with the industry to construct an appropriate model
- Working with the industry to construct a series of meetings and protocols

Owner(s)

Acting Executive Director
Interim Head of Planning

Timetable

December 2016

This is an important area to address. There is widespread support within the development community to be involved in the on-going recovery of the Planning Service. Initial signs are promising and the Professional Forum has been reconvened

Reporting Mechanism

Planning Modernisation Board
Economic Development and Culture Committee

ACTION 12

Summary

Establishment of proactive development management culture

Indicative areas to be addressed

- Identify with the development industry which elements of the current service cause the greatest inconvenience and perception of a regulatory and/or negative approach
- Identify what a proactive development management culture will look like in the City
- Look at national best practice
- Look at the relationship with service standards in general and the introduction of pre-application charges in particular

Owner(s)

Interim Head of Planning
Planning Management Team

Timetable

Ongoing.

Some significant changes have already taken place with the roll out of planning performance agreement protocol and the introduction of structured meetings for pre-application advice. Nevertheless ongoing work is needed to understand how best a proactive development culture can be delivered in the City and to address the needs of the local development community.

Reporting Mechanism

Planning Modernisation Board

ACTION 13**Summary**

Investment in personal development

Indicative areas to be addressed

- Assessment of training needs arising from the most recent round of personal development plans
- Assessment of the training needs of the staff who have joined the service in recent weeks
- Assessment of the training needs of the roll out of other elements of the PAS Improvement Plan
- Assessment of the recruitment and retention policies within the service to ensure longer term resilience, continuity and capability

Owner(s)

Planning Management Team

Timetable

Ongoing.

Significant progress has been made on this matter. In particular a programme of training has been delivered to staff that have recently joined the service. This has included lunchtime training sessions and participation in the RTPi SE region season ticket training scheme. Significant success has been achieved in recruiting students and apprentices into the Service

Detailed work is also being carried out on recruitment and retention policies. In effect the Council is competing for skilled and experienced staff with other local planning authorities within the SE of England and often wider afield.

Reporting Mechanism

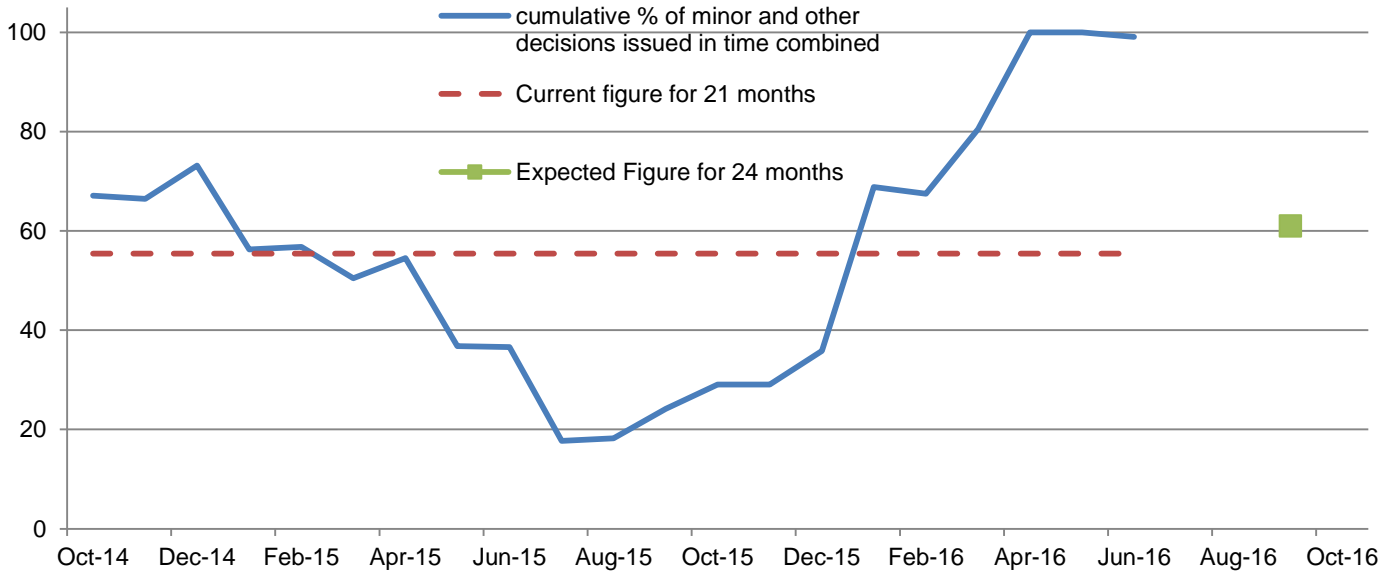
Planning Modernisation Board
Planning Services Management Team

Staff Personal Development Plans

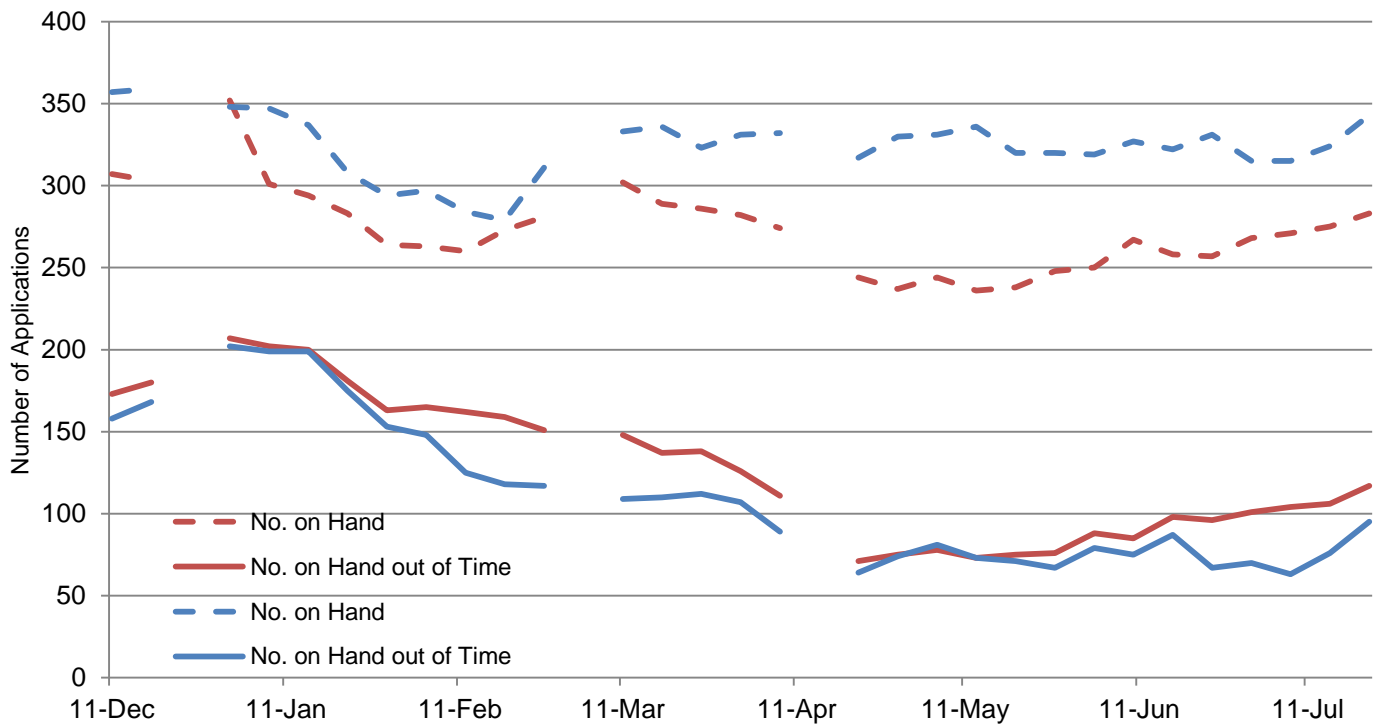
APPENDIX 3

Performance Position at June 2016

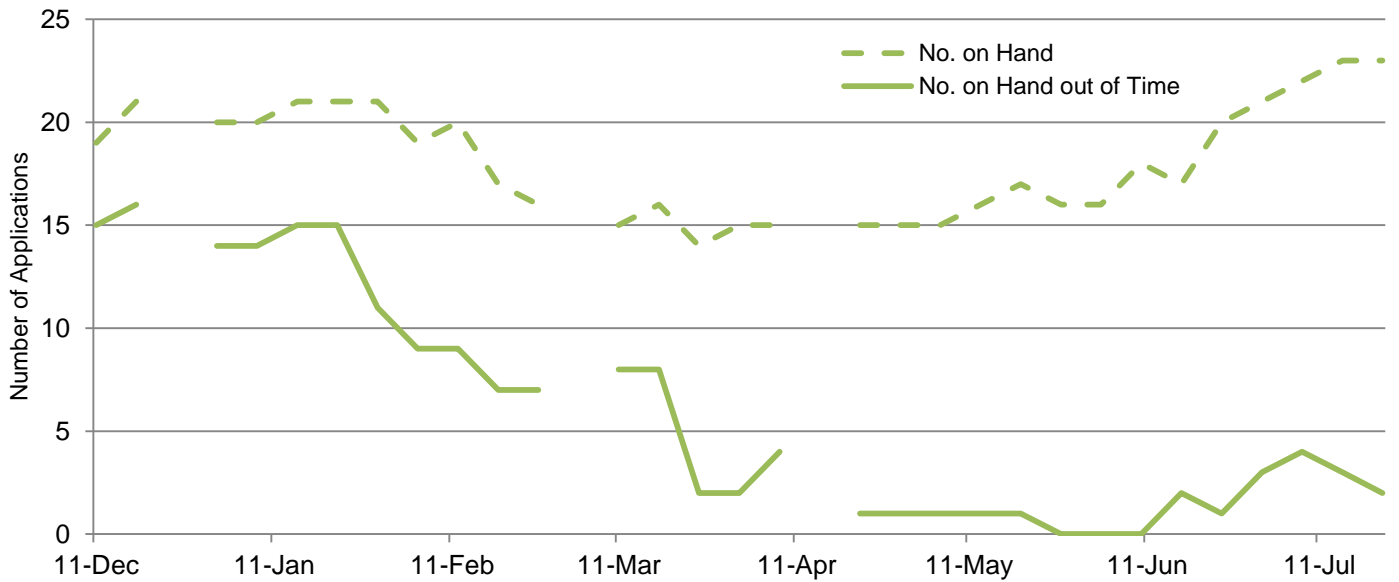
At month 21 of the 24 month forecast, the rolling total of minor and other decisions issued in time is 53.3%. The estimated projected outturn at month 24 based on current performance levels (September) is 61%.



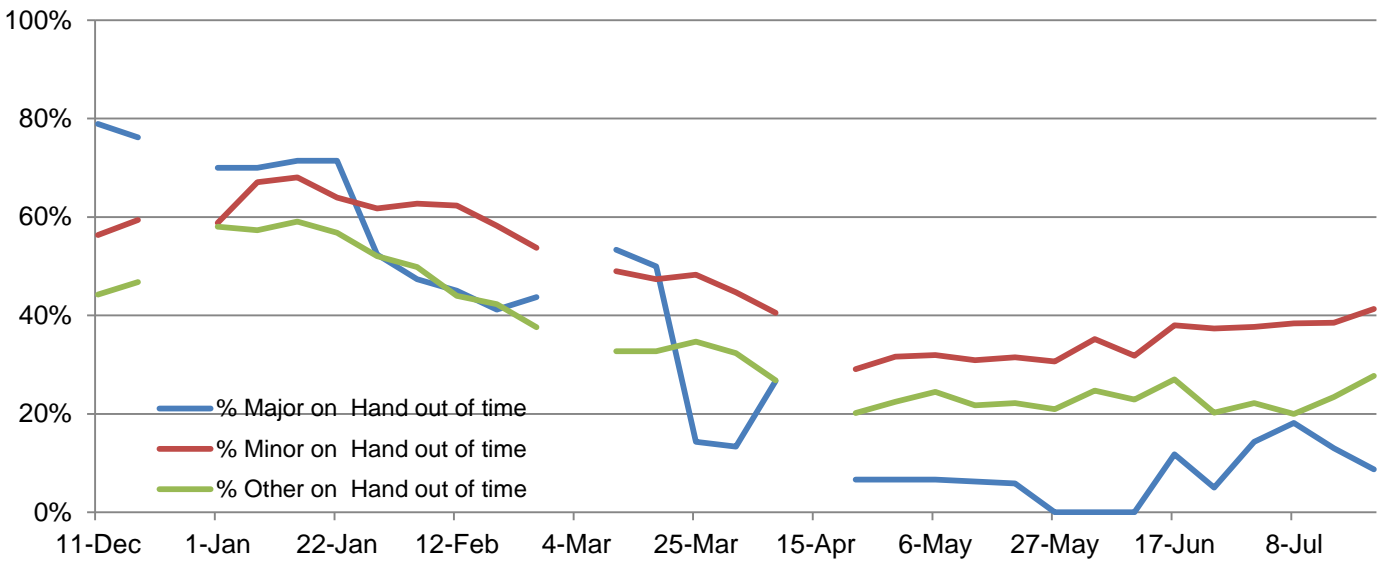
Output: Minor and Other Applications on hand and out of time



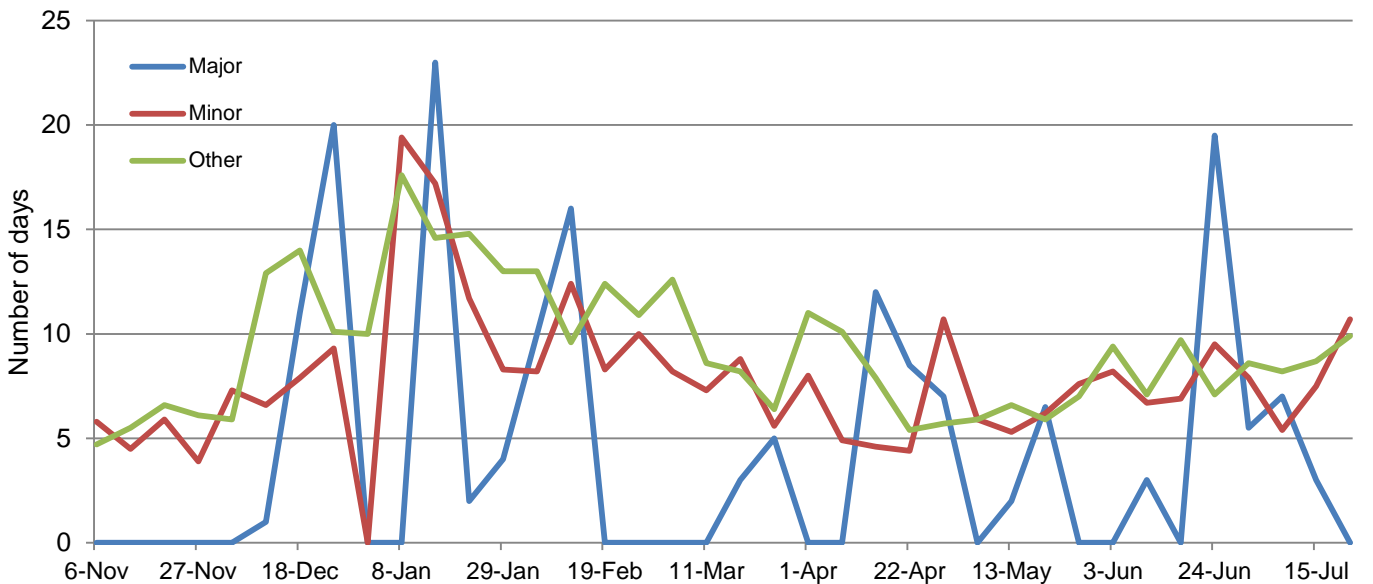
Output – Major Applications on hand and out of time



Timeliness: Applications on hand out of time by type (excluding PPA and EOT)



Registering: Average number of days from valid date to registered



Subject:	Community Infrastructure Levy		
Date of Meeting:	22 September 2016		
Report of:	Nick Hibberd, Acting Director of Economy, Environment and Culture		
Contact Officer:	Name:	Liz Hobden	Tel: 29-2504
	Email:	liz.hobden@brighton-hove.gov.uk	
Ward(s) affected:	All		

FOR GENERAL RELEASE

1. PURPOSE OF REPORT AND POLICY CONTEXT

- 1.1 The report provides a briefing on Community Infrastructure Levy (CIL). It sets out the reasons for and seeks agreement to a CIL charging schedule to be put in place in Brighton & Hove and that work should start immediately. It goes on to provide an indicative timetable for CIL preparation and outlines the resources needed.

2. RECOMMENDATIONS:

- 2.1 That the committee agrees work should commence on putting a Community Infrastructure Levy charging schedule in place for Brighton & Hove.
- 2.2 That the committee notes the key stages, outline timetable and resources required to prepare and adopt a CIL charging schedule.

3. CONTEXT/ BACKGROUND INFORMATION

- 3.1 The Community Infrastructure Levy (CIL) is a planning charge, introduced by the Planning Act 2008 as a tool for local authorities to help deliver infrastructure necessary to support the development and communities in their area. It came into force on 6 April 2010 through the Community Infrastructure Levy Regulations 2010. It can apply to any new developments over 100sqm or new dwellings of any size, to be determined by the local authority.
- 3.2 A CIL is set by the local council, based on the location, use and scale of the new development. Once a CIL has been adopted, land owners and developers must pay the levy to the local council from the time new development commences including via instalments (if agreed). A fuller briefing on CIL is set out in appendix 1.
- 3.3 CIL and Planning Obligations will continue to exist alongside each other. A Regulation 123 list identifies infrastructure that will be funded by CIL so as to ensure there is no 'double dipping'. The Infrastructure Delivery Plan, Annex 2 to the City Plan Part One, is the starting point for preparing the Regulation 123 list.

The Government's aim is to reduce the scope of planning obligations (section 106 agreements) to non-financial matters, such as mitigating site-specific impacts. The type of infrastructure that CIL may contribute to are:

- Social infrastructure schools, open space/play space, sports facilities, Local Employment Scheme training, health facilities
- Physical infrastructure – sustainable transport contributions, strategic road/cycle, public realm, seafront
- Environmental infrastructure - flood defences, air quality mitigation, green networks.

3.4 CIL has not been introduced earlier in Brighton & Hove largely due to concerns about viability and deliverability of development in the city particularly as a consequence of the economic slowdown. Measures were introduced to assist with the delivering development during the slowdown, for example the Recession Measures which have now been lifted. Circumstances have changed and it is considered there is now a strong case to proceed with putting CIL in place:

- The development industry is more buoyant than it was and land values have increased in Brighton & Hove. A robust CIL Viability Study will ensure viability of development will not be harmed as a consequence of introducing CIL.
- Introducing CIL follows the direction of travel of Government policy and avoids the S106 pooling restrictions which were introduced in April 2015
- CIL increases income from new development towards infrastructure needs and community development and provides greater certainty and consistency for the development industry.
- City Plan Part One has been adopted (alongside the Infrastructure Delivery Plan) which provides a robust policy basis for CIL.
- Introduction of CIL is a Modernisation priority and recommended by the Planning Advisory Service Review report.
- Many adjacent authorities either have CIL in place or under preparation including Worthing, Arun, Chichester, Horsham, Mid Sussex, Lewes, Crawley and Wealden.

3.5 It normally takes two years to put a CIL in place. As set out in the indicative timetable below, commencing work in September will allow a CIL charging schedule to be adopted by September 2018

Date	Key stage
Jan 2017	CIL Viability Study completed
April 2017	Publish Preliminary Draft Charging Schedule for consultation following committee resolution
Oct 2017	Publish Draft Charging Schedule (revised following consultation) for consultation following committee resolution
March/April 2018	Examination of Draft Charging Schedule
Sept 2018	Adopt CIL Charging Schedule

3.6 Additional staff (approximately 2 days per week) and resources will be required to fund the CIL Viability Study (cost approximately £25k) and to manage, prepare and implement a CIL charging schedule. Forward funding for this will be required

to put CIL in place. This can be funded through CIL Regulation 61 which permits the Council to use up to 5% of income from the CIL charge for administrative expenses incurred in connection with the operation of the CIL charge including ongoing functions like establishing and running billing and payment systems, enforcing the levy, the legal costs associated with payments in-kind and monitoring and reporting on levy activity.

4. ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS

- 4.1 One option is to continue with Developer contributions only. This has been discounted on the basis of the reasons weighed up in the report and that the benefits of introducing CIL outweigh any harm.
- 4.2 Option two is to defer work on CIL to start in the next financial year when funds will be available to pay for the CIL Viability Study within an identified budget. This has been discounted on the basis that the benefits of raising more income towards strategic infrastructure arising from introducing CIL earlier outweigh concerns.

5. COMMUNITY ENGAGEMENT & CONSULTATION

- 5.1 Consultation will be undertaken with key stakeholders in preparing the CIL Viability Study.
- 5.2 CIL preparation requires two formal stages of consultation at Preliminary Draft Charging Schedule Stage and Draft Charging Schedule Stage. A consultation statement will be prepared alongside the charging schedule and where appropriate changes made in response to comments raised.

6. CONCLUSION

- 6.1 The report recommends that work should start on preparing a CIL charging schedule for the reasons set out in the report. The CIL proposals will be brought back to Committee for approval at key stages. The report goes on to provide an indicative timetable setting out the key stages and the resources required.

7. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 7.1 It is estimated that the council will incur initial set-up costs of £0.055m across the 2016-17 and 2017-18 financial years for a viability study and additional staff resources. This is in addition to staff time to be funded from existing revenue budgets. It is anticipated that these costs will be funded from future CIL receipts under CIL Regulation 61.
- 7.2 Once a scheme is implemented, there will be ongoing costs connected with advising developers of their liability, collecting, monitoring, reporting and enforcing the scheme. An impact assessment by the Department for Communities and Local Government from 2011 estimated that the annual ongoing cost of the scheme to a local authority outside of London will be up to £0.076m.

- 7.3 CIL regulations allow charging authorities to use up to 5% of CIL receipts on expenses in connection with the initial set-up and ongoing operation of the CIL scheme. Consideration will therefore be given to the costs of administration in setting rates to maximise cost recovery.
- 7.4 It is currently difficult to forecast the value of receipts the council may receive from the implementation of the CIL as rates are still to be developed and income will be dependant on the type and level of development in the City. CIL receipts will be a potentially important source of income for funding infrastructure in the City, however consideration must be given to ensure that the charges are compatible with the aims and objectives of the council.

Finance Officer Consulted: Steven Bedford

Date: dd/mm/yy

Legal Implications:

- 7.5 The CIL Charging Schedule is being developed in line with the requirements of the Planning Act 2008 and CIL Regulations 2010 as amended. Unlike section 106 agreements, CIL is not a negotiated process. If a development is liable for CIL, payment is mandatory. The CIL Regulations set out strong enforcement powers and penalties for failure to pay, including Stop Notices, surcharges, late payment interest and prison terms. Appeals are possible under specified grounds.

Lawyer Consulted:

Alison Gatherer

Date: 05/09/16

Equalities Implications:

- 7.6 An equalities impact assessment will need to be prepared alongside a CIL Charging Schedule. Income raised from CIL will go towards funding infrastructure necessary to support new development and communities.

Sustainability Implications:

- 7.7 Income raised from CIL will go towards funding infrastructure necessary to support new development and communities and should therefore have a positive impact in terms of sustainability outcomes.

7.8 Corporate / Citywide Implications:

Implementation of CIL will help to deliver the policies and objectives of the City Plan and other agreed strategies in the city.

SUPPORTING DOCUMENTATION

Appendices:

1. CIL Briefing Note

Documents in Members' Rooms

None.

Background Documents

1. City Plan Part One
2. Infrastructure Delivery Plan, Annex 2 to the City Plan

Appendix 1

CIL the Basics – Briefing Note

What is CIL?:

- A mechanism for developer contributions
- To contribute towards infrastructure needed to support the development of the area
- A charge per square metre of floorspace
- Not mandatory

What is CIL for?:

To help pay for infrastructure needed to support new development

But not to remedy existing deficiencies unless the new scheme will make it worse

Councils must spend the income on infrastructure – but can decide what (and that can change over time)

Some CIL basics:

£ per square metre on net additional (internal) floorspace

Rates can vary by geographic area or use or size

Payment is due when the development starts (or phases or instalments- the charging authority decide)

It is index linked (using BCIS index – only available through RICS)

The developer is responsible for the payments

The local planning authority is the charging authority (& sets the CIL)

When Does CIL apply?:

- To all development that involves 'buildings that people normally go into' with the following exceptions
 - Development under 100sqm gross internal floorspace
 - A single dwelling (even under 100sqm) (but not subdivisions of dwellings)
 - mandatory exemptions for self-build housing, residential annexes and extensions
- Includes permitted development (it doesn't have to follow a planning permission)
- Once set, you can't pick and choose which developments to charge

When setting a CIL you need to :

Strike the appropriate balance between -

the desirability of funding the infrastructure gap to support the development of the area from CIL and the potential effects (taken as a whole) of the imposition of CIL upon the economic viability of development across the area.

(Regulation 14 CIL regs)

Setting a CIL:

- Using evidence from your Infrastructure Delivery Plan (IDP) which supports your plan and growth strategy, identify your aggregate infrastructure funding gap. This is the difference between the infrastructure that you have identified that you need to support your growth and the funding that you have identified is available from other sources. If you have a funding gap you can justify having a CIL.

- You need to determine what rate is viable to charge?
 - Check out the consequence of the rate on key uses
 - Make sure that the rate is backed by evidence
 - Consultation required

The purpose of checking the viability is to ensure that “*..the proposed rate or rates would not threaten delivery of the relevant Plan as a whole (for England, see National Planning Policy Framework paragraph 173)*” National planning Guidance (Paragraph: 038)

- Independent examination is required to test the evidence.

What do you need to set a CIL:

- Evidence on future growth
- Up to date development plan is desirable but not essential
- Evidence on infrastructure funding gap – aggregate gap
- Evidence on viability
- All evidence is ‘appropriate available evidence’
- Rates should be consistent with viability evidence across the area – to avoid accusations of state aid.
-

Differential rates:

- The rates can be different between:
 - uses (not just use classes)
 - Different across the geographic area
 - Scale of development
 - (Or a combination of the above)

All differential rates must be based on viability evidence (not policy objectives)

It is up to the charging authority to satisfy state aid requirements

How is the Levy charged:

It is usually a cash contribution but also payment in kind - land or infrastructure. The payment falls due on commencement of the development but the Charging Authority can agree to payment by instalments.

Subject:	Old Town Conservation Area Appraisal		
Date of Meeting:	22 September 2016		
Report of:	Acting Executive Director for Economy, Environment & Culture		
Contact Officer:	Name:	Tim Jefferies	Tel: 293152
	Email:	tim.jefferies@brighton-hove.gov.uk	
Ward(s) affected:	Regency		

FOR GENERAL RELEASE

1. PURPOSE OF REPORT AND POLICY CONTEXT

- 1.1 The report seeks approval to consult on a draft Character Statement for the Old Town Conservation Area.
- 1.2 This document seeks to define the 'special architectural and historic interest' for which the area is designated. This helps inform future planning decisions in the area and its future management. It is also a useful document to engage the local community with the history and architecture of the area.
- 1.3 Production of a Character Statement is consistent with the Planning (Listed Buildings and Conservation Areas) Act 1990, the National Planning Policy Framework (NPPF), the City Plan Part One and the Conservation Strategy 2015, as described further below. It is best practice to consult on draft Character Statements prior to adoption.

2. RECOMMENDATIONS:

- 2.1 That the draft Old Town Conservation Area Character Statement be approved for public consultation.

3. CONTEXT/ BACKGROUND INFORMATION

- 3.1 The Old Town Conservation Area is located at the heart of the City of Brighton & Hove. It covers the historic extent of the medieval fishing town of Brighthelmstone, defined by the historic boundaries of North Street, East Street, West Street and the seafront. Its boundary is shown in appendix 1.
- 3.2 The Old Town Conservation Area was designated in 1973, and extended to include the promenade and beach area in 1977. A character study was produced by Brighton Borough Council in 1979. Some historic research and analysis for a proposed updated statement was undertaken in 2007, but not completed. As such, no up-to-date study exists. The Council's adopted Conservation Strategy (2015) gives priority to reviewing those conservation areas that do not have a current character statement in place. These are identified in the Strategy as Old Town, Queen's Park and College (paragraph 4.8).

- 3.3 A conservation area is defined as an area of “special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance” (Planning (Listed Buildings and Conservation Areas) Act 1990). The Act places a statutory duty on local planning authorities (LPA) to determine which parts of their area should be designated as conservation areas, and to review these areas from time to time (section 69). Furthermore, section 71 states that a LPA should from time to time formulate and publish proposals for the preservation and enhancement of conservation areas. Whilst there is no statutory requirement to prepare conservation area character statements, local authorities are encouraged by the NPPF to identify and assess the significance of all heritage assets and it is a necessary first step in fulfilling the statutory duty prescribed by section 71 above. This is reflected in City Plan policy CP15, which states that the “city’s historic environment will be conserved and enhanced in accordance with its identified significance”.
- 3.4 A conservation area character statement sets out the special interest of the area. A good understanding of what makes a conservation area special is key to its continued conservation; it gives justification and credence to the designation and forms the groundwork for later management and/or enhancement plans, where needed. An up-to-date character statement is important for making robust and enforceable planning decisions, and carries considerable weight at planning appeal. Such statements can offer constructive guidance for owners and their agents when preparing development proposals. Beyond this, they can also be useful in engaging the local community, as educational and informative documents.
- 3.5 The Hippodrome forms an important listed building at the heart of the Old Town. It is currently vacant and on the Heritage at Risk register. It is a council priority to remove such assets from the Heritage at Risk register (Conservation Strategy, para 8.8). Brighton Hippodrome Community Interest Company has successfully obtained funding to undertake background studies in support of the potential redevelopment of the Hippodrome site. This included funding to produce a Conservation Area Character Statement.
- 3.6 Further to the Hippodrome, there are also proposals to develop other sites within and adjacent to the conservation area, which would also appropriately be informed by a Character Statement. Given the current development pressures in and around the area, the opportunity to produce this study is timely.
- 3.7 The draft Character Statement, included at appendix 2, has been produced by Brighton Hippodrome CIC’s appointed consultant ‘The Conservation Studio’. It is in line with current guidance from Historic England (2016) and informed by historic research and on site analysis. It has been produced in consultation with the council’s heritage team and a steering group (as described further below), representing the main local community and amenity groups with an interest in the area.
- 3.8 A final adopted Character Statement can be used to inform the future production of a management plan for the conservation area. Such a plan would identify parts of the area where beneficial change is needed and set out proposals for achieving that change.

4. ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS

- 4.1 The only alternative options would be to continue without a character statement in place or to delay its production. Continuing without a character statement would not be good practice and would risk the council failing its statutory duty under section 69 of The Act. To delay the production of the character statement would mean the council failing to take the opportunity of the external funding already in place.

5. COMMUNITY ENGAGEMENT & CONSULTATION

- 5.1 A steering group was formed to involve the main community and heritage groups with an interest in the Old Town. Groups invited to join the steering group were: Brighton Hippodrome CIC; Ward Councillors; The Lanes Business Network; Ship Street, Ship Street Gardens and Middle Street Residents Association; Clarendon Mansions Residents Association; the Brighton Society; the Regency Society; and Historic England.
- 5.2 Two steering group meetings were held in March 2016. The group was also invited to provide written comments on two initial drafts of the document, in order to highlight any significant changes needed. The verbal and written feedback from the steering group has been incorporated by the consultant, as appropriate, in the draft Conservation Area Character Statement.
- 5.3 This report seeks approval to hold formal public consultation. This consultation would be held over a four week period. Copies of the draft character statement will be made available online and in Customer Service Centres. The consultation will be advertised via the council's website, social media and in relevant public buildings. Stakeholders (including the steering group and the Conservation Advisory Group (CAG)) will be notified of the consultation by email. Relevant council departments will also be consulted.
- 5.4 Responses to the consultation and any associated amendments to the Character Statement will be reported to a future Economic Development & Culture Committee meeting.
- 5.5 The above community engagement and the proposed formal consultation are in line with the Community Engagement Framework and Standards, and the Statement of Community Involvement (2015).

6. CONCLUSION

- 6.1 Conservation area designation provides an important mechanism through which to protect and manage historic areas. This is recognised through national and local planning policy. Conservation area character statements define the character and 'special interest' of the area. They are useful documents to inform the planning process, future management of the area and to engage with the local community.

- 6.2 This report seeks approval to consult on a draft character statement for the Old Town Conservation Area. Although it is not a statutory requirement to consult on a character statement prior to designation, it is best practice to do so.

7. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 7.1 Brighton Hippodrome CIC financed the consultant fees for production of the draft Conservation Area Character Statement.
- 7.2 City Council staff resources will be required from the Policy, Projects and Heritage team within the City Development and Regeneration service to undertake the formal consultation, finalise the document following consultation and to seek adoption of the final document by the Economic Development & Culture Committee. The costs associated to the recommended public consultation will be funded from existing revenue budget within the City Development and Regeneration service.
- 7.3 Responses to the consultation and associated financial implications will be reported to a future Economic Development & Culture Committee meeting. It is anticipated that the Old Town Conservation Area Character Statement will assist owners, developers, members of the public, council staff and councillors by providing a clear set of criteria against which to make planning decisions, which will contribute towards greater service efficiency and effectiveness.

Finance Officer Consulted: Steven Bedford

Date: 23/08/16

Legal Implications:

- 7.4 The council has a duty under section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990 to review its area, from time to time, to determine whether any parts or further parts should be designated as conservation areas. The Conservation Area Character Statement provides a mechanism through which to review the area and to define its special interest. There is no statutory requirement for public consultation prior to designation/review but this is considered best practice.
- 7.5 No adverse human rights implications arise from the recommendation in the report.

Lawyer Consulted:

Hilary Woodward

Date: 22/08/16

Equalities Implications:

- 7.6 An Equalities Impact Assessment (EQIA) of the Conservation Service was undertaken in 2010 and covers work on conservation area designation and review.

Sustainability Implications:

- 7.7 The proposals in this report have no substantial impact upon the ten One Planet Principles of Sustainability. It contributes to the Culture & Community Principle by nurturing a sense of place which builds on local cultural heritage.

Any Other Significant Implications:

- 7.8 None have been identified.

SUPPORTING DOCUMENTATION

Appendices:

1. Old Town Conservation Area Boundary Map
2. Draft text for the Old Town Conservation Area Character Statement

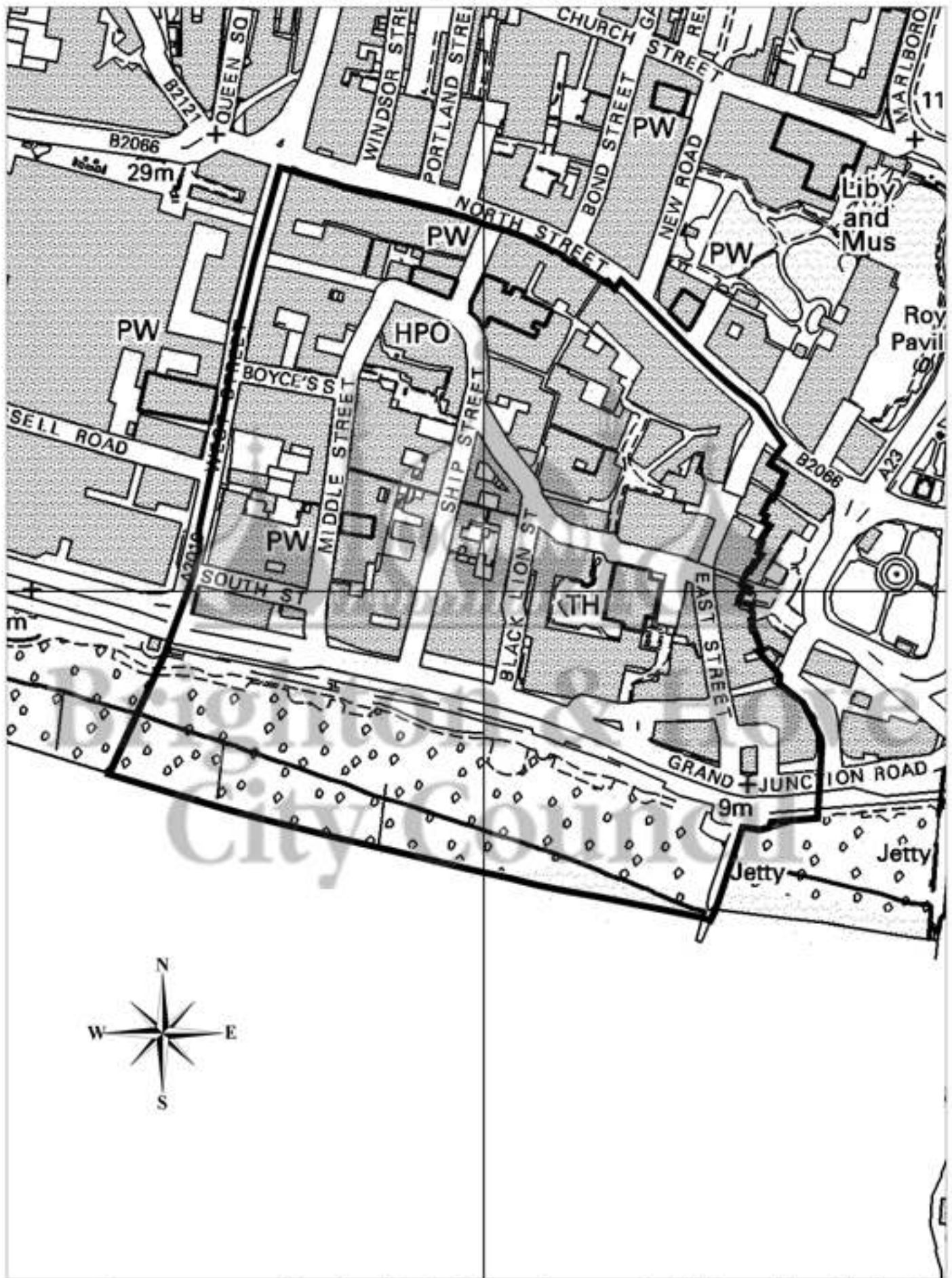
Documents in Members' Rooms

1. Draft text for the Old Town Conservation Area Character Statement

Background Documents

1. Brighton & Hove City Council Conservation Strategy 2014
2. Historic England Advice Note 1: Conservation Area Designation, Appraisal and Management 2016

Old Town Conservation Area



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Date: 28/04/08

Scale 1:4000



**Brighton & Hove
City Council**

Brighton & Hove City Council

Old Town Conservation Area Character Statement

Consultation Draft



Prince Albert Street

August 2016

Contents:

Statement of Special Interest

- i. Summary and significance
- ii. Key elements of character

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- 8.1 Adoption
- 8.2 Review

Appendices

Appendix 1 Townscape Appraisal Map

DRAFT

The Conservation Studio

**Brackendene House
Carron Lane
Midhurst
West Sussex
GU29 9LD**

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Statement of Special Interest

i. Summary and Significance

The Old Town area has formed the economic, social and civic heart of Brighton throughout its transition from fishing village to city. It still provides evidence of this process that has resulted in a distinctive character and identity.

The area has evolved as a focus for the development of Brighton as a tourism destination on the south coast, particularly during the period between the 17th and early 20th century. Brighton is one of a small number of exemplar resort towns in the country, documenting the development of the seaside holiday as a phenomenon in response to increased leisure time, disposable income and mass transport.

ii. Key elements of character:

Character feature	Contribution to significance
Street plan and distinctive hierarchy of streets.	The network of interconnecting intimate narrow streets and lanes are the hallmark of the Old Town and Lanes area. They illustrate the development of the Old Town from the medieval plotlands of the historic fishing village to the popular seaside resort of the 18 th , 19 th and 20 th centuries and the busy commercial heart of a growing city.
Key views, including long street views to the sea.	These provide the visual connection between the spaces of the Old Town and the sea, illustrating the historic drivers of the town and later city's development from fishing village to seaside resort.
Town houses.	Provide evidence of the Town Centre's role as the home of a residential community over several centuries. They provide evidence of evolving architectural styles relating to the history of the area's development. Many of the town houses have special architectural interest in their own right.
Hotels and guesthouses.	Converted houses and purpose-built hotels demonstrate the rising popularity of the centre as a visitor destination.
Buildings for	A high density of music halls, theatres and

entertainment.	cinemas competed to add variety to the visiting experience.
Buildings for religion.	A full range of churches, chapels and the synagogue was necessary to provide capacity for all the denominations of both residents and visitors.
Public buildings.	Buildings that have served a function as places of administration, public debate, ceremony or assembly illustrate the area's historic role as the administrative heart of the growing town.
Building materials.	A wide range of local materials is evident in the Old Town: flint, brick, tiles, mathematical tiles, weatherboarding and painted stucco. These materials reflect changing tastes and also the hierarchy of building status.
Architectural details.	Detail gives richness to the character of the area. Some details, such as bow windows, stucco motifs and historic shopfronts are particularly distinctive to Brighton.
Public realm.	The Lanes and smaller roads of the area are characterized by red brick pavements, distinguishing the historic core of Brighton from surrounding areas. The development of the King's Road as a promenade with unique street furniture was the defining element in the emergence of Brighton as a resort. The process of upgrading streets has continued up to the present.

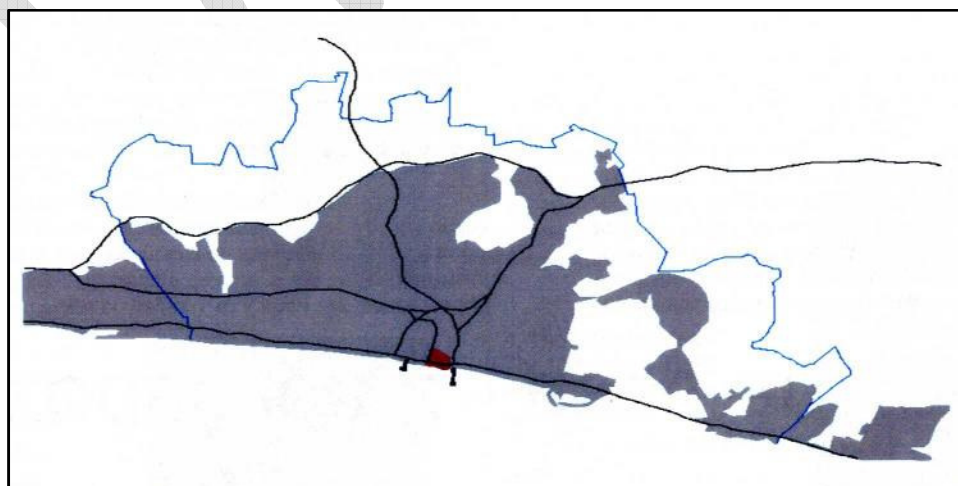
1. Introduction

Purpose

- 1.1 The aims of the Character Statement are:
 - to define the special architectural and historic interest that justifies the designation of the conservation area;
 - to sustain or enhance the significance of the area in planning decisions;
 - to identify those elements that contribute positively to the character and appearance that should be preserved or enhanced for the enjoyment of this and future generations; and
 - to identify issues that detract from the area's special interest, or affect its character, in order to inform the preparation of management proposals in future.
- 1.2 The Statement will also help to raise public awareness of the qualities that make the Old Town a special place.
- 1.3 By addressing the existing character of the area, the Statement helps to ensure that future changes respect its special interest. Issues that may affect the conservation of the Old Town are noted in Section 7 and they will be taken forwards in more detail into a separate management plan for the area.

History of designation

- 1.4 The Old Town Conservation Area was first designated in 1973 and extended in 1977. Conservation areas are designated in order to safeguard the special architectural and historic interest of an area.



The Old Town (red) in relation to the built up area of Brighton & Hove and the city boundary (blue)

Legislation and policy context

- 1.5 Conservation areas are defined as '*Areas of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance.*'¹
- 1.6 The main consequences of designation are that:
- Planning permission is required for the demolition of buildings
 - Notice must be served on the Council where works to trees are proposed
 - The Council must pay special attention to the character of the conservation area when considering planning applications
- These points are explained in more detail in the Council's Conservation Strategy.²

Public consultation

- 1.7 This document was commissioned by Brighton Hippodrome CIC on behalf of Brighton and Hove City Council. The draft was informed by a Steering Group of local stakeholders.
- 1.8 The draft was subject to formal public consultation....

~ To be added when consultation is completed ~

2. Landscape setting

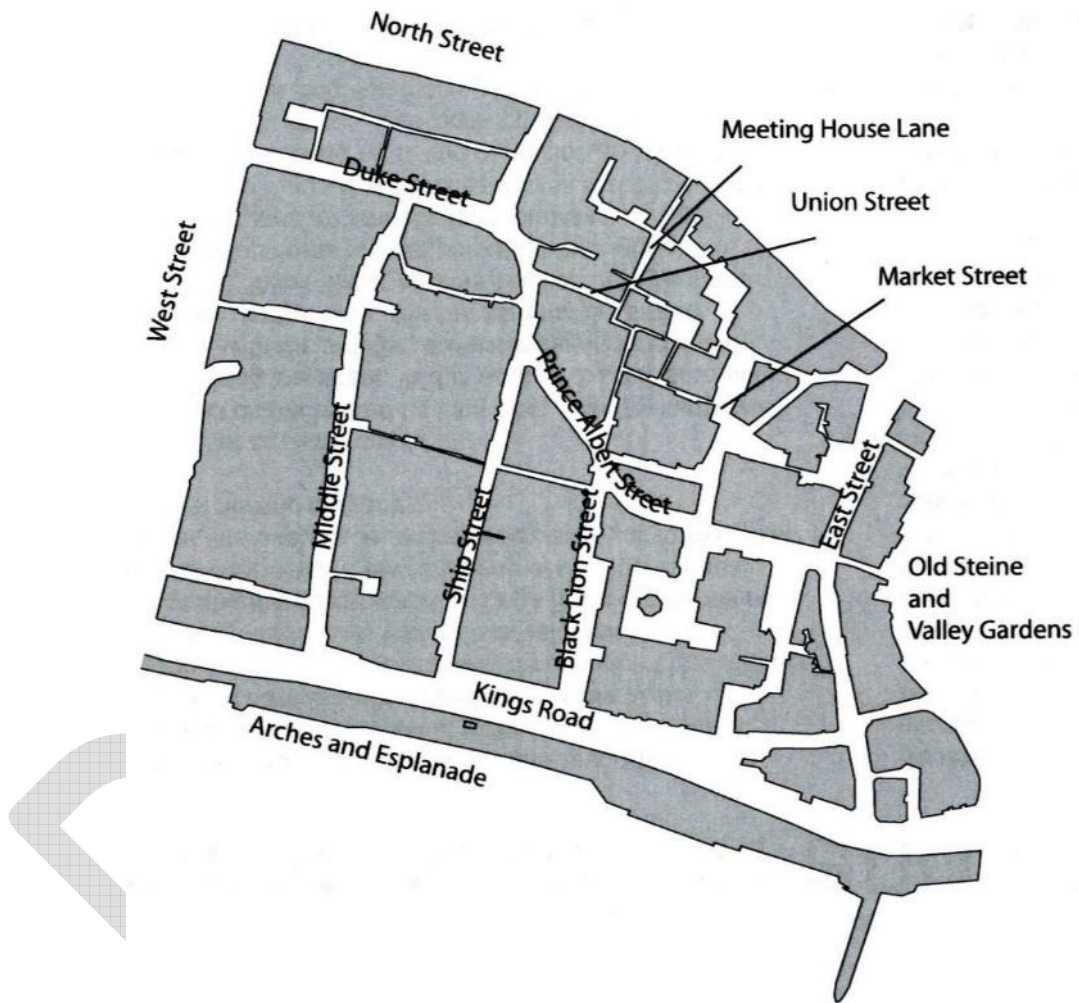
Location and activities

- 2.1 The Old Town Conservation Area lies at the heart of Brighton. It is defined by West Street, North Street and East Street and, to the south, by King's Road and the beach down to the low water mark. The boundary follows the medieval extent of Brighton, then known as Brighthelmstone.
- 2.2 The area retains a residential population, served by a primary school and places of worship, as well as hotels, restaurants and cafés. While the use of larger entertainment venues has declined, the area retains both traditional public houses and more recently introduced bars and nightclubs that reflect a vibrant economy.

¹ Section 69 - Planning (Listed Buildings and Conservation Areas) Act 1990

² <http://www.brighton-hove.gov.uk/sites/brighton-hove.gov.uk/files/Conservation%20Strategy%202015.pdf>

- 2.3 In addition to catering for local residents and visitors the Old Town also forms a part of Brighton's modern city centre, with civic and religious buildings serving the wider city community. The 'outer streets' are an integral part of the city centre's commercial area, while the 'lanes' are now distinctive as an area of independent and 'high end' shops, cafes and restaurants, which benefit from the attractive surroundings of small scale Victorian and Edwardian shop units.



B
Block plan of the Old Town Conservation Area

Geology and topography

- 2.4 Brighton is built on the clays and sands overlying the chalk of the South Downs. The Wellesbourne was a small stream that ran from the downs to the sea to the east of the Old Town along what is now known as Valley Gardens or Old Steine. It was enclosed in a culvert in 1793.

- 2.5 The area rises significantly from south to north and to the west from the valley of the Wellesbourne. While the southern boundary is literally at sea level, the northwest corner by the clock-tower is about 150ft (46m) higher.

Setting

- 2.6 The Old Town Conservation Area has an urban context except for its southern seaward aspect. To the east it is bounded by the Valley Gardens Conservation Area, which comprises the open gardens of the Steine and the buildings surrounding them including the Royal Pavilion and buildings on the north side of North Street.
- 2.7 The North Laine Conservation Area follows Bond Street to the north side of North Street. The remainder of the north side comprises relatively modern buildings up to the corner with Queen's Road. This junction is punctuated by the Jubilee Clock Tower of 1888.
- 2.8 West Street was widened in the 1930s, so the buildings on the west side facing the conservation area are largely of that period. The exception is St Paul's Church which had been built back from the earlier building line in the 1840s. South of the church, the buildings on the west side are modern. Then at King's Road and the beach, the western boundary of the Old Town Conservation Area is contiguous with the eastern boundary of the Regency Square Conservation area.
- 2.9 St Nicholas' Church, the original parish church serving the Old Town, dates from at least the 14th century. Surprisingly, it was built to the north-west well outside the medieval town. One explanation for this elevated site is that it was intended as a landmark for those at sea.

3. Historical development

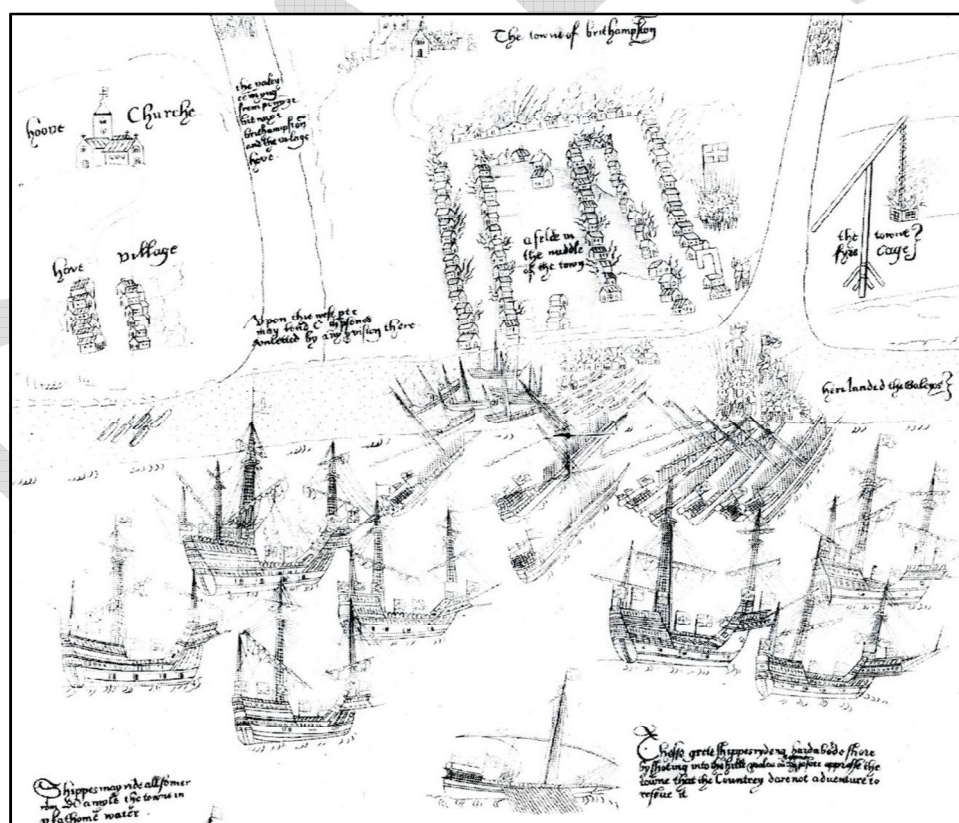
Overview

- 3.1 Historically the Old Town was a fishing village and a centre for an agricultural hinterland. Following the development of Brighton as a fashionable holiday resort in the late 18th century it became more densely built up with a mixture of housing, hotels and guesthouses, and, as the resort developed, a focus for entertainment venues.

3.2 The Old Town also took on the role of Town Centre to the enlarged Brighton of the late 19th and early 20th century with the addition of banks and civic and religious buildings. It remained part of the expanded commercial heart of the town, with its outer main streets accommodating larger shop units, many of which were redeveloped during the 20th century. Within the Old Town, the dense network of streets retained the finer grain of smaller properties, which has allowed the development of a distinctive mix of mainly independent businesses, whilst retaining much of the historic residential character.

Brighthelmstone

3.3 The original fishing settlement of Brighthelmstone appears to have developed in Saxon times on the foreshore below a chalk cliff. This was known as the Lower Town and a church was recorded in the Domesday survey of 1086.



Map of 1520s (but dated 1545) showing the French attack on the lower town in 1515. The form of the Old Town is already established and the Hempshares is noted as 'a filde in the middle of ye town'.

- 3.4 The town expanded onto the higher ground above the cliff in the 13th or 14th century as a result of maritime erosion and destruction caused by French raids. A religious house had been established by the 12th century as an outpost of St Pancras' Priory in Lewes, and the parish church of St Nicholas was established to the north-west of the settlement by the 14th century.
- 3.5 The Lower Town became a working area for fishermen, while the Old Town developed the pattern of streets running north-south connected by alleyways or twittens that broadly survive today. This medieval plan was not densely developed: an open space at the centre, known as the Hempshares, was for the growing of hemp for rope-making and hops for brewing.
- 3.6 King Edward II granted a charter in 1312 for a Thursday market and an annual fair for St Bartholomew. Despite French attacks, the fishing industry flourished and, by the 16th and 17th centuries, Brighton's fishing economy had become one of the most important on the south coast. This prosperity was reflected in the consolidation of the town with a town hall (1580), a market house and a school (1665). The town seemed to be little concerned with the Civil War until 1651 when Brighton was the point where Charles II escaped to France after his defeat at Worcester.
- 3.7 In the early 18th century, however, there was a decline in the fishing industry and the population halved. The Lower Town and its defences were progressively destroyed by the sea and the potential for coastal trade was eclipsed by places with natural harbours, such as Shoreham. By 1744, almost three-quarters of Brighton's 454 houses were exempted from rates because of poverty.

Development of the resort

- 3.8 The fashion for taking spa waters and for sea-bathing had begun in the mid-17th century. Brighton responded with the gradual development of boarding houses, coffee houses, assembly rooms and a library, but it was the influence of Dr Richard Russell of Lewes that allowed the reinvented town to prosper. Russell published a famous dissertation in 1750 that advocated the drinking of sea-water as well as bathing.
- 3.9 As a result, Brighton became increasingly fashionable with visitors including Dr Johnson and the socialite writer, Fanny Burney. It was already the premier seaside resort by the 1780s when the Prince of Wales added royal patronage.

- 3.10 Under the Brighton Town Act of 1773, commissioners were appointed to oversee paving, lighting and street-cleaning. Road improvements reduced the journey time from London to about five hours and the towns saw rapid expansion. This was characterized by a change from Georgian bow-fronted terraces to the more formal stuccoed architecture of the Regency style.



Budgen's map of 1788. The town is well developed but still largely constrained by West, North and East Streets

- 3.11 The commissioners widened the lane along the cliff-top to create King's Road, which became a fashionable sea-front parade. They also built markets and, in 1830, the imposing town hall. However, the major change came with the railway connection to London opened in 1841. This made Brighton accessible to day-visitors and a range of entertainments followed to cater for increased numbers – theatres and music halls were succeeded by cinemas and amusement arcades. The Hippodrome opened as an ice rink in 1897.
- 3.12 In 1842, Prince Albert Street cut diagonally across the established grid of the Old Town to link West Street with the market and town hall. Continuing pressure for commercial and entertainment uses

led to ever larger buildings, particularly on North Street, West Street and the seafront.

- 3.13 Developments in the 20th century have included the replacement of warehouses on East Street with the Regent Arcade (1961) and the creation of Brighton Square in the Lanes (1966). A large garage to the north of the Hippodrome became the Dukes Lane retail scheme (1979), linking Ship Street and Middle Street, Bartholomew Square was developed in the mid-1980s and the Nile Pavilions (1987) were inserted into the north side of Nile Street. More recently, Nos.11-13 Black Lion Street have been re-modelled by architect Piers Gough to form Moore House.

Archaeology

- 3.14 There is very little evidence of any pre-historic activity in the area, but evidence from the wider landscape indicates this area was heavily occupied and utilised from at least the Bronze Age period (c. 1500BC). The discovery of a Roman cemetery at nearby Trafalgar Street, suggests settlement in the area, with the nearby Springfield Roman Villa indicating high status occupation. Although no evidence of early Saxon occupation has so far been identified in the Old Town, cemeteries, such as the one discovered at Stafford Road and place names indicate some occupation of the Brighton area in the form of small agricultural settlements. Distribution maps of such evidence for early occupation show that the density of finds recovered within and near to the Old Town area is similar to the Downland and Coastal Plain elsewhere in the county.
- 3.15 No later Saxon sites have been recorded in the area, but, the name *Brighton* is a contraction (first reliably recorded in 1686 and popularly adopted from the early 19th century) of earlier forms of the place name that developed from *Bristelmestone*, *Bristelmeston* and *Bricelmestone* (variant spellings in the late 11th and early 12th centuries), derives from a personal name, in Old English meaning 'Beorthelm's farm' strongly indicating there was a pre-Domesday settlement. As with other ports in the south-east, Brighton appears to have developed as a landing-place, and only subsequently saw seigneurial interest and development into a town. There is no suggestion in the Domesday Book, however, that Brighton was a town – the manors were inhabited by villagers and smallholders, not burgesses. The Domesday Book does record a church at Brighton, probably the parish church of St Nicholas.

- 3.16 During the medieval period the settlement developed into a market town, with a licence being granted by Edward II (this grant is likely to have done no more than formalize customary usage). A dependent parochial chapel dedicated, by c.1185, to St Bartholomew, with evidence of a substantial graveyard was located within the heart of the later medieval town. This dependent chapel evidently served the town itself and appears to have been a typical foundation at the time of the creation of a new town. The Old Town covers the western part of the medieval and pre-1740 town, and includes the main north-south streets of West Street, Middle Street, Ship Street and Black Lion Street, as far north as Duke Street/ Prince Albert Street. As such it appears to have been densely occupied in the medieval period and more so during the fishing boom of the late 16th and early 17th centuries: the building of houses off the narrow lanes, or passageways, between the main streets may date from this period.
- 3.17 That the maritime economy of medieval Brighton was based on fishing rather than that of a more general port is evident from the absence of identifiable local merchants in the historical records. The coastal location would have made Brighton vulnerable to French raids in the Hundred Years' War, some defences were in place at Brighton by the late 15th century, with 'the werke' (later called 'the Bulwark') and a sea-gate (possibly implying a wall along the low cliff-top) recorded in 1497. These defences were insufficient to repel an attack by the French in 1514.
- 3.18 Evidently, at the beginning of the 16th century, Brighton was still only a minor fishing town. The decayed state of key Cinque Ports, such as Hastings, Rye and Winchelsea, in the 16th century doubtless helped Brighton benefit from revival in the North Sea fisheries. Along with other south-coast ports, Brighton was involved in both the cod and herring fisheries. However the industry declined again in the 17th century, and although the trade continued to remain a visible feature of the town (with boats hauled up the beach), fishing thereafter was small scale and limited to local herring and mackerel.
- 3.19 From the economic low point of the early 18th century, Brighton recovered so that by 1780 the town had emerged as the nation's pre-eminent seaside resort. The concentration of listed buildings on Ship Street reflects the particularly good survival of 18th and 19th century townhouses on this street. Historic plot boundaries partly

survive in the southern two-thirds of the Old Town, at right-angles to the main north-south streets, possibly suggesting survival of medieval burgage plots. However the Old Town has seen considerable change in the 20th century (principally through the piecemeal replacement of individual 18th and 19th century houses).

- 3.20 The redevelopment of the Old Town in the 18th, 19th and 20th centuries means that earlier archaeological potential is moderate, although it is possible that pockets of pre-1700 archaeology may survive amongst the earlier buildings. The potential for later post-medieval archaeology is very high, especially relating to historic buildings. The Old Town can, therefore, be regarded as an archaeologically sensitive area.

4. Spatial analysis

General character and plan form

- 4.1 The character of the Old Town is more complicated than that of many places because it has an evolved history of boom and depression. This has left much variation in building heights, dates, styles and building materials, but the narrow internal streets have a rhythm related to the plots of the medieval layout.
- 4.2 There is also a strong north-south grain generated by parallel streets – West Street, Middle Street, Ship Street, Black Lion Street, Market Street and East Street. This pattern is interrupted by the diagonal overlay of Prince Albert Street and more recently by the creation of Bartholomew Square.
- 4.3 The streets forming the edges of the area, particularly North Street, West Street and King's Road have a much more urban scale, which derives from street-widening in the 19th and 20th centuries and redevelopment with buildings on a larger scale. In contrast, the east-west connections are tertiary in scale and often no more than twittens.



The informal square on the west side of East Street

Open spaces and trees

- 4.4 The dense urban form of the Old Town, generally built up to the back of the pavements, makes little provision for formal open space. This contrasts considerably with the openness of the King's Road which, with its own suite of street furniture, has all the formality of a planned promenade overlooking the beach. The 1980s development that created Bartholomew Square was less successful partly because of the detailing of the buildings themselves but more fundamentally because it cut off the connection of Market Street to the seafront.
- 4.5 Informal spaces are created by Market Street and Brighton Place where markets have been held in the past; by the loosely defined square on the west side of East Street, which is animated by café seating; and by the rather neglected area to the east of the Town Hall. More recently created are the spaces along the Esplanade below King's Road
- 4.6 Less planned still are the spaces created by road junctions, such as the widening of East Street as it meets North Street to create Castle Square, or the junction of Ship Street and Duke Street that gives a setting to the Fabrica Gallery.
- 4.7 Private spaces also contribute to the character of the area. Principally the gardens to the Friends Meeting House on Prince

Albert Street, but also the glimpses into access yards and gardens, such as the modern Avalon development at 19-63 West Street.

- 4.8 There are few trees in the area, so those that do exist are all the more important. These include significant trees edging the square in East Street, trees in the gardens of the Friends' Meeting House, a large fig tree that punctuates Ship Street Gardens and more recent planting in the pedestrianized part of Duke Street.

Views, focal points, focal buildings

- 4.9 Within the Old Town, views are largely internal along the townscape of the narrow streets. The double curve of Prince Albert Street provides an unfolding sequence of views as one passes from Duke Street to Bartholomews. East Street provides an important view past the Indian Memorial Gateway to the Royal Pavilion.
- 4.10 The north-south streets give glimpses of the sea, providing evidence of the historical connection between both the historical fishing village and resort with the beach and sea. Bursting out into the seafront panoramas of King's Road, views open up towards the Palace Pier and the remains of the West Pier, which further emphasise the 'holiday history.' These views are also punctuated by the larger buildings of hotels and apartments lining the seafront. Other prominent landmarks, outside the area but seen across it, include St Paul's Church, the Royal Pavilion, the Clock Tower and the i360 tower.



Ship Street leading to the sea

- 4.11 Historical focal points within the conservation area include the Town Hall, the Fabrica Gallery, the Hippodrome and the Old Ship Hotel, all of which were designed to be visually dominant in order to attract users or suggest status and respectability. Characteristic of the area is the added emphasis given to buildings at road junctions, such as Nos.17/18 Prince Albert Street (Food for Friends), by rounding the corners.

Property boundaries

- 4.12 In such a densely built up area, boundary walls are less apparent. While brick is commonly used for walls, coursed beach pebbles are used to good effect for the boundaries of No15 Prince Albert Street and for the grounds of the Friends' Meeting House, making use of a distinctive local material and harking back to the Old Town's origins as a beach-side fishing village. This lower quality material is made formal by the use of stone copings.
- 4.13 In back yards, walls may be built using the Brighton speciality, bungaroosh, a conglomerate of stone, brick and flint bound by a coarse lime mortar.

Public realm

- 4.14 Historically, carriageways were no more than rammed earth and stone. Hence the need for boot-scrapers seen outside many of the Old Town's 18th and 19th century houses. Tarmac was applied to King's Road in 1910 and the other streets followed.
- 4.15 Pavements were typically of brick, edged with granite kerbs that came by coastal trade from Cornwall. Several of the surviving kerb-stones are inscribed with the letter 'H' denoting either the craftsman or the quarry.
- 4.16 Further materials, such as coloured concrete slabs and bricks laid in herringbone patterns have been introduced in modern schemes of pedestrian priority, for instance in Duke Street (1985), Brighton Place (1989) and more recently in East Street. While they are not historic, these schemes enhance the character of the conservation area and reflect a longstanding and ongoing interest in reducing vehicular traffic in the Old Town.
- 4.17 Gas lighting was introduced to Brighton in the early 19th century. However, the Windsor lanterns seen today in the Old Town are generally 20th century reproductions. Similarly, the liberal use of bollards has recycled historical designs. A known historical pattern

is the listed post in West Street. The particular exceptions are the distinctive cast-iron street lights and railings along King's Road, which were purpose-designed in the 1880s and '90s and are now protected as listed buildings.

- 4.18 Traffic volume conflicts with pedestrian use of the area and has a negative effect on appreciation of its special interest. A survey in 2012 found that a significant proportion of traffic in the Old Town was through traffic and concern was also expressed about the effect of heavy goods vehicles (HGVs) on the historic character. Accordingly, a scheme of traffic management is being adopted. This will restrict vehicle movement in Ship Street and East Street, will limit the hours for HGV deliveries, and will promote further pedestrianisation.

5. The buildings of the Conservation Area

Historical uses and positive building types

- 5.1 In addition to the listed and locally listed buildings there are those that make a positive contribution to the character of the conservation area even though they are not specifically designated. These buildings, identified in the Townscape Appraisal Map (Appendix 1), are important components of the designated area and their conservation is a material consideration in planning decisions.



- 5.2 Identifying buildings as positive does not necessarily take condition into account. Where buildings have been neglected or altered, they are included if they have the potential for repair or remedial action to enhance their underlying qualities.
- 5.3 The Old Town has evolved from once being the whole of Brighton to its modern role as the centre for a much larger settlement. This means that residential uses, formerly in the majority, are now a

smaller but nonetheless important minority. As a result, houses and non-commercial buildings from Brighton's Regency period, or earlier, are likely to contribute positively to the historic interest of the area, even where they may have undergone later alterations to accommodate new uses.

- 5.4 While the parish church of St Nicholas is outside the conservation area, as is St Paul's Church in West Street, the Old Town was also served by the former Holy Trinity Church, built as a chapel of ease for the area in 1817. This is now the Fabrica Gallery at the upper end of Ship Street. This building illustrates the growth of Brighton's population in the early 19th century as well as the continuing residential character of the Old Town at that time.



The Fabrica Gallery is a landmark in Ship Street

- 5.5 Further ecclesiastical buildings include the non-conformist Elim Tabernacle in Union Street, built in 1825 to replace a meeting house of 1688 that gave the adjacent Meeting House Lane its name; the Friends' Meeting House (1805); and the Brighton Synagogue (1874) in Middle Street. These buildings served Brighton's developing 19th century population as well as the seasonal influx of visitors. They contribute to an understanding of the changing character of the Old Town as it took on the town centre role for communities spread across the expanded area of Brighton. They also have architectural interest in their own right as buildings that were a focus of investment and continue to have a strong communal value whether they remain in use or not.

- 5.6 The Town Hall, reconstructed in 1897, was a major civic focus for the Old Town, reflecting the area's role as the administrative heart of the city. The associated market building was demolished in the mid-20th century to make way for the council offices and hotel that now define Bartholomew Square. Public uses also include the Middle Street Primary School, the oldest in the town, first opened in 1805, subsequently extended and then rebuilt in 1974.



Brighton Town Hall

- 5.7 Accessibility from London was a particular factor in the success of Brighton as a seaside resort and the route from the railway station to the beach was lined with attractions, such as theatres, music halls and cinemas. The Old Town became a centre for entertainments typified by the Hippodrome, which was successively an ice rink, a circus, a theatre and then a bingo hall. This building demonstrates the use of innovative construction techniques providing an inspiring experience for visitors in addition to the entertainments it presented.
- 5.8 Accommodation for visitors was initially provided in coaching inns or at a domestic scale in rented properties and guest houses. In the late 18th century, inns began to evolve into hotels. One of the earliest was the Old Ship Inn, which also hosted civic functions in its assembly rooms. Another surviving example is the Clarence in North Street.
- 5.9 The first purpose-built hotels were introduced in the early 19th century: the Royal Albion Hotel opened in The Old Steine in 1826.

Hotel-building accelerated after Brighton was connected to the railway network and, with a premium for sea views, the seafront was characterized by hotels. The Princes Hotel on Grand Junction Road was converted out of a terrace of houses in 1840 and the Queen's Hotel on the King's Road was opened in 1846.



The former Princes Hotel, Grand Junction Road

- 5.10 There are many good-quality shopfronts both historic and modern. Easily missed are those that clearly began as modest functional outlets and are now overlaid by modern fascias. Signage, including hanging signs, can enliven the area, but in excessive cases the character of the conservation area can be threatened.

Building styles, materials and colours

- 5.11 The range of styles from the 17th century to the present day gives the area a distinctive palette of materials, colours and textures.
- 5.12 Scale and mass: While plot widths may be determined by the medieval layout, building heights are a product of both age and status. In Ship Street, for instance, the early two-storey range at Nos.31-33 contrasts starkly with the adjacent four-storey height of No.34 dating from the 19th century. Although this may seem haphazard, there are underlying rhythms of width, fenestration, a generally vertical emphasis and diminishing storey heights that illustrate the development of a hierarchy within the area during the 19th and 20th centuries and now contribute to its intimate character.

5.13 In contrast, larger scale uses tend to line the main streets at the edge of the area – North Street, West Street and King’s Road. The opportunity for these developments, including banks, offices, hotels and the larger shops, was often provided by road-widening improvements in the 20th century.

5.14 Materials: Building materials are typically related to status, as well as the age of buildings and their historic functions. Earlier buildings, generally in vernacular style, were faced in local beach-cobbles, flints and occasionally weatherboarding. These materials could be elevated in status by fine craftsmanship: The squared flints fronting No.69 Ship Street are of exceptional quality.



5.15 Brick became popular in the 18th century for higher status buildings, while mathematical tiles or render were used to cover historically inferior materials such as soft-wood framing or bungaroosh. This mixture of materials is seen within individual streets illustrating the socially mixed historical character of the Old Town.

5.16 Elsewhere, throughout the area, architecturally detailed stucco was used in imitation of ashlar stonework from the Regency period onwards. It is an important part of the character of the Old Town and of Brighton as a whole as the town came to pre-eminence in the Regency period

5.17 Colours and textures: Traditionally, colours have been generated by the building materials; the greys of flint and the reds and yellows of brickwork. Stucco was often self-coloured to replicate stone when first applied, but is generally painted now. White and cream colours give a consistency, for instance to the seafront, while non-conforming dark grey strikes a discordant note in Duke Street.

Listed buildings

5.18 A high density of listed buildings, particularly in the Lanes, Ship Street and Prince Albert Street, demonstrate the quality of buildings

in the area. While there are no buildings at Grade I, the Hippodrome, the Synagogue and the Old Ship Assembly Rooms are all Grade II*.



The Synagogue, Middle Street – Listed grade II*

Locally listed buildings

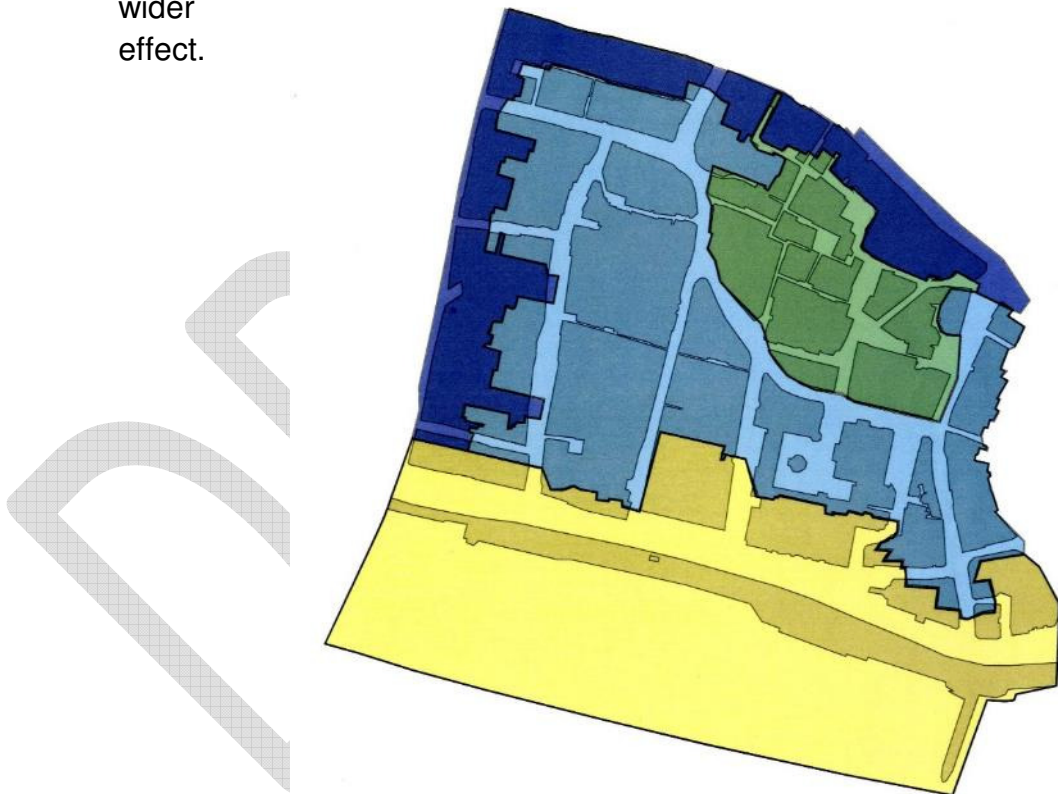
- 5.19 In 2015, the Council published a revised Local List of Heritage Assets. This identifies buildings and gardens which, although not designated in the national context, are nonetheless important to local distinctiveness or for local associations.
- 5.20 There are three buildings on the local list within the Old Town:
- East Street/Grand Junction Road – 1930 former cinema
 - King’s Road – The Old Ship Hotel
 - West Street – the Molly Malone PH
- 5.21 The criteria for local listing in Brighton treat conservation areas differently because conservation area designation already provides a greater level of protection than local listing. Accordingly, only those that are atypical of the area but also of particular interest in their own right are included. It follows that the buildings noted on the Townscape Appraisal Map (Appendix 1) as making a positive contribution to the character of the area are likely to include several with qualities commensurate with local list.

Other buildings

5.22 Buildings and sites that are not designated or noted as positive may be considered to make a neutral or negative contribution to the character. Neutral buildings are often the more modern interventions, whereas negative sites can be seen as opportunities for change.

6. Character areas

6.1 The development of the Old Town over time has resulted in distinctive parts that can be considered in further detail. This appraisal identifies four sub-areas, although boundaries should not be taken too literally as existing buildings and future proposals can have a wider effect.



Character areas:

- The Centre
- The Lanes
- The Seafront
- West Street & North Street

The centre

- 6.2 This area includes the north-south alignment of streets that survive from the medieval plan and the narrower east-west streets and twittens that connect the area with West Street and Valley Gardens. These connections were improved in 1842 when Prince Albert Street was constructed to link Duke Street and Bartholomews.
- 6.3 Middle Street, once a main route from the centre to the sea, is now relatively quiet with a domestic scale resulting from the narrow street, strong rhythm of the narrow plots and a largely consistent three-storey height.
- 6.4 The street was clearly much busier in the late 19th and 20th centuries when the Hippodrome drew crowds to circus and music hall entertainments and latterly bingo. Currently disused, it was built in 1897 as an ice rink with what became a large circular auditorium under a huge dome as a circus/theatre in 1901/2. In its present form, the entrance is relatively understated, while the dome is not readily apparent in the streetscene.



The Hippodrome, Middle Street

- 6.5 The former hotel at No.8/9 brought the seafront scale into Middle Street with five large storeys looming over its neighbours. Otherwise, the domestic scale is typified by the rounded bays of Nos.74-76 and the late 18th century houses opposite the Hippodrome that turn into Boyces Street.

- 6.6 The Synagogue, built in 1874, maintains the rhythm of the street by dividing its bulk into three distinct bays. This device is used less successfully on the mid-20th century building at Nos.15-17 opposite.
- 6.7 Ship Street takes its name from the Old Ship Inn, which has early 17th century origins. To the rear are the Assembly Rooms (another important historic focus for entertainment) with a frontage of 1895 that does not do justice to the 18th century interior where Paganini played in 1831.
- 6.8 Like Middle Street, Ship Street also retains a domestic character with three-storey Georgian houses. Mathematical tiles were used for the bow fronts of No.7, while Nos.8 and 69 are faced with flint. Elsewhere, brick and stucco predominate. The street has a high proportion of listed buildings and few modern intrusions.



No.69 Ship Street. Note detail of high quality flintwork on page 21 above

- 6.9 One very different property is the gothic building at Nos.3-5 with a timbered gateway and brick infill panels. This is a whimsical rebuilding in the late 19th century of the New Ship Hotel.
- 6.10 Ship Street is interrupted by Prince Albert Street and near that junction is the open service area to the rear of the Hippodrome. Once occupied by a row of small properties at right angles to the street, there is now a break in the active frontage with views to the unsightly parking area, the rear of the Hippodrome's fly tower and

the intrusive side elevation of Nos.18-19. Cumulatively, this results in a negative impact on the area's character and appearance.

6.11 Ship Street becomes more urban at its north end. It is dominated here by the 19th century Post Office, which was remodelled in 1925 using Portland stone. Opposite is the former Holy Trinity Church originally built of stone and flint in 1817 to the design of Amon H Wilds. It was altered in 1825 by Charles Barry as it became an Anglican chapel of ease, then the stucco side elevation was added in 1867 when Duke Street was widened, and the front was remodelled in 1885. The church became a museum and is now the Fabrica Gallery.

6.12 Ship Street Gardens is a narrow twitten connecting Ship Street to Middle Street. It houses a balance of commercial and residential uses which once characterised the area: The north side is lined with well-preserved 19th century shopfronts, while the south side is a brick and flint garden wall to a small range of cottages with further terraced houses beyond. At the centre of the gardens there is a large and dominating fig tree, adding a green element to the tight urban grain.



6.13 Black Lion Street was connected more directly through to North Street until it was cut across by Prince Albert Street. The east side was fronted by the market until it was redeveloped in the 1980s to form Bartholomew Square. The east side now is almost wholly taken up by the flank wall of the Thistle Hotel (now Jury's Waterfront), the offices of Bartholomew House and the access ramp to the underground car park. The concrete frame and green glass bays of the hotel and office buildings form a substantial negative element in the historical character of the Old Town.

6.14 The west side is also dominated by the modern extensions to the Old Ship Hotel and the incongruous Moore House, designed by Piers Gough, which makes a reference to vernacular

weatherboarding but rejects the orthogonal norms of the historical context. The Cricketer's Arms is said to be the oldest public house in Brighton. Although re-fronted with bow windows in 1886, it dates from the late 17th century. Adjacent is the Black Lion PH, which looks historic with a pebbled ground floor and slate-hanging above, but is actually a sensitive recent reconstruction using distinctive materials well suited to the conservation area.

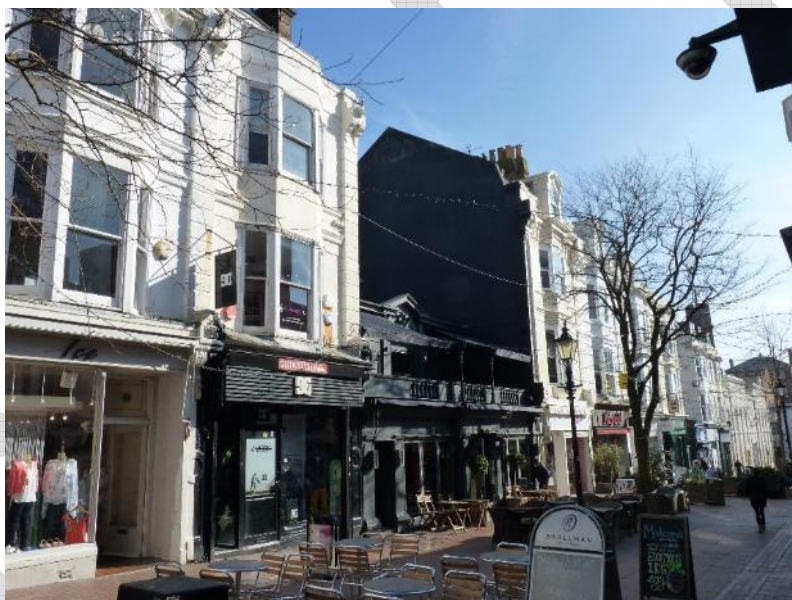
6.15 Black Lion Lane is an extremely narrow twitten squeezing between the Cricketer's and the Black Lion. The south side is fronted by three 18th century cottages with slate-hanging above boarded ground floors, indicative perhaps of timber-framing. Concrete slabs have replaced what was probably brick paving, creating an area of poor quality public realm.

6.16 Market Street was once the principal street for food shops associated with the market hall that opened in 1774. The lower part of Market Street was obliterated in the 1980s by the construction of Bartholomew Square and the Thistle Hotel which cut off its historic connection to the seafront. The northern part, with Brighton Place creates a fine open space fronted by modest 18th and 19th century buildings. The Pumphouse PH, on the site of the Old Town's original water supply, and the shop at No.23 are faced with black glazed mathematical tiles.



Building contrasts in Market Street including the glazed tiles at No.23

- 6.17 Duke Street was part of the 17th century layout of the Old Town, but it was widened on the north side in 1867. This caused the loss of a theatre dating from 1790 and led to a remodelling of the south wall of Holy Trinity Church.
- 6.18 The south side is lined with early 19th century houses, now shops, including the listed pair at Nos.12-13. On the corner with Middle Street, the Victory PH has a lively late 19th century front of decorative ceramic tiles applied to an earlier building. The adjacent narrow building has ominously, since 2014, been painted entirely in black.
- 6.19 The area from West Street to Middle Street was pedestrianised in 1983. Trees planted down the centre provide an attractive focus to views from Ship Street.



The pedestrianised part of Duke Street

- 6.20 Prince Albert Street was added in 1842 to connect the north-south streets. Unlike the more gridded streets, this route is a progression of sinuous curves with unfolding views punctuated by rounded street corners. As it passes the open space of the Friends' Meeting House, it is fronted unusually for this area by single storey shops with bold details. Those on the north side are framed with pilasters and a balustrade of red terracotta.
- 6.21 The street is then lined with curved terraces leading to the Town Hall. Being of a later date than much of the area, bow windows and

consistent shopfronts create a formality that is more often seen outside the Old Town.

- 6.22 Bartholomew Square was created in the 1980s when the final part of the market building was demolished and replaced with civic offices. Jury's Waterfront Hotel (formerly the Ramada Renaissance, then the Thistle), built at the same time, severed the connection to the seafront and without active frontages the square remains rather a dead end. The architecture is not an adequate foil to the listed Town Hall and the lack of animation has led to it being infilled with a standalone restaurant.
- 6.23 The concrete paving in the square and around the Town Hall, a haphazard collection of buff bricks, grey and red slabs, is extremely dated, adding to the forlorn atmosphere.
- 6.24 Bartholomews itself takes its name from the small priory that once stood close to the site of the Town Hall. It links Prince Albert Street through to the Old Steine, and the north side is lined with Georgian buildings. Bartholomews also turns south to become Little East Street, which cranks past the modern Priory House and the Jury's Waterfront Hotel to reach the seafront. The east side includes several late 18th century vernacular houses.



Bartholomew: the high quality domestic townscape on the north side complements the civic scale of the Town Hall

- 6.25 East Street formed the eastern limit of the built-up area, until the late 18th century, with a defensive gate onto the Pool Valley. As the town expanded – with grand residential properties fronting the Steine constructed (now forming part of Valley Gardens Conservation Area) – buildings on East Street developed to service these houses. Following this it has become a significant retail area. Most of the buildings date from the 19th century with a strong rhythm of bow windows and canted bays. No.62 has pilasters decorated with the typical late 19th century sunflower motif.
- 6.26 Towards the north end, East Street widens into an informal square fronted by the Sussex Tavern. Space such as this is a rarity in the Old Town and it is enlivened by outdoor dining and three important trees. Further north, East Street widens and the scale increases as it meets North Street and Castle Square with views towards the Royal Pavilion.

The Lanes

- 6.27 This is the area broadly to the north and east of Prince Albert Street. It was the last part of the open land, known as the hempshares, that was developed mainly from the 18th century.

- 6.28 The area is very different from the rest of the Old Town, being characterised by dense two-storey properties fronting narrow, brick-paved twittens. Most buildings date from the 18th and 19th centuries although earlier evidence may well be hidden behind later frontages. It is now popular for its small independent shops, many of which have 19th century shopfronts, and it has become an important destination for visitors.



- 6.29 Meeting House Lane runs north-south connecting North Street and Prince Albert Street. Until the latter cut through in 1842, the southern section was part of Black Lion Street. A further arm leads east to Brighton Place. The tween is not named after the Friends'

Meeting House, but rather the Presbyterian Meeting House that was established at the junction with Union Street in 1688.

- 6.30 From the south, the entrance funnels down invitingly. However, the entrance from North Street between two modern buildings is almost anonymous. Above the shopfronts buildings are fronted with a mix of brick, weatherboarding and mathematical tiles.
- 6.31 Union Street is similarly flanked by small-scale shops and cafes, notably the 19th century shopfronts of Nos.1-5 and the cobble fronts of Nos.9/10. Hanging signs add to the visual diversity of the area, however 'A' boards increase clutter at street level. The former Presbyterian meeting house, dating originally from 1688 and from which the street takes its name, was rebuilt and enlarged in 1810 and again, by Amon Henry Wilds and Charles Busby, in 1825. It closed in 1988 and has been converted into a public house.
- 6.32 Brighton Square added 24 shops to the Lanes in 1966. The scheme, which made use of a derelict site, was designed by Fitzroy Robinson architects and won a Civic Trust award. Consent has been given for a further lane (Hannington's Lane) to be added between Market Street adjacent to Brighton Square and the rear of properties on North Street, opening into North Street through a newly created footpath as Puget's Lane.



Award-winning Brighton Square is a focus for The Lanes

- 6.33 Nile Street was named after Nelson's victory at the Battle of the Nile in 1798, although it predates the event by some time. It was pedestrianised in 1989 when the Nile Pavilions, designed by the

Robin Clayton Partnership, were built along the north side incorporating the listed No.16 Prince Albert Street.

- 6.34 Brighton Place stands on a slight rise once known as the Knab, which was developed from the 17th century to provide workers' housing. In contrast with the Lanes, it is a wide space enlivened by pavement cafes and lined with 18th and 19th century buildings of two and three storeys. Brick, render, flint and tile-hanging contribute a varied palette of colours and textures that all relate to the evolved character of the street. The clock-tower of the former Hanningtons department store provides architectural interest to views northwards.

The seafront

- 6.35 King's Road follows the line of the cliff that separated the Lower Town on the foreshore from the Old Town above. Until the 19th century it would appear that there was no more than a minor lane linking the ends of the north-south streets.
- 6.36 In 1821-2 a formal promenade was built between East Street and West Street. It was extended eastwards as Grand Junction Road in 1829 and westwards to Brunswick Town in 1834 becoming a fashionable carriage drive with extensive seaside views. The promenade was widened in the mid-19th century and again in the 1880s. The distinctive railings and shelters date from this time, while the ornate lamp-posts were added in the 1930s.
- 6.37 King's Road is supported on a line of brick arches, which now house leisure uses – bars, clubs, galleries and the Brighton fishing Museum – fronting directly onto the beach. The foreshore is further enlivened as uses spill out onto the foreshore, with funfair attractions, sculpture and structures inspired by beach huts, winch houses and fish stalls. These are largely temporary, small scale and/or low level structures of which no particular structure dominates.



Brick arches supporting King's Road

- 6.38 The beach itself is a major factor in both the area's character and its historic interest as a driving force in Brighton's development as a seaside resort, affording views along the coast and back towards the Kings Road buildings towering above the brick arches. The area between West Street, being the direct route from the railway station, and the Palace Pier is particularly well patronised during the summer season.
- 6.39 Compared with much of Brighton, the King's Road itself is not an architectural showcase – buildings with canted bays have either been stripped of their detail or never had it in the first place – and the scale is larger than the rest of the Old Town. There are exceptions, however: the former Sheridan Hotel on the corner of West Street is a six-storey 'wedding cake' of decorative stucco; Nos. 42/43 are faced with black-glazed mathematical tiles; and No.39 is decorated with shell motifs and urns. Nonetheless, the well-detailed entrances to No.41 and Nos.54/55 are swamped by the paraphernalia of garish advertising on awnings and over-deep fascias.
- 6.40 The Old Ship Hotel is said to be the oldest inn in Brighton, but the frontage dates from the 19th century with extensions rising in height to six storeys. The latest of these on the corner of Black Lion Street might be considered obtrusive but for the adjacent Jury's Waterfront Hotel, built of concrete with plain canted bays of green glass in 1984-7. The design by Michael Lyell Associates, which cuts across the historic street layout, has been heavily criticised as an eyesore since it was built.



Jury's Waterfront Hotel, King's Road

6.41 From the Jury's Waterfront Hotel, Kings Road continues towards East Street with smaller-scale 18th and 19th century buildings. On the south side, and fronting the sea on Grand Junction Parade, is the Queen's Hotel. Although the hotel now occupies the whole block, it can still be read as several buildings including No.6 Kings Road, 1825 by A H Wilds, and the range fronting the west side of East Street. The modern bay on the corner of East Street and Grand Junction Parade, added in the mid-1980s, does not enhance the building.

6.42 To the east of East Street, Clarendon Mansions (1869) and the former Princes Hotel (c.1840) are both listed buildings. Between them is the former ABC cinema of 1930. This locally listed, Art Deco building, on the site of the former Brills Baths, wraps around Clarendon Mansions to give an imposing entrance frontage onto East Street.



Entrance front of the former ABC Cinema on East Street

North Street and West Street

- 6.43 West Street is one of the defining streets of the medieval Old Town. The upper end was widened in 1868 at the same time as Duke Street. Then the whole street was widened on the west side in the 1930s with office blocks, including a large Montague Burton building giving a very urban scale.
- 6.44 On the east side, the scale steps down from the former Sheridan Hotel on the seafront to the blank façade of a night-club. The main part of this site dates to 1867 when the iron-framed Grand Concert Hall was built in the centre of the site and an Italianate hotel building on both the West Street and Middle Street frontages, by the architect Horatio Goultly for William Childs. The current West Street elevation is a plain fronted nightclub entrance built in 1969 and which lacks any reference to its context. The building runs through to the façade of a five-storey former hotel in Middle Street. Clearly, a development scheme to revive this run-down site would also help to animate Middle Street.
- 6.45 As the shortest route from the railway station to the sea, West Street became a focus for entertainments, such as cinemas and amusement arcades. Some of these facilities were purpose built, but often they have been converted from earlier buildings, such as the large early 19th century house at No.77, which stands out in the streetscene because of two unusually wide bows.



The wide bow-fronts of No.77 West Street

- 6.46 Most of the buildings on the east side are late 19th century or modern. At No.57, the locally listed Molly Malone PH is an ornately detailed Baroque revival building of 1901. However, the modern buildings at Nos.51-53 and at No.59 undermine the vertical emphasis that gives the street much of its character as does a range of poor shopfronts.
- 6.47 North Street was the northern edge of the medieval town leading northwest to the parish church. Further to the northwest it became Dyke Road, formerly the principal connection to London. In the 18th century, this was the main entrance for visitors to the developing resort and North Street became the main commercial thoroughfare, which it has been ever since.
- 6.48 As its importance increased, North Street was widened in the 1870s and again in the 1930s with further adjustments being made in the 1960s. Consequently, little survives from before the mid-19th century and the north side is particularly characterised by larger commercial buildings of the late 19th and 20th centuries.
- 6.49 Buildings on the south side are a mix of styles and quality united by a fairly consistent use of sash windows, decorative cornices and string courses. The former Clarence Hotel at Nos.30-31 is the only surviving evidence of coaching inns in North Street, while Burger King at No.63 belies its past use as the Bijou Electric Empire (better known as the Prince's Cinema or Jacey), one of four cinemas in

North
Street.



South side of North Street: formerly Hannington's department store

- 6.50 Near the corner with Ship Street is the 1935 building of the former Vokins department store. Hanningtons store, first opened in 1808, expanded to occupy a range of buildings from the East Street corner to No.14 including the highly decorative Nos.8-10, which had been the Brighton Union Bank. This high quality townscape is let down by buildings, such as Nos.21-25, a clumsy modern attempt to re-work Brighton's typical canted bays.
- 6.51 North Street opens into Castle Square at the junction with East Street. However, as with the whole of North Street, the space tends to be dominated by heavy traffic. Redevelopment on the corner of Castle Square and East Street has reconfigured the plot so that the conservation area boundary now runs through the middle of the building.

7. Issues for future management

- 7.1 Analysis of the conservation area in the preceding sections has identified a number of issues affecting its special architectural and historic interest. They are considered together in this section and will be incorporated into a separate management plan, following adoption of this character statement.

Designations

- 7.2 Conservation area boundary review: The existing conservation area boundary encompasses the medieval town within the defining East Street, North Street and West Street. This is a very robust area distinctly different from the planned development of Brighton from the Regency period onwards. The area is also further defined by the designation of adjacent conservation areas to the east and north. Accordingly, no reason is seen to expand the existing designation even though there is architectural and historic interest

in buildings to the west and north. This could be recognized in other ways.

- 7.3 One small administrative anomaly that could be rectified is the way the boundary appears to cut through the building on the corner of Castle Square and East Street. This appears to reflect the pattern of properties before the corner was redeveloped.

Cumulative impact of minor alterations

- 7.4 The loss of architectural detail, particularly the timber-framed windows of buildings constructed in the 18th and 19th centuries, is notable within the conservation area. Individually, these losses might be viewed as relatively minor alterations. However, where an area is affected by multiple changes taking place in an un-coordinated and piecemeal way, this can result in a cumulative negative impact. This drives down the perception of the area's special interest and the quality of its historic character.
- 7.5 While residential properties that are single family dwellings have 'permitted development rights' that provide permission for most minor alterations, these rights are not generally enjoyed by buildings in other uses such as shops, offices and flats.



Boyces Street: Plastic windows and door at No.6

- 7.6 Buildings that contribute positively to the character of the conservation area are considered to be an integral element of the conservation area as a designated heritage asset even when they

are not separately listed. This means that their qualities must be taken into account in the planning decision-making process. Within this conservation area almost all such buildings are in non-residential or multiple uses, and therefore do not benefit from permitted development rights for minor alterations.

- 7.7 The problem of lost architectural detail through minor alterations was particularly notable on Middle Street. In most cases the loss of architectural detailing is reversible, although modern replacements will never provide the same historic interest and workmanship as a building's original fixtures and fittings.

Vacant buildings and economic activity

- 7.8 The conservation area contains a number of key buildings that make a positive contribution to the area's special historic or architectural interest but are unfortunately vacant. This tends to lead to a lack of maintenance and consequent decay that places the building at risk and can blight the vitality of its surroundings.
- 7.9 The most significant such case in the Old Town is that of the Brighton Hippodrome where the structure is now seriously at risk. The Hippodrome occupies a large parcel of land with a long frontage on Middle Street and a service yard entrance on Ship Street and its condition is having a negative effect on the character and appearance of the conservation area. Loss of significant historic fabric or economic potential would be a threat to the conservation area's special interest and to the surviving evidence of Brighton's development as a seaside resort in the late 19th and early 20th century.



Middle Street: the extensive vacant frontage of the Hippodrome has a blighting effect on this part of the street, whereas repair and refurbishment could regenerate the whole street

- 7.10 Other buildings on Middle Street, including Nos.7&8 and the former Brighton Synagogue give the appearance of vacancy. The apparent lack of use affects the character of the street, reducing the economic vitality of the area and creating areas of inactive and poorly maintained street frontage.
- 7.11 A row of vacant shops at Ship Street Gardens is similarly affecting the vitality of an area of mixed commercial and residential use. This threatens the maintenance of buildings that contribute positively to the area's character as well as reducing the additional security of the passive surveillance provided by occupied shops.

Unsympathetic development

- 7.12 Ensuring that new development proposals contribute to the preservation and enhancement of the area is one of the key purposes of designating a conservation area. Two developments within the Old Town Conservation Area or in its setting stand out for having a significantly adverse impact on its character: the Jury's Waterfront Hotel and the Odeon Cinema.



Bartholomew Square: Jury's Waterfront Hotel and offices

- 7.13 The Waterfront Hotel has a long frontage that was built across Market Street. The raw concrete, relieved only by green glass, gives a jarring contrast with the older stuccoed buildings on King's Road, while the poor corner treatment and raised ground floor create inactive frontages to King's Road and Black Lion Street.
- 7.14 The Odeon Cinema, just outside the conservation area, has an alien roof-form and blind frontages that disengage with the surroundings again in marked contrast with the intricacy and consistent materials of the seafront buildings in the conservation area.
- 7.15 These are not the only cases: the building at Nos.51-53 West Street has an unfortunate horizontal emphasis while Nos.21-25 North Street is a leaden attempt to ape local details. There are clear lessons to be learned from the recent past to inform future developments. These include issues such as street-plan, bulk, rhythm, activity, materials and detailing as well as preserving and enhancing the character of historic areas.



Nos.21-25 North Street

Opportunities

- 7.16 Every effort should be made to build on the opportunities that arise in ways that enhance the qualities of the area. The major opportunity at present is the repair and reuse of the Brighton

Hippodrome, which has the potential to revitalize the centre of the conservation area.

- 7.17 Other opportunities arise through redevelopment proposals, such as the addition to the Lanes, development of the garages to the Old Ship Hotel, and rebuilding between No.78 West Street and Nos.7/8 Middle Street. However, there are many more minor opportunities to secure the better use of buildings, for instance through improvements to upper floors.

Public realm

- 7.18 There are opportunities for improving street surfaces, to better reflect or enhance the historic interest and character of the Old Town. A wide variety of materials have been used throughout the conservation area. The brick paving in Duke Street seeks to replicate the traditional surfaces of the area and has been fairly successful, while the red and grey slabs in Bartholomews Square and East Street have not stood the test of time. In addition there is widespread evidence of low maintenance and patch repairs in tarmac.



Bartholomew Square: incoherent street surfaces poorly maintained

- 7.19 As well as considering street surfaces, there is scope for a coordinated approach to street furniture and the reduction of street signage and other clutter to the minimum necessary. While King's Road enjoys its own distinctive street furniture, it also suffers from unrelieved expanses of tarmac.

Shopfronts

- 7.20 The conservation area includes many well preserved historic shopfronts, as well as sensitive replacements. However, there are also areas of garish modern shopfronts with over-sized fascias and awnings in unsympathetic modern materials that detract from the architectural interest and quality of the conservation area. These are particularly notable on North Street, West Street and King's Road, and they include examples used by national chains as well as smaller independent retailers.



Duke Street: traditional shopfront details obscured by an over-deep fascia

Traffic management

- 7.21 The City Council are embarking on a programme of improved traffic management that will make significant improvements to the movement of vehicles particularly on Ship Street and Black Lion Street.
- 7.22 However, the impact of traffic on King's Road is and will remain considerable, effectively divorcing the seafront hotels and shops from the promenade to the south with a constant stream of heavy traffic.

8. Commitment

Adoption

~ a record of the Council's endorsement will be added following public consultation and adoption ~

- 8.1 Public consultation and formal adoption by the Council will make this document a material consideration to be taken into account in the determination of planning matters affecting the Old Town Conservation Area.

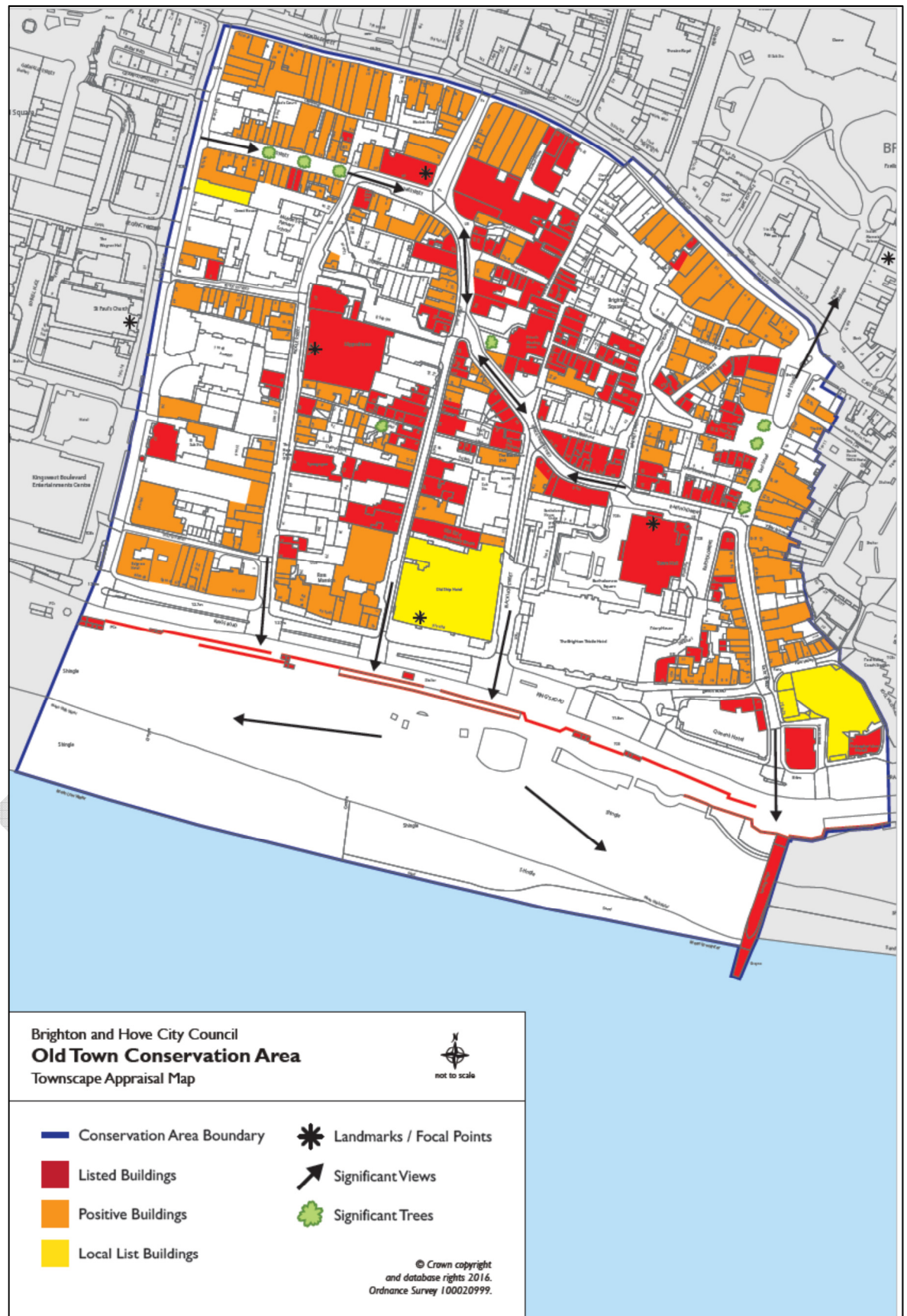
Review

- 8.2 Local authorities have a statutory duty to review conservation areas 'from time to time'. Best practice suggests a review cycle of between 5-10 years. This will depend upon the degree of change and the pressure for change that the area experiences in coming years.



The Old Town: fine details can be found throughout the area

Appendix 1. Townscape Appraisal Map



Subject:	Supplementary Planning Document 14: Parking Standards		
Date of Meeting:	22 September 2016		
Report of:	Acting Executive Director for Economy, Environment & Culture		
Contact Officer:	Name:	Steven Shaw	Tel: 292 368
	Email:	Steven.shaw@brighton-hove.gov.uk	
Ward(s) affected:	All		

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

- 1.1 The report sets out the results of consultation undertaken on the draft Parking Standards (Supplementary Planning Document (SPD) 14) and seeks approval of the changes made and recommends the adoption of the SPD. Once adopted, the SPD will support the City Plan Part One by providing detailed guidance on the appropriate level of all types of parking in new developments, throughout the city. The new SPD will supersede the current Parking Standards SPGBH04 'Parking Standards'; which was last approved in 2000.

2. RECOMMENDATIONS:

- 2.1 That the Committee:
- i) Notes the results of the public consultation exercise (Appendix 1) on the draft Parking Standards SPD and endorses the changes made to the document.
 - ii) Adopts SPD14 'Parking Standards' (attached as Appendix 2) as a SPD subject to any minor grammatical and non-material text and illustrative alterations agreed by the Executive Director Economy, Environment & Culture prior to adoption.
 - iii) Authorises the revocation of SPGBH04 'Parking Standards' following adoption of SPD14 'Parking Standards'
 - iv) Authorises that the SPD shall take effect from Monday 3rd October 2016.

3. CONTEXT/ BACKGROUND INFORMATION

- 3.1 SPDs provide detail on interpreting and implementing planning policies. They provide clarity on the meaning of policies and how to implement them. The purpose of this SPD is to support current development plan policies (retained policies in the Brighton & Hove Local Plan 2005 and policies within the City Plan Part One 2016) by providing detailed guidance on the appropriate level of all

types of parking in all new developments across the city. The guidance is intended to promote sustainable development and could also have positive wider implications in terms of air quality, promoting and facilitating active travel and reducing traffic congestion.

- 3.2 Once adopted, the SPD will constitute a material consideration that can be taken into account when determining planning applications.
- 3.3 The SPD will assist applicants, agents, members of the public and councillors by providing a clear set of criteria against which proposed levels of parking in new developments shall be assessed. This will assist applicants in preparing their proposals, reduce unnecessary expense and uncertainty and improve the clarity, consistency and speed of decision making.
- 3.4 The SPD shall complement the transport and parking policies that have been 'saved' within the Brighton & Hove Local Plan (2005), those within City Plan Part One and the emerging policies within City Plan Part Two. The current policies within the Brighton & Hove Local Plan (2005) and the City Plan that the SPD supports are:
 - TR14 Cycle access and parking
 - TR17 Shopmobility
 - TR18 Parking for people with mobility related disability
 - CP8 Sustainable Buildings
 - CP9 Sustainable Transport
- 3.5 Within the City Plan Part One, the SPD will support the overarching strategy of the Plan in promoting sustainable transport in new development, in particular supporting policy CP9 Sustainable Transport. A review of the SPD will be undertaken following the publication of the submission City Plan Part Two policies. This is to ensure the SPD reflects the thrust of the emerging policy framework.
- 3.6 The main changes from the existing standards in SPG04 to the proposed standards in SPD14 are:
 - Bringing up to date the previously approved standards which were last approved in 2000.
 - Updating of the car parking standards to especially reflect accessibility by having a three zone approach.
 - Introduction of electric vehicle charging provision for certain land uses.
 - Introduction of the need to provide shower and changing facilities in workplace developments over 500m².
 - Disabled user car parking guidance is to be based on that contained in the Department for Transport Traffic Advisory Leaflet 5/95 Parking for Disabled People.
 - Motorcycle parking standards are now provided.
 - The addition of standards for student residential accommodation.
- 3.7 The draft SPD was approved to go out for consultation by the Economic Development & Culture Committee on 15th January 2015. A formal 6 week public consultation on the draft SPD was carried out between 13th February and 27th

March 2015 and, in accordance with the legislation, a public notice was published in The Brighton & Hove Leader (19th February 2015). The draft SPD was sent to all local planning agents on the Agents Forum mailing list, all interested parties who had previously been consulted on the City Plan Part One, neighbouring Local Authorities, statutory bodies and elected members.

- 3.8 A total of 25 representations were received and these are summarised at Appendix 1, which also sets out how the SPD has changed, or not, in response to the representations. The main changes to the SPD are:
- The boundaries of the 3 parking standards zones have been amended to reflect comments made. This includes a clearer definition as to the extent of the South Downs National Park (SDNP), extensions of the key public transport corridor zone to cover more areas of Lewes Road and Portslade Station and a reduction of the extent of the key public transport corridor zone in the West Hove area so that the boundary mirrors that of the existing Controlled Parking Zone (CPZ).
 - The requirement for electric charging provision has been extended to include large retail developments.
 - Amendments to the cycle parking standards for certain land uses have been made to increase the number of visitor cycle parking spaces.
 - Greater clarification provided on the geographical extent of where the SPD applies, clearly stating that it is not applicable to developments in the South Downs National Park (SDNP).
- 3.9 A Strategic Environmental Assessment Screening Report, required by the National Planning Policy Guidance, was carried out that showed that a full Strategic Environmental Assessment would not be required. This view was confirmed by the statutory consultation bodies.
- 3.10 The National Planning Policy Framework (NPPF) sets out the Government's planning policies and how it is expected that these will be applied by local planning authorities and other decision takers, both in drawing up plans and making decisions about planning applications.
- 3.11 In relation to parking standards the NPPF states in paragraph 39, *"If setting local parking standards for residential and non-residential development, local planning authorities should take into account:*
- *the accessibility of the development;*
 - *the type, mix and use of development;*
 - *the availability of and opportunities for public transport;*
 - *local car ownership levels; and*
 - *an overall need to reduce the use of high-emission vehicles."*
- 3.12 In March 2015 the Government released a ministerial statement which required that additional text should now also be read alongside paragraph 39. The following paragraph now needs to be read alongside the above paragraph:
- "Local planning authorities should only impose local parking standards for residential and non-residential development where there is clear and compelling justification that it is necessary to manage their local road network."*

- 3.13 The proposed parking standards set out in the SPD will be applied as guidance on a case by case basis through the planning application process. As a consequence parking standards shall only be required to be met where there is a clear and compelling justification that it is necessary in relation to the proposed scheme in order to manage the local road network.

4. ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS

- 4.1 The current parking standards for new development proposals in the city were previously approved in 2000, and therefore need to be brought up to date to reflect existing national and local policies, principles and circumstances.
- 4.2 The opportunity to identify and/or propose alternative options has been available through both consultation periods and officers have taken the responses received from consultees into account when preparing the draft SPD. The option of producing an SPD was considered to be the most effective and sustainable option.

5. COMMUNITY ENGAGEMENT & CONSULTATION

- 5.1 The SPD has undergone two separate six-week periods of public consultation to reach this stage. The SPD initially underwent an initial 'issues and options' consultation in March to April 2014, after which an initial draft SPD was produced and approval given by the Economic, Development & Culture Committee on 15th January 2015 to undertake formal consultation. As previously stated the draft Parking Standards SPD was then subject to formal public consultation which ran from the 13th February 2015 and 27th March 2015.
- 5.2 75 responses to the initial issues and options consultation (March to April 2014) were received. The feedback indicated that, amongst other matters, stakeholders wished to see a multiple zone approach with different standards in each zone, which took into account the differing levels of public transport accessibility, the inclusion of parking standards for student accommodation and that a design guide be produced which provide best practice guidance on parking layout and design.
- 5.3 A second stage consultation on the draft SPD was undertaken taking into account the views and comments made during the initial issues and options consultation. As previously referenced, the consultation ran from 13th February 2015 and 25 responses were received (A matrix of the feedback and updates is included in Appendix 1). The SPD has been amended to address some of these concerns raised within this consultation.
- 5.4 The content within and the broad approach to the SPD was welcomed by the majority of respondents with many supporting the approach of dividing the city into 3 different zones to reflect the differing levels of public transport accessibility within the city. Some of the respondents felt that the parking standards, especially for residential land uses, were overly restrictive. Some changes have been made to the zonal boundaries to reduce restrictions in areas of the city which are currently not within a Controlled Parking Zone (CPZ) and it is considered that there is adequate flexibility within the standards to provide an

appropriate level of car parking in new developments. Many of the other comments whilst generally supportive were suggesting minor changes to the standards.

6. CONCLUSION

- 6.1 The purpose of the report is to gain formal approval for the adoption of the draft Parking Standards SPD. The proposed SPD will result in the council's parking standards being updated to provide clearer advice for all parties involved in the planning process and fulfil the aims of policy CP9 in the City Plan Part One. The SPD is also considered necessary given the potential impact of large and significant development proposals in the city that may be coming forward to seek planning permission in the coming years.
- 6.2 Subject to approval, the SPD will be adopted and become a formal planning consideration from Monday 3rd October 2016 and replace SPG4.

7. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 7.1 The costs associated to the production, publication and consultation of the Parking Standards Supplementary Planning Document have been funded from existing resources within the Planning and Transport revenue budgets. The Document will assist applicants, agents, members of the public and councillors by providing a clear set of criteria against which proposed levels of parking in new developments shall be assessed against, which will contribute towards greater service efficiency and effectiveness in the achievement of value for money.

Finance Officer Consulted: Steven Bedford

Date: 19/08/16

Legal Implications:

- 7.2 The draft SPD has been prepared in accordance with relevant legislation, namely the Planning and Compulsory Purchase Act 2004 and the Town and Country Planning (Local Planning) (England) Regulations 2012. As stated in the body of the report, once adopted the SPD will be a material planning consideration in the determination of relevant planning applications.
- 7.3 It is not considered that any adverse human rights implications arise from the recommendations set out in the report.

Lawyer Consulted: Hilary Woodward

Date: 24/08/16

Equalities Implications:

- 7.4 An Equality Impact Assessment (EIA) has been carried out as part of this work in line with the approach set out within the council's EIA toolkit. This assessment primarily focuses on ensuring appropriate levels of disabled user parking are secured and implemented in new developments. This is to ensure that all new

development is accessible for all members of society, irrespective of their mobility.

Sustainability Implications:

- 7.5 As is a requirement of producing an SPD a Strategic Environmental Assessment Screening was prepared. On the basis of the screening process it showed that it is unlikely that the SPD will cause any significant environmental effects and that a full SEA would not be required. The main environmental issues that are relevant to this SPD are those related to transport. Parking availability has a major influence on choice of mode of travel. The adopted approach within the SPD encourages more sustainable forms of travel in areas of good public transport accessibility. This could have positive environmental implications including reducing carbon emissions, air-borne pollutants and noise. The promotion of active forms of travel can also have health benefits.

Any Other Significant Implications:

- 7.6 There are no other significant implications of this report in relation to crime and disorder, risk management and opportunity or corporate/citywide issues.

SUPPORTING DOCUMENTATION

Appendices:

1. Appendix 1 Results of public consultation exercise February to March 2015, Consultation Statement
2. Appendix 2 Draft Parking Standards SPD14

Documents in Members' Rooms

1. None

Background Documents

1. Brighton & Hove Local Plan (2005)
2. City Plan Part One (2016)
3. National Planning Policy Framework (NPPF) (2012)
4. Economic, Development & Culture Committee January 15th 2015 meeting report and minutes. Report title – Review of parking standards for new development Supplementary Planning Document (SPD) Agenda Number 53
5. Strategic Environmental Assessment Screening of the draft Parking Standards Supplementary Planning Document
6. Supplementary Planning Guidance Note 4 (BHSPG04) Parking Standards (2000)

SUPPLEMENTARY PLANNING DOCUMENT SPD14: PARKING STANDARDS

CONSULTATION STATEMENT

Introduction

This statement has been prepared by Brighton & Hove City Council under regulation 12 of the Town and Country Planning (Local Planning) (England) 2012 Regulations. It sets out the details of whom the Council consulted with following the development of the draft revised Parking Standards Supplementary Planning Document (SPD), a summary of the issues raised and how the issues have been addressed in the final SPD. The consultation was conducted in line with Brighton & Hove City Council's Statement of Community Involvement (SCI).

The current Parking Standards Supplementary Planning Guidance (SPG) 04 were first approved in 1997 and incorporated into the first draft Local Plan in September 2000. The SPG sets out the Council's off-street parking standards and provides guidance on the levels of parking that should be provided in new developments. It is the intention that the Draft Parking Standards SPD will replace the existing standards contained in SPG04 when formally adopted.

The following groups and individuals have been contacted by the city council for their views on the draft SPD:

- The Public
- Elected Members
- Local community groups
- Developers and land owners
- Planning consultants and architects
- Bus companies
- Highways England
- Housing Associations
- Natural England
- Environment Agency
- Transport Partnership
- Other Local Authorities within the region

The consultation was freely available to all on the Council's website

How these persons were consulted

The SPD underwent initial issues and options consultation with stakeholders between 17/03/2014 and 14/04/2014, prior to formal drafting commencing. The consultation was open to all, with views sought of stakeholders including

developers, architects and planning agents, Councillors, local interested groups, parties and companies. Development Control officers, Planning Policy officers and other relevant transport teams were also consulted at a later stage prior to the completion of the draft document. Internal teams were consulted via email and at meetings throughout September, October and November 2014.

The resultant draft SPD was subject to a 6 week formal public consultation between 13th February 2015 and 27th March 2015. The consultations included an advertisement in the local paper (The Leader 19th February 2015) and on the Council's website, emails sent to numerous stakeholders and interested parties, hard copies sent to the main libraries and council City Direct offices; elected Members were consulted by email.

This consultation statement provides a summary of the main issues raised by those consulted in February/March 2015 and how the issues raised have been addressed in the final version of the SPD, pursuant to Regulation 12 (a) ii and iii of the Town and Country Planning (Local Planning) (England) 2012 Regulations.

Summary of the main issues raised during consultation

A total of 25 individual representations were received during the consultation period from various different bodies and individuals.

Most responses raised few issues with the content of the document beyond small changes and tweaks to various aspects of the document. Numerous respondents were supportive of the content of the draft SPD. Specific positive references were made in relation to the proposed zoning of the city into three different zones, the standards in relation to disabled parking only for certain land uses within central areas, acknowledging that the city benefits from varying degrees of access to public transport and the wording of the supporting text that the standards would be applied on a case by case basis, taking the standards into account for guidance purposes.

Of the objections raised the majority of issues were focussed upon the impact restricting car parking levels in new developments would have on on-street parking availability and the perceived impact that new developments have had in recent years on the availability of parking in certain areas of the city. Other objections were generic objections to all council parking proposals without providing further justification or evidence for such a position.

The main issues raised from the public consultation which were relevant to the SPD are summarised in the following table and are broken down into main topics:

Topic Raised	Brighton & Hove City Council Response
Zonal Boundaries/Mapping	
<p>It was not evident as to the exact extent of the geographical coverage of the SPD. It could be interpreted that the SPD applied to developments within the South Downs National Park (SDNP) for which the national park authority is Local Planning Authority.</p>	<p>SPD amended to explicitly exclude areas of the SDNP.</p>
<p>Whilst supporting the principle of a zonal approach to the parking standards concern was raised in relation to zoning of some parts of the city. Concern was raised that areas along key public transport corridors, as defined by the mapping, have varying degrees of access to public transport eg Dyke Road Avenue and Old Shoreham Road compared to other corridors.</p>	<p>Amendments made to the zones on the mapping document.</p>
<p>Welcome the inclusion of the Shoreham Harbour Regeneration Area (DA8) within the Key Public Transport Corridor area and suggest that this is extended to include all of Boundary Road/Station Road and Portslade station.</p>	<p>Amendments made to the zones on the mapping document to include the area around Portslade station in the key public transport corridors zone.</p>
<p>The key public transport corridors are illogical. They do not appear to relate to any accessibility assessment. Various changes are required to better reflect public transport provision.</p>	<p>Public Transport accessibility modelling using Visography TRACC software has been undertaken as one aspect to inform the zonal boundaries. Visography TRACC has been used to map the differing levels of public transport accessibility by journey time across the city.</p> <p>Public transport is one of several aspects used to inform where the boundaries should be. However, some changes to the mapping and zonal boundaries.</p>
<p>The shading of the outer area on the zonal map appears to have been drawn outside of the boundary of the Brighton & Hove and into neighbouring districts.</p>	<p>Comments noted, SPD mapping amended.</p>
<p>Object to the sub-division of the West Hove neighbourhood into two different zones where different parking standards would apply.</p>	<p>Comments noted zone boundary amended to run along existing line of Controlled Parking Zone (CPZ) boundary.</p>
<p>The inclusion of Aldrington Basin in the Public Transport Corridor zone</p>	<p>As stated within the standards the potential for overspill car parking from new</p>

results in a lowering of the parking standard from existing levels which could lead to overspill car parking taking place into neighbouring residential streets.	developments will be assessed on a case by case basis and where there is considered to be significant overspill car parking as a result of the development and a reason for refusal is defensible the Highway Authority can recommend refusal of a planning application.
Classifying the roads and streets south of New Church Road differently to those to the North is unjustifiable.	Zoning amended on the mapping.
Car Parking	
For residents in the outer area, private transport is a necessity, not a luxury. The typical family home needs parking for at least two vehicles, plus parking for visitors. Extra flexibility should be allowed to allow higher car parking levels than the standards.	<p>The maximum parking standard for all residential properties in outer areas is 1 space per dwelling plus 1 space per 2 dwellings for visitors (ie 2 parking spaces per property). This standard is considered to give developers adequate flexibility to provide appropriate levels of parking for new residential properties.</p> <p>2011 Brighton & Hove Census data also states that only 3.5% of the households in Brighton & Hove have 3 or more cars and that average cars per household in the outer wards range from 0.86 to 1.45.</p>
The standards could allow an increase in car parking over time in the central area.	The general approach to the development of the parking standards has been to adopt a more restrictive standard within central areas of the city whilst working within the legislative framework set out within the National Planning Policy Framework.
Electric charging should be mandatory for large developments which attract large amounts of parking including supermarkets.	SPD amended so that major retail land use should also provide electric vehicle charging.
Under provision of car parking will inevitably lead to overspill parking in adjacent areas and be to the detriment of existing residents.	<p>The Highway Authority has acknowledged the issue of overspill parking within the supporting text. The supporting guidance states, <i>“The Council recognises that lower parking thresholds than the maximum parking standard will be acceptable in cases where this would not lead to significant levels of overspill car parking which can be detrimental to highway safety and parking amenity of existing residents.”</i></p> <p>Should a development provide a level of parking which does lead to a significant level of overspill car parking the Highway Authority may choose to object to the planning application.</p>

<p>Do not agree with the use of maximum parking standards and feel that the standards should be set as minimum standards. The use of maximum standards is considered to have resulted in an increase in on-street parking which in turn has caused congested roads and therefore more dangerous for all road users.</p>	<p>Comments noted.</p> <p>Parking availability has a major influence on choice of mode of travel used for that trip; especially for non-residential destination land uses. Providing additional (or excessive) parking would be likely to result in unnecessary encouragement of car use, with the negative effects associated with this, such as increasing congestion and impacting upon air quality. It is also important that a balance is struck between the need for parking with the need for efficient use of land; especially given the limited land to develop on in Brighton & Hove.</p> <p>It is therefore considered essential that maximum car parking standards are adopted as part of a package of measures to manage the existing road network in the best possible way.</p>
<p>All roads on critical bus corridors including Castle Square/North Street/southern part of Dyke Road/Western Road/Queens Road/St James Street/Lewes Road should be considered for car free development.</p>	<p>Comments noted. The SPD sets out the criteria to be used when assessing whether a development should be car free. It is important to note that a development can only be made car free in a Controlled Parking Zone (CPZ).</p>
<p>The Council should insist that every new development has at least 1 car parking space per flat.</p>	<p>The proposed residential parking standards are considered to allow flexibility to provide an appropriate level of car parking but also provide a level of parking that takes account of the scale, nature, location and intended end users of the proposed development.</p> <p>It is important to note that some developers especially in more central locations choose not to provide car parking or reduce the level of car parking to maximise the building floor space.</p>
<p>The draft SPD is not considered to have been written in accordance with guidance in the National Planning Policy Framework (NPPF) and needs to be fundamentally reviewed to demonstrate there is compelling justification to impose local parking standards and reference to maximum car parking standards should be removed.</p>	<p>In relation to setting parking standards the NPPF states: <i>“If setting local parking standards for residential and non-residential development, local planning authorities should take into account:</i></p> <ul style="list-style-type: none"> ● <i>the accessibility of the development;</i> ● <i>the type, mix and use of development;</i> ● <i>the availability of and opportunities for public transport;</i>

	<ul style="list-style-type: none"> ● <i>local car ownership levels; and</i> ● <i>an overall need to reduce the use of high-emission vehicles.”</i> <p>Paragraph 39 of the NPPF goes on to include; <i>“Local planning authorities should only impose local parking standards for residential and non-residential development where there is clear and compelling justification that it is necessary to manage their local road network.”</i></p> <p>The justification for the actual standard to be imposed will be made at the point of determining the application when the local circumstances pertaining to that application can be assessed on a case by case basis. Parking standards shall only be imposed where there is a clear and compelling justification that it is necessary in order to manage the local road network. Therefore the Parking Standards SPD is considered to have been written in accordance with guidance in the NPPF.</p>
<p>Any new development in central parts of the city should be car free as far as possible with mobility over and above public transport facilitated by car clubs.</p>	<p>The Parking Standards SPD clearly sets out the criteria to be used when assessing whether a development is to be car free or not and these criteria shall be used when determining applications.</p> <p>The Council is committed to the promotion and facilitation of car clubs within the city and through the planning process secures car club bays and vehicles and free membership to car clubs through Residential Travel Information packs; this shall continue.</p>
<p>Not convinced about the arguments for central car parking for C1 (Hotels) uses, but accept those for C2 uses (Residential Institutions). For C3 (Residential) and C4(Homes in Multiple Occupation) land uses there should be no provision for car parking in the central area.</p>	<p>The standards have been developed in a way to ensure the appropriate level of car parking is provided taking into account the scale, nature, location and end users of the proposed development. Whilst also ensuring that the viability of developments is not adversely affected.</p> <p>These standards provide a guide as to the maximum appropriate level of car parking to be provided. However, assessment of each application will be on a case by case basis taking into account the standards for</p>

	guidance purposes.
Perhaps the point should be made that car free housing offers the advantage of higher densities and better environment for workers and residents alike.	Additional text has been included in the supporting text, highlighting the benefits.
Additional parking will be required for A1 (retail) and C3 (residential) land uses to deliver viable development.	Comments on the standards noted. Parking availability at the destination of a trip has a strong influence on the choice of mode for that trip; hence the need for maximum parking standards. The Parking Standards are for guidance purposes and assessment of each application will be on a case by case basis.
Agreement with the principle of the zoning, but wonder whether new development in the central zone should not be car free in principle, it is acknowledge that this is more or less the intention of the draft standards.	<p>The overriding principle of the standards is that a more restrictive approach to parking will take place in central areas of the city where there is less land available for additional parking but also this area benefits from the greatest public transport accessibility and the availability of most off-street car parking opportunities.</p> <p>The criteria for assessing developments against the need to be car free or not are clearly set out within the standards and it shall be these criteria that will be used when assessing each application on its merits.</p>
More an explicit reference should be made that developments on the boundary of the Brighton & Hove administrative area need to take account of the potential for overspill car parking that may take place in neighbouring authorities.	Comments noted the supporting text has been amended.
The SPD needs to provide additional clarity on the contribution that garages can make towards car parking provision (and their design requirements).	Standards practice is to include garages as a parking space. In relation to the design requirements, this SPD is purely focussed on the number of parking spaces and a design guide on parking will be produced at a later date.
Land Use Classifications	
Consideration could be given to expanding the D2 land uses to include Sui Generis Theatres.	Theatres are classified as sui generis land uses in the Town and Country Planning (Use Classes) Order 1987; therefore it would not match the classifications to include it under a D2 land use. It is common practice to base the parking standards against the most relevant land use and therefore should a theatre be assessed against the standards it

	would be against similar land uses such as cinemas and music halls.
Disabled Car Parking	
Agree with providing for disabled users only for the land use categories A1 – A5, B1 and B2 uses.	Comments noted.
Cycle Parking	
There is no detail in the SPD on the type, security, layout or access arrangements for cycle parking.	As stated in the SPD supporting text the purpose of the document is to provide guidance on the appropriate number of parking spaces. It is intended that an additional guidance document will be produced at a later date that provides full guidance on the design and layout of parking.
The SPD should contain an overarching statement of cycle parking policy requiring developments to provide secure, integrated, convenient and accessible cycle parking.	The purpose of the SPD is to expand on existing policy and not to create new policy. There is an adequate policy basis within the retained policies in the Local Plan and the City Plan to secure high quality, secure, convenient and accessible cycle parking facilities.
The following changes to cycle parking provision should be made: A1 Food retail – 1 space plus 1 space per 100m ² A2 needs short stay parking A3-A5 should be the same standard as per A1 (non-food retail) B1 Industry needs short stay parking C1 Hotels need short stay parking C3 1-2 bed residential 1 space per bedroom	Comments noted amendments made where necessary.
Insufficient cycle parking provision within the standards for A1, A2, B1, B2 and D2 land uses.	The proposed standards have been compared against the standards used within other comparator locations across the country and the proposed standards are considered to provide an appropriate level of cycle parking to reflect the recent increases in cycle use across Brighton & Hove. However, on further assessment of other Local Authority standards changes were made to increase the A1 (retail) customer and the B1 office visitor cycle parking standard.
Houses of Multiple Occupation (HMO) should also require short stay cycle parking.	The majority of HMO applications received are for conversions of single residential properties where there is limited space to

	accommodate policy compliant visitor and resident cycle parking. Visitors could use on-street cycle parking where available or resident cycle parking within the property.
Miscellaneous	
A3 (Restaurant & Cafes), C2 (Hospitals), D2 (Concert halls) no provision of taxi drop off.	<p>Given the availability of land within the city and the high building densities, especially in central areas it can be extremely hard to provide land intensive dedicated pick up and drop facilities.</p> <p>Also, there are numerous locations across the city including double yellow lines where taxis can legally pick up and set down passengers. Generally this negates the need for a dedicated taxi pick up/drop off provision.</p> <p>Obviously developers are free to provide these where they can be safely accommodated into a new development.</p>
Should there be a reference for parking facilities for car club vehicles.	Reference is now included to car club vehicles and when they should be provided.

How these main issues have been addressed in the SPD

Many of the above issues have been positively incorporated into the draft SPD. Some of the issues raised during the consultation fell outside the remit of an SPD and therefore not all the recommendations within the responses can be incorporated into the document. While other issues raised would have significantly reduced the effectiveness of SPD.

Several comments raised issues surrounding land uses and types of parking that should be included within the parking standards. The majority of these have been incorporated within the draft SPD or reference will be made to them in supporting design guide; which shall be produced at a later date.

A regular theme within the consultation responses was the perceived restrictiveness of the guidance in terms of reducing the number of car parking spaces in new developments, especially residential developments. To clarify, the purpose of the document is to set out guidance to assist applicants, members of the public and decision makers in the design and assessment of proposals. The overall approach within the standards reflects local circumstances and seeks to strike the right balance between providing appropriate levels of car parking spaces while also promoting sustainable forms of transport in areas of good accessibility by sustainable modes. The Council has also stated within the SPD that the provision of adequate parking facilities and their design should be appropriate to the scale, nature, location and users of the proposed development. This is to ensure that significant levels of overspill car parking do not occur as a result of new development.

Other issues raised from the consultation have not been specifically addressed as they fall outside the remit of the SPD. These included issues associated with the need to undertake Equalities Impact Assessment's on other Council projects/areas of work, the loss of historic street scenes and private green spaces, the need for a Park & Ride facility in the city, the charging of parking, the potential for free car parking, the availability and prices of taxis, the need for a congestion charge, comments on specific developments that have already been built out and the extent of CPZs. For clarity the SPD does not propose to make any changes to CPZs or the charging structure of on-street or Council owned car parks.

Andrew Ashcroft
Interim Head of Planning
Brighton & Hove City Council
Kings House, Grand Avenue
Hove
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25th August 2016



spd 14

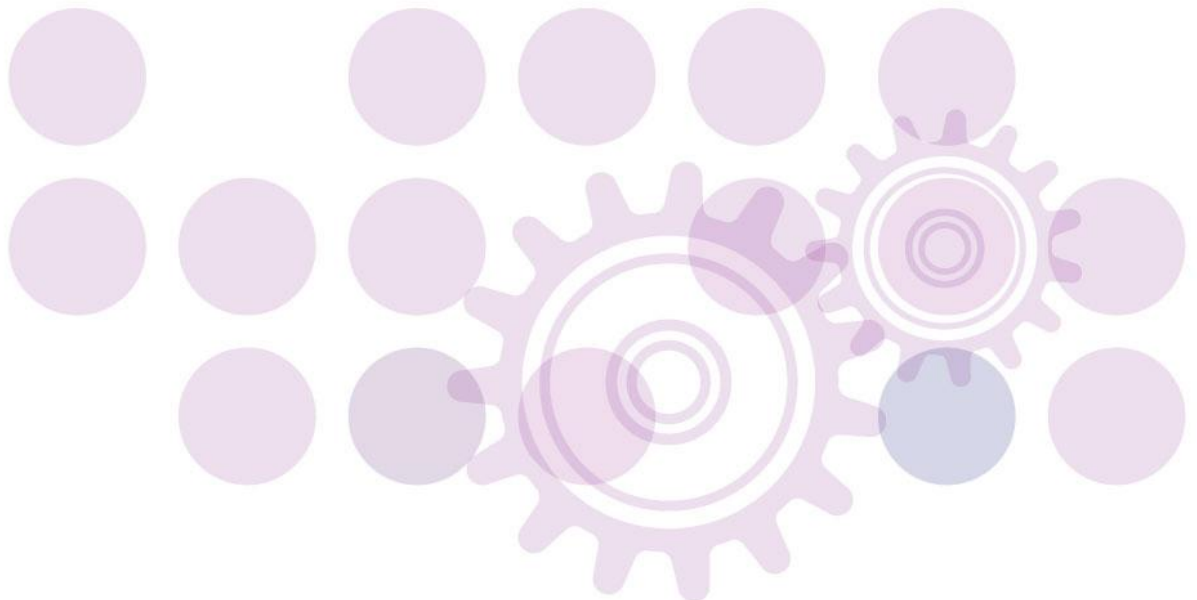
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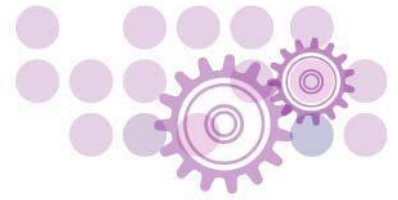


Brighton & Hove City Council Local Development Framework

September 2016

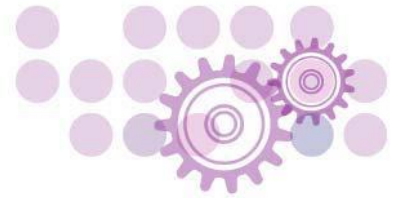
Parking Standards





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1 Introduction

What is an SPD?

A Supplementary Planning Document (SPD) is one of the material considerations that can be taken into account when determining a planning application. SPDs are intended to elaborate upon policies in the Development Plan, in this instance the 'saved' policies in the adopted Brighton and Hove Local Plan (2005) and the policies in The City Plan Part One.

This SPD is one of a series produced by Brighton & Hove City Council and has been subject to a period of consultation prior to adoption as a formal planning document. This SPD supplements policies TR7, TR14, TR17 and TR18 of the Brighton & Hove Local Plan 2005 and policies CP8 and CP9 of the City Plan Part One. It is intended the remaining policies in the Local Plan will be replaced by Part Two of the City Plan; which shall be produced at a later date.

The standards in this SPD supersede those in the Parking Standards SPG04, which were adopted in 2000.

What is the purpose of this SPD?

This SPD provides Brighton & Hove City Council's parking standards for all new developments in the city. The purpose of this SPD is to provide clear information and guidance to allow document users to easily determine the right level of parking for developments in different locations and with different land uses.

The document is intended for use by applicants, agents, developers, architects, consultants, residents with interest in an application, elected Members of the Council, and other decision-making bodies. For applicants, agents and architects it should be used during the preparation of a planning application, or prior to seeking more formal pre-application advice from the Council. For residents with an interest in a planning application, this document provides parking standards against which planning applications will be determined.

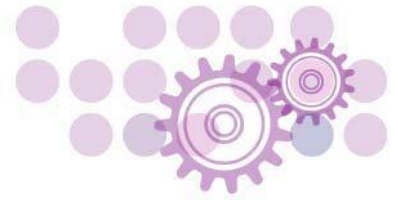
Policy Context

This SPD has been informed by, and is based on both national and local planning policy. The planning policies relevant to this SPD are detailed below.

The NPPF states that when setting local parking standards for development local planning authorities should take into account:

- the accessibility of the development;
- the type, mix and use of development;
- the availability of and opportunities for public transport;
- local car ownership levels; and
- an overall need to reduce the use of high-emission vehicles.

The NPPF also states that:



“Local planning authorities should only impose local parking standards for residential and non-residential development where there is clear and compelling justification that it is necessary to manage their local road network.”

The above factors have been taken into account when formulating Brighton & Hove’s updated parking standards contained within this SPD.

In accordance with national policy, it is important to ensure that Brighton & Hove’s parking standards reflect local circumstances and strike the right balance between providing appropriate levels of car parking spaces while also promoting sustainable forms of transport in areas of good public transport accessibility.

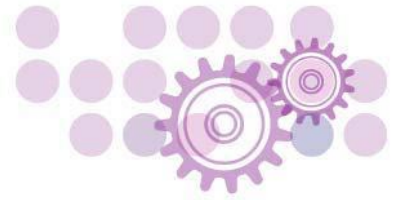
In relation to local planning policy, policy CP9 of the Brighton & Hove City Plan Part One states that:

“The council will work with partners, stakeholders and communities to provide an integrated, safe and sustainable transport system that will accommodate new development; support the city’s role as a sub-regional service and employment hub; and improve accessibility.

It will promote and provide measures that will help to manage and improve mobility and lead to a transfer of people and freight onto sustainable forms of transport to reduce the impact of traffic and congestion, increase physical activity and therefore improve people’s health, safety and quality of life.”

This SPD and the guidance contained within forms part of an overall strategy to help deliver an integrated, safe and sustainable transport system for the city.

2 Guiding Principles of the Standards



Background

The parking standards set out within this SPD provide guidance on the levels of parking provision permitted in association with new development in different areas of the city. This SPD provides the guidance framework to which planning applications will be assessed against.

The availability of car parking can have a major influence on the means of transport people choose for their journeys; especially for destination land uses (those other than residential). Therefore as set out within policy CP9 of the Brighton & Hove City Plan Part One, the adopted approach is to have maximum car parking standards throughout the city for all land uses. Maximum parking standards define the maximum acceptable provision for the each land use. However, it is acknowledged that because of the differing levels of accessibility the guidance allows different levels of parking in different areas of the city; with lower levels of parking sought in central areas compared to outlying areas of the city.

This SPD also sets out standards for cycle parking, disabled parking, electric vehicle charging and servicing requirements. These standards are expressed as minimum standards in order to ensure a suitable level of provision is provided within all new developments.

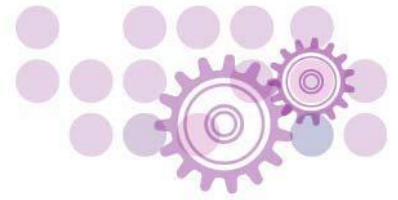
Zonal approach

Accessibility in terms of public transport and access to local facilities and services varies throughout Brighton & Hove. As with most central urban areas, the central areas of Brighton & Hove benefit from the highest levels of public transport accessibility and are well served by cycle and walking facilities and public car parking. The central areas also have the highest density of development within the city.

Immediately beyond the central area other areas of Brighton & Hove also benefit from good levels of public transport accessibility via both local bus and national rail services. These services provide access to both central Brighton & Hove but also other destinations within the city and beyond the city's boundary. These areas also have the benefit of being located close to Key Public Transport Corridors where measures have been implemented to improve access by public transport, for cyclists and pedestrians. These corridors include Lewes Road (A270), London Road (A23) and Western Road/Church Road (B2066).

Beyond these areas there are outer areas of the city which do not benefit from as good access to public transport and local services in comparison to more central areas of the city.

The nature and characteristics of Brighton & Hove in terms of accessibility, land use and density of development provides an ideal scenario to adopt a zonal approach to parking standards. The overarching principle being that developments located within central areas, close to good public transport services and local facilities and with operational Controlled Parking Zones (CPZs) will require less parking than equivalent developments in areas with lower levels of public transport accessibility; especially in outer areas of the city.



From undertaking public transport accessibility mapping using Visography TRACC software and analysing census car ownership levels in different areas of the city, a three zone approach has been adopted. The three zones are as follows:

1. Central Area
2. Key Public Transport Corridors
3. Outer Areas

The Central Area forms the most central part of Brighton & Hove and consists primarily of retail and commercial properties with some residential land use. The area benefits from the highest levels of public transport accessibility with both Brighton railway station and numerous bus interchange opportunities within this area. This area also contains the largest proportion of public off-street car parking spaces within the city.

Areas within the Key Public Transport Corridors zone are predominantly of a residential nature with retail and commercial frontages on certain roads. This area is well served by local bus services and some suburban railway stations such as London Road and Aldrington.

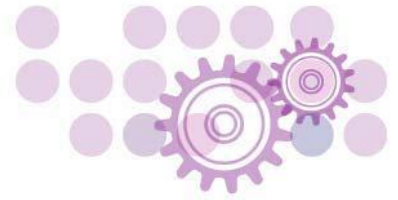
The Outer Areas zone is predominantly either residential in nature or designated as National Park under the South Downs National Park (SDNP). Within this area there is some commercial and retail land uses but these are less concentrated when compared to more central areas. These areas experience lower levels of public transport accessibility given their distance from the centre of Brighton & Hove.

A map detailing the extent of these three zones can be accessed here, ([Link to be created shortly](http://www.brighton-hove.gov.uk/content/planning/local-development-framework/draft-parking-standards-supplementary-planning-document)) <http://www.brighton-hove.gov.uk/content/planning/local-development-framework/draft-parking-standards-supplementary-planning-document> and seen in Appendix 1 of this document.

The standards for each land use in the 3 zones has been developed through two separate consultation events an initial issues and options consultation looking at the broad issues surrounding the parking standards then a separate consultation on the draft parking standards SPD. In addition to the consultation, research and analysis of census data, public transport accessibility mapping and evaluation of other authorities' standards and testing of the standards was undertaken to inform the production of the standards.

Car Free Housing

Car free housing relates to housing developments where occupants do not have access to car parking and are precluded from applying for a residents parking permit within a CPZ. Brighton & Hove has relatively low car ownership levels compared to other UK towns and cities and the idea of not owning a car is quite familiar to many people working and living in the city.



Across the city, proposals are considered for residential schemes where residential units do not have an allocated parking space. In some cases there will be a lower number of spaces than units (e.g. 90 flats, 10 spaces); in other cases there will be no vehicular parking proposed. This is allowed for through the maximum parking standards.

When applications are considered for developments which do not provide on-site parking to address the demand they may create, the impact of potential overspill parking needs to be considered. These impacts may include localised increases in demand for on-street parking which can cause highway safety risks and can have a negative impact upon the amenity of existing residents in the vicinity of the site, as competition for on-street spaces in a particular area may increase.

Furthermore, a control over the parking which may occur outside the site (on-street) may encourage the use of sustainable transport modes and meet the wider strategic objectives set out policy CP9 of the City Plan. In addition to the potential transport and air quality benefits that car free housing brings there are wider advantages as developers can provide higher densities as the land set aside for parking can be used to provide additional floor space or enhancements to amenity space within developments.

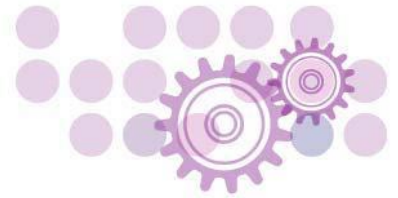
Where residential development is proposed, within CPZs in the city, the City Council may restrict future occupants' eligibility for residents parking permits subject to the considerations below.

Each development will be assessed on a case by case basis and car free housing will be approved having regard of the following relevant factors:

- Scale of development (number of units)
- Type of development (unit types and sizes)
- Sustainability of location / accessibility to sustainable transport modes and local services
- Capacity for on-street parking in the immediate vicinity of the site and in the surrounding area. This should be demonstrated by the applicant through an on-street parking survey
- The level of vehicular parking which is proposed on site (if any)

Outside of the CPZ's, the Local Planning Authority will usually not be in a position to control overspill parking associated with proposed developments. In such locations, the applicant will be required to demonstrate the likely parking demand associated with the proposed development; the capacity for on-street parking in the immediate vicinity of the site and in the surrounding area; and any mitigation measures which are proposed as part of the supporting case for the planning application.

3 Brighton & Hove Parking Standards



Application of the Parking Standards

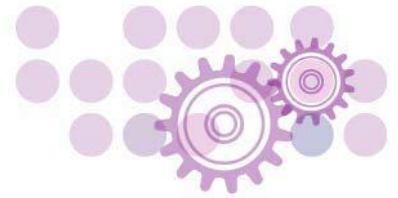
The following table provides the parking standards against which all new development within Brighton & Hove will be assessed. The standards apply to only those development that are to be determined by Brighton & Hove City Council as Local Planning Authority. Other development within the administrative boundary of Brighton & Hove but falling within the South Downs National Park Authority (SDNPA) shall be determined by the SDNPA and not subject to this guidance. The standards apply to all categories of development for which planning permission is required (new developments, conversions, change of use). The table provides standards for all appropriate land uses within the Use Classes under the Town & Country Planning (Use Classes) Order 1987 (as amended). All standards which relate to floor space are expressed as a number of spaces per the total gross floor area (GFA) of the building in square metres and all standards are expressed as part thereof. Therefore standards should be rounded up to the next whole number (eg 1.5 spaces would be rounded to 2 spaces).

These standards provide guidance as to the maximum appropriate level of car parking to be provided in all developments and the minimum level of cycle, disabled, motorcycle and servicing which would be expected. Assessment of each application will be on a case by case basis taking into account the parking standards for guidance purposes.

Car parking provision which is within the maximum standard will be considered appropriate in most circumstances. However, the provision of adequate parking facilities and their design should be appropriate to the scale, nature, location and users of the proposed development and applicants must demonstrate that the proposed level of car parking is appropriate.

The Council recognises that lower parking thresholds than the maximum parking standard will be acceptable in cases where this would not lead to significant levels of overspill car parking which can be detrimental to highway safety and parking amenity of existing residents. If overspill car parking is likely from a proposed development the Highway Authority would look for an on-street parking survey to be undertaken and submitted with any planning application and suitable mitigation which could include a Travel Plan which should include measures to promote sustainable travel including but not limited to car club bays and membership and public transport season ticket vouchers. Developments on the periphery of the city boundaries must also take account of the potential for vehicles to overspill into neighbouring authorities. Likewise, if applicants are relying upon existing off-street parking within the city to serve their development they will need to demonstrate that there is sufficient spare capacity within the area to accommodate the parking demand of the proposed development without adversely impacting upon the transport network.

In relation to servicing, applicants will be required to demonstrate that there is adequate provision and space within the site for the parking, manoeuvring, loading and unloading to meet the operational servicing requirements of the development. The space set aside for servicing should be of suitable size for the type and quantity of vehicles likely to be associated with the development. Delivery vehicles should ideally be able to safely enter and exit the site in a forward gear.

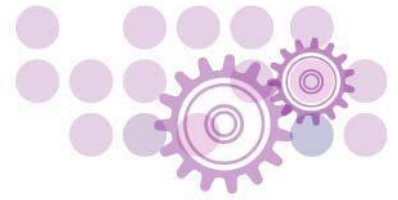


The standard for disabled user car parking provides guidance as to the minimum level of car parking which should be provided. In determining the appropriate level of disabled car parking to be provided consideration should be given to the likely demand generated by the proposed land use, the overall level of car parking provided, the opportunities to park in the local area and the distance and route from these potential parking locations to the development.

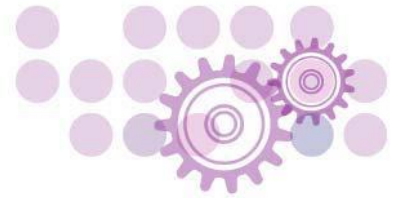
The provision of no on-site parking will not mean disabled car parking would not be required. Even if no on-site car parking is to be provided suitable levels of on-site disabled car parking must still be provided for the likely users of the development. In most instances if disabled car parking is required a minimum of two spaces should be provided to ensure that alternative provision is available should one bay be in use. The Highway Authority is likely to seek higher levels of disabled car parking for C2 residential institutions such as care homes and hospitals and D1 medical and health clinics.

Parking Standards

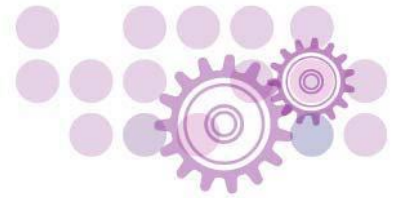
Land Use	Parking Standard			
	Parking	Central Area	Key Public	Outer Areas



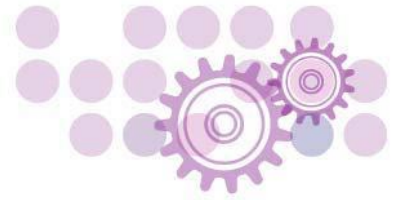
	Type		Transport Corridors	
A1 Shops (non-food retail) Shops, retail warehouses, hairdressers, undertakers, travel and ticket agencies, post offices	Car	Disabled user car parking only	1 space per 40m ²	1 space per 30m ²
	Electric	For schemes of 1000m ² or more 10% of car parking provision to have electric vehicle charging provision 10% of car parking provision to have passive provision to allow conversion at a later date		
	Cycle	Customer – 1 space plus 1 space per 150m ² (Short Stay) Staff – 1 space per 5 staff (Long Stay)		
	Disabled User Parking	0 to 200 bays – 3 bays or 6% of total capacity whichever is greater Over 200 bays – 4 bays plus 4% of capacity		
	Motorcycle	Major developments based on at least 5% of the maximum total car parking standard. Minor developments provision provided on a case by case basis.		
A1 (Food retail)	Car	Disabled user car parking only	1 space per 25m ²	1 space per 15m ²
	Electric	For schemes of 1000m ² or more 10% of car parking provision to have electric vehicle charging provision 10% of car parking provision to have passive provision to allow conversion at a later date		
	Cycle	Customer - 1 space plus 1 space per 150m ² up to 2500m ² GFA thereafter 1 space per 500m ² (Short Stay) Staff - 1 space per 5 staff (Long Stay)		
	Disabled User Parking	0 to 200 bays – 3 bays or 6% of total capacity whichever is greater Over 200 bays – 4 bays plus 4% of capacity		
	Servicing	On-site servicing provision provided		
	Motorcycle	Major developments based on at least 5% of the maximum total car parking standard. Minor developments provision provided on a case by case basis.		



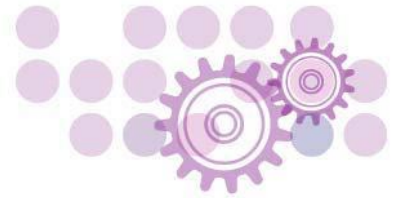
Land Use	Parking Standard			
	Parking Type	Central Area	Key Public Transport Corridors	Outer Areas
A2 Financial & Professional Services Banks and building societies, estate agencies, employment agencies, betting offices	Car	Disabled user car parking only	1 space per 75m ²	1 space per 40m ²
	Cycle	1 space plus 1 space per 250m ² (Long Stay) 1 space plus 1 space per 150m ² (Short Stay)		
	Disabled User Parking	0 to 200 bays – Individual bays for each disabled employee where known plus 2 bays or 5% of total capacity whichever is greater Over 200 bays – 6 bays plus 2% of total capacity		
	Motorcycle	Major developments based on at least 5% of the maximum total car parking standard. Minor developments provision provided on a case by case basis.		
A3 Restaurant & Cafes Restaurants, snack bars, cafes.	Car	Disabled user car parking only	1 space per 20m ² of public floor space	1 space per 10m ² of public floor space
	Cycle	Customer - 1 space plus 1 space per 250m ² (Short Stay) Staff - 1 space per 5 staff (Long Stay)		
	Disabled User Parking	0 to 200 bays – 3 bays or 6% of total capacity whichever is greater Over 200 bays – 4 bays plus 4% of capacity		
	Motorcycle	Major developments based on at least 5% of the maximum total car parking standard. Minor developments provision provided on a case by case basis.		
A4 Drinking Establishments/Public Houses Public houses, wine bars or other drinking establishments bar night clubs	Car	Disabled user car parking only	1 space per 20m ² of public floor space	1 space per 10m ² of public floor space
	Cycle	Customer - 1 space plus 1 space per 250m ² (Short Stay) Staff - 1 space per 5 staff (Long Stay)		
	Disabled User Parking	3 bays or 6% of total capacity whichever is greater		
	Motorcycle	Major developments based on at least 5% of the maximum total car parking standard. Minor developments provision provided on a case by case basis.		



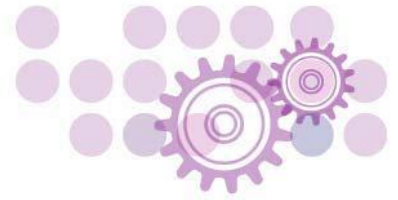
Land Use	Parking Standard			
	Parking Type	Central Area	Key Public Transport Corridors	Outer Areas
A5 Hot Food Takeaways	Car	Disabled user car parking only	1 space per 35m ² of public floor space	1 space per 20m ² of public floor space
	Cycle	Customer - 1 space plus 1 space per 250m ² (Short Stay) Staff - 1 space per 5 staff (Long Stay)		
	Disabled User Parking	3 bays or 6% of total capacity whichever is greater		
	Motorcycle	Major developments based on at least 5% of the maximum total car parking standard. Minor developments provision provided on a case by case basis.		



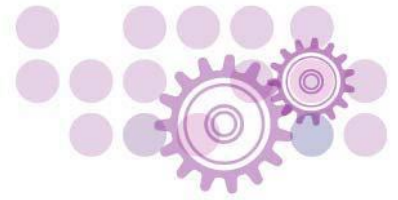
Land Use	Parking Standard			
	Parking Type	Central Area	Key Public Transport Corridors	Outer Areas
B1 Office	Car	Disabled user car parking only	1 space per 100m ²	1 space per 50m ²
	Electric Vehicle	10% of car parking provision to have electric vehicle charging provision 10% of car parking provision to have passive provision to allow conversion at a later date		
	Cycle	Staff - 1 space plus 1 space per 100m ² (Long Stay) Visitors – 1 space plus 1 space per 500m ² (Short Stay) Showers and changing facilities should be provided for all office developments of 500m ² and above. Facilities should be provided on the basis to cater for a minimum of 10% of staff		
	Disabled User Parking	0 to 200 bays – Individual bays for each disabled employee where known plus 2 bays or 5% of total capacity whichever is greater Over 200 bays – 6 bays plus 2% of total capacity		
	Motorcycle	Major developments based on at least 5% of the maximum total car parking standard. Minor developments provision provided on a case by case basis.		
B1 Industry Research and development of products and processes, light industrial appropriate for a residential area	Car	Disabled user car parking only	1 space per 150m ²	1 space per 100m ²
	Cycle	Staff - 1 space plus 1 space per 200m ² (Long Stay) Visitors - 1 space plus 1 space per 1000m ² (Short Stay) Showers and changing facilities should be provided for all industrial developments of 500m ² and above. Facilities should be provided on the basis to cater for a minimum of 10% of staff		
	Disabled User Parking	0 to 200 bays – Individual bays for each disabled employee where known plus 2 bays or 5% of total capacity whichever is greater Over 200 bays – 6 bays plus 2% of total capacity		
	Servicing	On-site servicing provision provided		
	Motorcycle	Major developments based on at least 5% of the maximum total car parking standard. Minor developments provision provided on a case by case basis.		



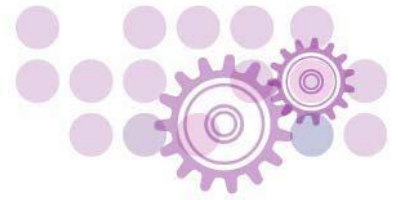
Land Use	Parking Standard			
	Parking Type	Central Area	Key Public Transport Corridors	Outer Areas
B2 General Industry Industrial process other than falling in class B1	Car	Disabled user car parking only	1 space per 150m ²	1 space per 100m ²
	Cycle	1 space plus 1 space per 300m ² (Long Stay) Showers and changing facilities should be provided for all industrial developments of 500m ² and above. Facilities should be provided on the basis to cater for a minimum of 10% of staff		
	Disabled User Parking	0 to 200 bays – Individual bays for each disabled employee where known plus 2 bays or 5% of total capacity whichever is greater Over 200 bays – 6 bays plus 2% of total capacity		
	Servicing	On-site servicing provision provided		
	Motorcycle	Major developments based on at least 5% of the maximum total car parking standard. Minor developments provision provided on a case by case basis.		
	B8 Storage or Distribution	Car	Disabled user car parking only	1 space per 200m ²
Cycle		1 space plus 1 space per 350m ² (Long Stay) Showers and changing facilities should be provided for all industrial developments of 500m ² and above. Facilities should be provided on the basis to cater for a minimum of 10% of staff		
Disabled User Parking		0 to 200 bays – Individual bays for each disabled employee where known plus 2 bays or 5% of total capacity whichever is greater Over 200 bays – 6 bays plus 2% of total capacity		
Servicing		On-site servicing provision provided		
Motorcycle		Major developments based on at least 5% of the maximum total car parking standard. Minor developments provision provided on a case by case basis.		



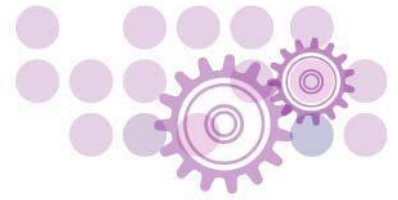
Land Use	Parking Standard			
	Parking Type	Central Area	Key Public Transport Corridors	Outer Areas
C1 Hotels Hotels, boarding and guest houses	Car	0.25 spaces per bed	0.5 spaces per bed	1 space per bed
	Cycle	1 space per 10 bed spaces (Long Stay) 1 space per 5 staff (Long Stay) 1 space plus 1 space per 50 bed spaces (Short Stay)		
	Disabled User Parking	0 to 200 bays – 3 bays or 6% of total capacity whichever is greater Over 200 bays – 4 bays plus 4% of capacity		
	Taxi	Adequate taxi pick up and drop off		
	Motorcycle	Major developments based on at least 5% of the maximum total car parking standard. Minor developments provision provided on a case by case basis.		
C2 Residential Institutions Residential care homes, nursing homes	Car	Staff - 1 space per 3 staff	Staff 1 space per 3 staff	Visitors 1 space per 8 residents
	Cycle	Staff – 1 space per 5 staff (Long Stay) Showers and changing facilities should be provided for all residential institutions of 500m ² and above. Facilities should be provided on the basis to cater for a minimum of 10% of staff Visitor – 1 space per 10 bed spaces (Short Stay)		
	Disabled User Parking	0 to 200 bays – 3 bays or 6% of total capacity whichever is greater Over 200 bays – 4 bays plus 4% of capacity		
	Motorcycle	Major developments based on at least 5% of the maximum total car parking standard. Minor developments provision provided on a case by case basis.		



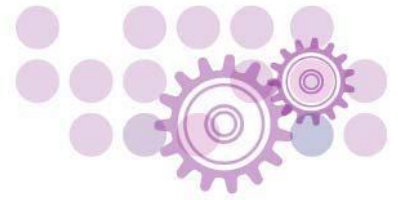
Land Use	Parking Standard			
	Parking Type	Central Area	Key Public Transport Corridors	Outer Areas
C2 Hospitals	Car	Staff - 1 space per 5 staff	Staff 1 space per 3 staff Visitors 1 space per 3 beds spaces	
	Cycle	Staff – 1 space per 5 staff (Long Stay)		
		Showers and changing facilities should be provided for all hospitals. Facilities should be provided on the basis to cater for a minimum of 10% of staff		
		Visitor - 1 space per 10 bed spaces (Short Stay)		
	Disabled User Parking	0 to 200 bays – 3 bays or 6% of total capacity whichever is greater Over 200 bays – 4 bays plus 4% of capacity		
	Motorcycle	Major developments based on at least 5% of the maximum total car parking standard. Minor developments provision provided on a case by case basis.		
C3 Dwelling Houses 1 - 2 beds	Car	0.25 spaces per dwelling	0.5 spaces per dwelling plus 1 space per 2 dwellings for visitors	1 space per dwelling plus 1 space per 2 dwellings for visitors
		On-street residents permits restricted in CPZ areas based on consideration of the relevant factors	On-street residents permits restricted in CPZ areas based on consideration of the relevant factors	
	Car Club	Car club bays provided on a case by case basis for major development		
	Electric Vehicle	For schemes of 10 or more car parking spaces 10% of car parking provision to have electric vehicle charging provision 10% of car parking provision to have passive provision to allow conversion at a later date		
	Cycle	Residents - 1 cycle parking space per unit (Long Stay) Visitors from a threshold of 5 units – 1 cycle parking space per 3 units (Short Stay)		
	Disabled User Parking	1 space per wheelchair accessible unit plus 50% of the minimum parking standard for ambulant disabled people & visitors		
	Motorcycle	Major developments based on at least 5% of the maximum total car parking standard. Minor developments provision provided on a case by case basis.		



Land Use	Parking Standard			
	Parking Type	Central Area	Key Public Transport Corridors	Outer Areas
C3 Dwelling Houses 3 – 4+ beds	Car	0.4 spaces per dwelling	1 space per dwelling plus 1 space per 2 dwellings for visitors	1 space per dwelling plus 1 space per 2 dwellings for visitors
		On-street residents permits restricted in CPZ areas based on consideration of the relevant factors	On-street residents permits restricted in CPZ areas based on consideration of the relevant factors	
	Car Club	Car club bays provided on a case by case basis for major development		
	Electric Vehicle	For schemes of 10 or more car parking spaces 10% of car parking provision to have electric vehicle charging provision 10% of car parking provision to have passive provision to allow conversion at a later date		
	Cycle	Residents – 2 cycle parking spaces per unit (Long Stay) Visitors from a threshold of 5 units – 1 cycle parking space per 3 units (Short Stay)		
	Disabled User Parking	1 space per wheelchair accessible unit plus 50% of the minimum parking standard for ambulant disabled people & visitors		
	Motorcycle	Major developments based on at least 5% of the maximum total car parking standard. Minor developments provision provided on a case by case basis.		
C4 Houses in Multiple Occupancy Small shared houses occupied by between three and six unrelated individuals	Car	0.15 spaces per bedroom	0.25 spaces per bedroom	0.25 spaces per bedroom
		On-street residents permits restricted in CPZ areas based on consideration of the relevant factors	On-street residents permits restricted in CPZ areas based on consideration of the relevant factors	
	Cycle	1 space per 2 bed spaces (Long Stay)		
	Disabled User Parking	1 space per wheelchair accessible unit plus 50% of the minimum parking standard for ambulant disabled people & visitors		
	Motorcycle	Minor developments provision provided on a case by case basis.		

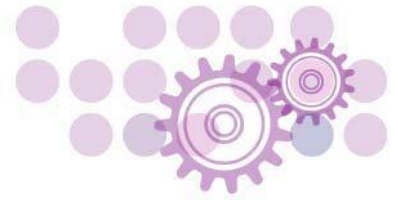


Land Use	Parking Standard			
	Parking Type	Central Area	Key Public Transport Corridors	Outer Areas
D1 Educational Establishments Nursery, Primary, Infant & Junior Schools	Car	1 space per 3 teaching staff member No on-site provision for parent/guardian pick up drop off	1 space per 2 teaching staff member No on-site provision for parent/guardian pick up drop off	1 space per 1 teaching staff member No on-site provision for parent/guardian pick up drop off
	Cycle	Nursery Staff - 1 space per 5 members of staff (Long Stay) Children - buggy and scooter parking Primary Staff - 1 space per 5 members of staff (Long Stay) Pupils – 1 space per 15 pupils (Long Stay) & scooter parking Visitors – 1 space plus 1 space per 100 children (Short Stay)		
	Disabled User Parking	0 to 200 bays – Individual bays for each disabled employee where known plus 2 bays or 5% of total capacity whichever is greater Over 200 bays – 6 bays plus 2% of total capacity		
	Motorcycle	Major developments based on at least 5% of the maximum total car parking standard. Minor developments provision provided on a case by case basis.		
D1 Educational Establishments Secondary, 6th Form & Colleges Secondary schools, 6th forms and colleges	Car	1 space per 3 teaching staff member	1 space per 2 teaching staff member	1 space per 1 teaching staff member
	Cycle	Staff - 1 space per 5 members of staff (Long Stay) Pupils – 1 space per 5 pupils (Long Stay) Visitors – 1 space plus 1 space per 100 children (Short Stay)		
	Disabled User Parking	0 to 200 bays – Individual bays for each disabled employee where known plus 2 bays or 5% of total capacity whichever is greater Over 200 bays – 6 bays plus 2% of total capacity		
	Motorcycle	Major developments based on at least 5% of the maximum total car parking standard. Minor developments provision provided on a case by case basis.		



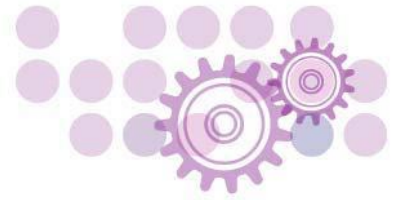
Land Use	Parking Standard			
	Parking Type	Central Area	Key Public Transport Corridors	Outer Areas
D1 Educational Establishments Higher & Further Education Higher and further educational establishments	Car	1 space per 3 teaching staff member	1 space per 2 teaching staff member	1 space per 1 teaching staff member
	Cycle	Staff - 1 space per 5 members of staff (Long Stay) Students – 1 space per 2 students (Long Stay) Visitors – 1 space plus 1 space per 75 students (Short Stay)		
	Disabled User Parking	0 to 200 bays – Individual bays for each disabled employee where known plus 2 bays or 5% of total capacity whichever is greater Over 200 bays – 6 bays plus 2% of total capacity		
	Motorcycle	Major developments based on at least 5% of the maximum total car parking standard. Minor developments provision provided on a case by case basis.		
D1 Health Centres & Medical Clinics Doctors, dentists, medical & health clinics	Car	1 car parking space per consulting room	1 car parking spaces per consulting room + 1 car parking space per 2 members of staff	2 car parking spaces per consulting room + 1 car parking space per 2 members of staff
	Cycle	Staff – 1 space per 5 staff (Long Stay) Patients – 1 space per consulting room (Short Stay)		
	Disabled User Parking	0 to 200 bays – 3 bays or 6% of total capacity whichever is greater Over 200 bays – 4 bays plus 4% of capacity		
	Motorcycle	Major developments based on at least 5% of the maximum total car parking standard. Minor developments provision provided on a case by case basis.		
D1 Community Centres, Church Halls, Public Halls, Places of Worship, Crematoria	Car	Disabled user car parking only	1 space per 30m ²	1 space per 20m ²
	Cycle	2 spaces plus 1 additional space per 350m ²		
	Disabled User Parking	3 bays or 6% of total capacity whichever is greater		
	Motorcycle	Major developments based on at least 5% of the maximum total car parking standard. Minor developments provision provided on a case by case basis.		

Land Use	Parking Standard
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	Parking Type	Central Area	Key Public Transport Corridors	Outer Areas
D1 Libraries, Art Galleries & Museums	Car	Disabled user car parking only	1 space per 45m ²	1 space per 30m ²
	Cycle	2 spaces plus 1 additional space per 200m ²		
	Disabled User Parking	3 bays or 6% of total capacity whichever is greater		
	Motorcycle	Major developments based on at least 5% of the maximum total car parking standard. Minor developments provision provided on a case by case basis.		
D2 Cinema, music & concert halls, bingo hall	Car	Disabled user car parking only	1 space per 15 seats	1 space per 7.5 seats
	Cycle	Staff – 1 space per 5 staff (Long Stay) Customers – 1 space per 30 seats (Short Stay)		
	Disabled User Parking	0 to 200 bays – 3 bays or 6% of total capacity whichever is greater Over 200 bays – 4 bays plus 4% of capacity		
	Motorcycle	Major developments based on at least 5% of the maximum total car parking standard. Minor developments provision provided on a case by case basis.		
D2 Swimming pools, ice rinks, sports centres, gyms & leisure centres	Car	Disabled user car parking only	1 space per 35m ²	1 space per 25m ²
	Cycle	Staff - 1 space plus 1 space per 5 staff (Long Stay) Visitors – 1 space per 50m ² up to 2000m ² thereafter 1 space per 250m ² (Short Stay)		
	Disabled User Parking	0 to 200 bays – 3 bays or 6% of total capacity whichever is greater Over 200 bays – 4 bays plus 4% of capacity		
	Motorcycle	Major developments based on at least 5% of the maximum total car parking standard. Minor developments provision provided on a case by case basis.		
D2 Sports Pitches Outdoor sports and recreation pitches	Car	N/A	1 space per 2 players at busiest times	
	Cycle	N/A	1 space per 5 players at busiest times	
	Disabled User Parking	3 bays or 6% of total capacity whichever is greater		
	Motorcycle	Major developments based on at least 5% of the maximum total car parking standard. Minor developments provision provided on a case by case basis.		

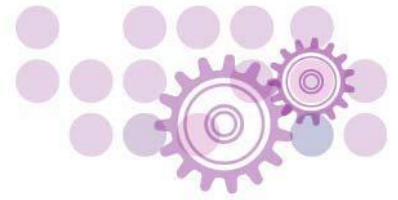
Land Use	Parking Standard			
	Parking	Central Area	Key Public	Outer Areas



	Type		Transport Corridors	
Sui Generis Purpose Built Student Accommodation	Car	Disabled user car parking only	0.25 spaces per bedroom	0.25 spaces per bedroom
		On-street residents permits restricted in CPZ areas based on consideration of the relevant factors	On-street residents permits restricted in CPZ areas based on consideration of the relevant factors	
	Cycle	Residents - 1 space per 1.5 bed spaces (Long Stay) Visitors – 1 space per 10 bed spaces (Short Stay)		
	Disabled User Parking	1 space per wheelchair accessible unit plus 50% of the minimum parking standard for ambulant disabled people & visitors		
	Servicing	On-site loading and un-loading for student move in move out at start and end of terms		
	Motorcycle	Major developments based on at least 5% of the maximum total car parking standard. Minor developments provision provided on a case by case basis.		
Sui Generis Large Housing in Multiple Occupancy Large shared houses occupied by more than six unrelated individuals	Car	0.15 spaces per bedroom	0.25 spaces per bedroom	0.25 spaces per bedroom
		On-street residents permits restricted in CPZ areas based on consideration of the relevant factors	On-street residents permits restricted in CPZ areas based on consideration of the relevant factors	
	Cycle	1 space per 2 bed spaces (Long Stay)		
	Disabled User Parking	1 space per wheelchair accessible unit plus 50% of the minimum parking standard for ambulant disabled people & visitors		
	Motorcycle	Minor developments provision provided on a case by case basis.		

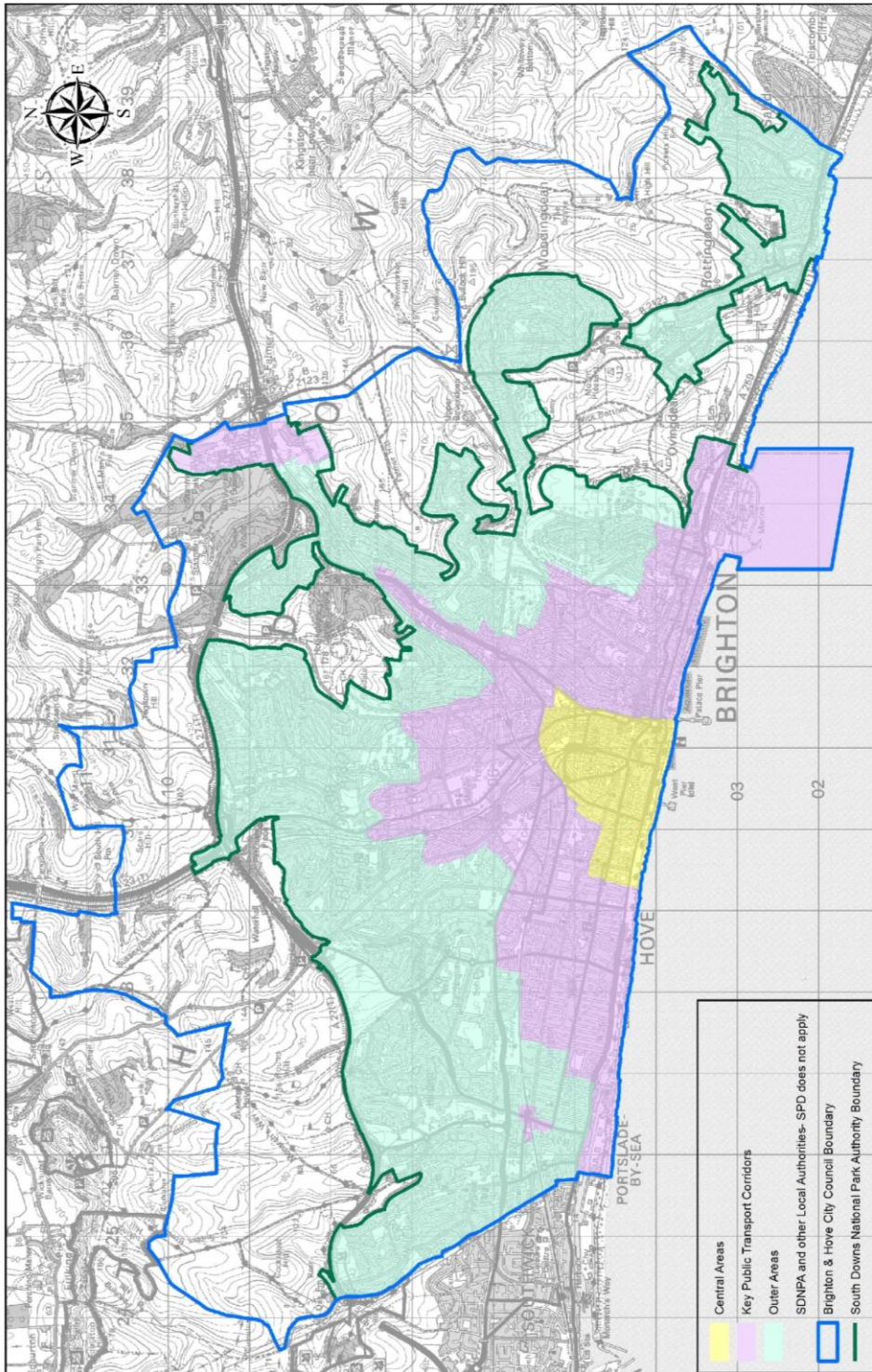
4 Appendix

Parking Zones Map



An electronic map detailing the extent of these three zones can be accessed here, <http://www.brighton-hove.gov.uk/content/planning/local-development-framework/draft-parking-standards-supplementary-planning-document>. (Link to be included shortly).

Parking Standards Zones



Scale: 1:61,902

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City Planning
Brighton & Hove City Council
Hove Town Hall
Norton Road
Hove
BN3 3BQ



Subject:	City Employment & Skills Plan 2016-2020
Date of Meeting:	22 September 2016 – Economic Development & Culture Committee 3 October 2016 – Children, Young People & Skills Committee 20 October 2016 – Council
Report of:	Joint Report of the Executive Director for Families, Children & Learning and the Acting Executive Director for Economy, Environment & Culture
Contact Officer:	Name: Elizabeth Cadman Tel: 291094 Email: Elizabeth.cadman@brighton-hove.gov.uk
Ward(s) affected:	All

FOR GENERAL RELEASE

1. PURPOSE OF REPORT AND POLICY CONTEXT

- 1.1 The report is to seek approval from the Committee for the final City Employment & Skills Plan (2016-2020) and before going to Full Council.

2. RECOMMENDATIONS:

That the Economic Development & Culture and the Children, Young People & Skills Committees:

- 2.1 Notes the final City Employment & Skills Plan and the steps that will be taken to deliver the Strategic Map.
- 2.2 Recommends the Plan to Council for adoption.

That Council:

- 2.3 Adopts the Brighton & Hove City Employment & Skills Plan 2016-2020.

3. CONTEXT/ BACKGROUND INFORMATION

- 3.1 A report proposing development of a new City Employment & Skills Plan (2016-2020) was agreed by the Children, Young People & Skills Committee in July 2015. It was noted by the Economic Development & Culture Committee in September 2015.
- 3.2 Following the tender process, Rocket Science, were the consultants appointed to develop the City Employment & Skills Plan.

- 3.3 A progress report on the development of the City Employment & Skills Plan (2016-2020) was noted by the Economic Development & Culture Committee and Children, Young People & Skills Committee in March 2016.
- 3.4 The City Employment & Skills Plan is a city-wide plan jointly owned by stakeholders and partners across the City. The Plan also recognises the important economic role of the City Region and proposes activities that can be delivered at City Region level.
- 3.5 The City Employment & Skills Plan supports the delivery of both the Economy & Jobs and Children & Young People priorities in the City Council's Corporate Plan 2015-2019.

The Greater Brighton Employer Skills Task Force

- 3.6 The Greater Brighton Employer Skills Task Force was formed in Autumn 2015 from over 30 of the City Region's leading businesses and education providers. The Task Force was established in September 2015 to consider how the number of apprenticeships can be increased locally, how those who have not worked for some time can be supported back into work and how more businesses can be encouraged to engage with schools as a way of helping to build and grow a pipeline of local talent about to enter work and learning with a greater understanding of the job and career opportunities in different sectors.
- 3.7 The Task Force set the City Region a target of a minimum of 1,000 new apprenticeships in 1,000 days. This has been included as a target in the City Employment & Skills Plan.
- 3.8 To achieve this they developed an Employer Pledge asking the wider business community to support the campaign. The Employer Pledge was launched during Apprenticeship Week in March this year and received over 100 pledges of support.
- 3.9 The Task Force also developed a report including eight recommendations for action. Three actions are under Objective 1 in the Strategic Map; a brand for the Greater Brighton City Region and the development of a Greater Brighton Employer Brokerage Model. The brokerage service is intended to help large employers and small and medium sized enterprises (including microbusinesses) to find trainees, apprentices, higher apprentices. It will also track the number of apprenticeships starts and completions and provide evidence in the form of metrics that will detail take-up by a range of indicators e.g. age, gender, ethnicity, disability and geography. Apprenticeship branding will be developed and maintained for the Greater Brighton City Region to help simplify the training and apprenticeship offer and reduce confusion for businesses, young people, schools and parents.
- 3.10 A separate report on the Greater Brighton Employer Brokerage Model will be brought to the Children, Young People & Skills Committee. This will form part of the Youth and Employability Trust Committee report, which is going to the Children, Young People & Skills Committee on October 3rd 2016.

3.11 **The Brighton & Hove Data Story** was produced to inform the City Employment & Skills Plan. It is an assessment of the Brighton & Hove labour market and issues relevant to the City's relationship with the Greater Brighton City Region and Coast to Capital area and provides an evidence base for the plan.
Priorities and Targets

3.12 From the evidence in the Brighton & Hove Data Story and the findings from the consultation phase, the priorities emerged. Along with three overall outcomes to be achieved over the life of the plan:

- **Priority 1 – No one left behind:** Residents and workers suffering disadvantage in the labour market either through unemployment, low pay or lack of aspiration are supported effectively to make the most of the economic opportunity the City and its wider partnerships can offer.
- **Priority 2 – Supporting learn to earn transitions:** Young people and those making career transitions at any age are supported on their journey from learning to earning and can take advantage of the career, lifestyle and further education opportunities the City has to offer.
- **Priority 3 – Enabling businesses and workers to benefit from growth:** The key employment sectors of the City driving growth such as Health & Life Sciences and those which are critical to sustaining a healthy and vibrant City such as Financial Services, Public Sector and Tourism, are accessing employees with the right technical skills, aptitude and readiness for work. These employers should be given support to help their workforce grow and prosper.

Outcomes

3.13 By 2020 the following outcomes will have been achieved:

- The target is to support 2,000 long-term unemployed residents move into sustainable employment.
- The target is to increase apprenticeships by at least 1,000 new starts in 1,000 days.
- The target is to secure 3,000 opportunities to help residents develop their skills, experience and career through the Employer Pledge.

3.14 In order to achieve these outcomes the CESP Strategic Map sets out four objectives which will provide the road map to delivery of the outcomes and the means by which progress can be measured.

Strategic Map

3.15 A Strategic Map (Appendix 1) has been developed and its four objectives are each supported by actions. The actions will help put in place the systems, funding and structures to make our employment, skills and business support infrastructure work better to secure the needs of residents and businesses.

- 3.16 The Learning, Skills and Employment Partnership is tasked with helping to drive the delivery of the Strategic Map. To achieve this aim four Action Groups will be established to oversee the workplan. Membership of the groups is from the Learning, Skills & Employment Partnership and other key stakeholders.
- 3.17 Its task will be to agree specific actions and activities that achieve the objectives. For example: one of the main focuses in Objective One will be to agree the steps needed to create a job Brokerage scheme that meets the needs of employers and will engage local training providers thereby making it easier for employers to find and train staff.

Priority	Strategic Map	Group	Chaired By	Outcome
2	Objective One - Working better with employers to secure jobs and develop careers for our residents	Employer Action Group	Gavin Stewart, Brighton & Hove Economic Partnership	Help meet the City target of 1,000 apprentices in 1,000 days
2	Objective Two - Making skills infrastructure and funding work better for sectors key to our resilience and growth	Skills Action Group	Sarah Williams, Sussex Learning Network	Help meet the City target of 1,000 in 1,000 days
1	Objective Three - Making our services, providers and funding work better to help those furthest from the labour market	Services Action Group	Simon Newell, Brighton & Hove Connected	2,000 long-term unemployed people into work
3	Objective Four - Supporting business growth and sustainability	Business Support Action Group	Sarah Springford, Brighton & Hove Chamber of Commerce	3,000 opportunities through the Employer Pledge

- 3.18 The City Management Board will oversee and monitor the Plan and support where appropriate.

4. ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS

- 4.1 The do nothing approach represents a risk for Brighton & Hove and its residents because of a number of factors which will impact on the labour market and skills and employment in the City including but not limited to; changes to the funding landscape for skills; changes to benefits for under 25 year olds; introduction of an Apprenticeship Levy in April 2017; high number of Employment Support Allowance claimants in the City etc.
- 4.2 Following approval of a new City Employment & Skills Plan by the Children, Young People & Skills Committee in July 2015, no alternative options were considered.

5. COMMUNITY ENGAGEMENT & CONSULTATION

- 5.1 The consultants engaged with providers, public bodies, third sector partners and businesses throughout the development of the Plan.
- 5.2 Over 100 delegates attended the first consultation event in December 2015 which looked at the key priorities for the Plan.
- 5.3 Over 70 delegates attended the second consultation event in January 2016 to develop a set of recommendations for the Plan.
- 5.4 Over 25 in-depth interviews were conducted with key stakeholders in the City. In addition, over 170 respondents completed an online questionnaire which helped inform the development of the Plan.
- 5.5 Rocket Science presented the emerging priorities to the Fairness Commission in January 2016 and development of the Plan took into account the work of the Commission to ensure alignment between the two strands of work.
- 5.6 A Greater Brighton Employer Skills Task Force was convened which was an integral part of the development of the City Employment & Skills Plan, to ensure that the major local employers are central to its development.

6. CONCLUSION

- 6.1 Committee is asked to approve the final City Employment & Skills Plan report and that it is going to Full Council for approval on the 20th October 2016.
- 6.2 Committee is asked to note the Strategic Map (Appendix 1) and its four objectives each supported by three actions.
- 6.3 Committee is asked to note the convening of the four Action Groups to take forward the actions to deliver the Plan.
- 6.4 Committee is asked to note the City Management Board will oversee delivery of the Plan.

7. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 7.1 There are no direct financial implications associated to the recommendations in this report to the Children, Young People & Skills Committee.
- 7.2 The cost of developing the City Employment & Skills Plan has been funded from the City Regeneration Investment Fund and existing City Regeneration service revenue budgets.
- 7.3 Any financial implications associated with the delivery of the actions set out in the Plan will be assessed within relevant future reports or business case and appropriate approval for funding will be sought where required.

- 7.4 It is anticipated that the Plan will assist in making funding applications for external resources and the development of joint funding bids to deliver the identified actions. External funding is potentially an important source of income, but funding conditions need to be carefully considered to ensure that they are compatible with the aims and objectives of the council.

Finance Officer Consulted: Steven Bedford

Date: 16/08/16

Legal Implications:

- 7.5 As detailed in the body of the report the plan provides a vehicle for a number of council objectives, and should enhance the council's capacity to meet duties in respect of addressing inequalities. It will further enhance the Council's capacity to meet the expectations under the Enterprise Act 2016. Compliance with the Specification of Apprenticeship Standards for England (SASE) is a statutory requirement of the Apprenticeships, Skills, Children and Learning Act. New employer designed apprenticeship standards are being developed to replace the current apprenticeship frameworks.

Lawyer Consulted: Natasha Watson

Date: 09/09/16

Equalities Implications:

- 7.6 An Equalities Impact Assessment for the City Employment & Skills Plan is in the process of being prepared. The Plan has taken into account recommendations from the Fairness Commission. Two other research studies have been commissioned as a result of the City Employment & Skills Plan. The first study looks at ways to overcoming barriers to employment for BME residents and the second study focuses on the same objective for disabled residents.

Sustainability Implications:

- 7.7 The Plan complements the strategic objectives in the council's Economic Strategy including; tackling barriers to employment, growth of the Creative Digital & IT Sector and improving the job prospects of the resident workforce will help economic sustainability. It also links to the work undertaken by the Greater Brighton Economic Board.

Any Other Significant Implications:

Crime and Disorder Implications

- 7.8 Studies have repeatedly linked unemployment to rising crime and the deterioration of health. Labour market policies can play a role in reducing crime rates and unemployment in the city, which should have a positive impact on crime reduction.

Risk and Opportunity Management Implications

- 7.9 Measures will be put in place to monitor and manage risks. By the involvement of Council officers in supporting the Action Groups, part of their role is to help the Chair of each Action Group to ensure the objectives in the City Employment & Skills Plan are achieved. The Action Groups will be expected to provide regular progress reports to the City Management Board.

Public Health Implications

- 7.10 The Office of National Statistics (ONS) measures national wellbeing and established that economic inactive people or under-employed people have lower levels of wellbeing than those who are employed. The Plan will have a positive impact on those residents in the city who are unemployed or under-employed.

Corporate & Citywide Implications

- 7.11 The new Plan supports the delivery of the Economy & Jobs and Children & Young People priorities of the City Council's Corporate Plan 2015-2019. The Plan is being written at a time when Local Authorities are facing significant cuts to their budgets and, at the same time, the implications of welfare reform are becoming unknown with growing numbers of residents being detrimentally affected. Interventions in the Plan should help reduce the financial burden on the Local Authority.

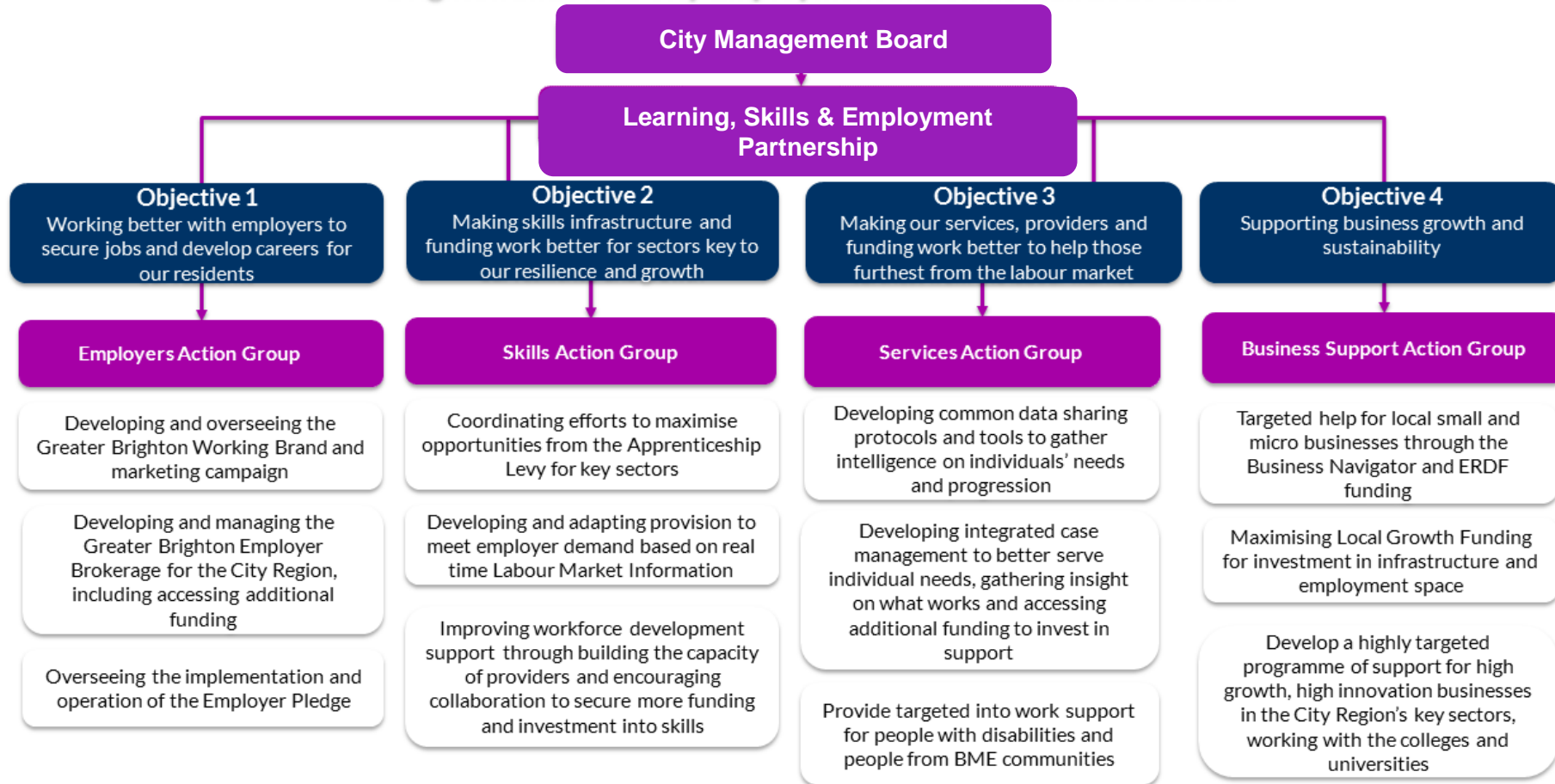
SUPPORTING DOCUMENTATION

Appendices:

1. Strategic Map
2. City Employment & Skills Plan (2016-2020)

Appendix 1

Brighton and Hove City Employment and Skills Plan 2016-2020



Brighton & Hove City Council

Brighton & Hove City Employment and Skills Plan 2016-2020

- Increasing apprenticeships by at least **1,000** new starts in **1,000** days
- Supporting **2,000** long term unemployed residents move into sustainable employment
- Securing **3,000** opportunities to help residents develop their skills, experience and career through the Employer Pledge



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1. Executive Summary

The City Employment and Skills Plan 2016-2020 (CESP) has been developed at a time of real shifts in policy and funding at national, Greater Brighton City Region (GBCR) and Brighton & Hove City levels. These shifts in direction and investment into employment and skills alongside the regeneration and development taking place in the City represent a great opportunity to focus efforts on supporting our residents and business more effectively making the most of the funding, resources and assets the City has available.

The City has benefited from economic growth with a strong financial services sector, vibrant visitor economy, emerging dominance in the creative and digital sectors and a centre for learning and innovation. However, there is evidence that this growth has not benefited everybody. Youth unemployment, although reducing, is still high and we have deeply entrenched unemployment for some residents and increasing polarisation between wealth and poverty.

Taking into account both the opportunity and challenge we have identified three priorities for the CESP 2016-2020 to address:

- **Priority 1 – No one left behind** – Residents and workers suffering disadvantage in the labour market either through unemployment, low pay or lack of aspiration are supported effectively to make the most of the economic opportunity that the City and its wider partnerships can offer.
- **Priority 2 – Supporting learn to earn transitions** – Young people and those making career transitions at any age are supported on their journey from learning to earning and can take advantage of the career, lifestyle and further education opportunities that the City has to offer.
- **Priority 3 – Enabling businesses and workers to benefit from growth** – The key employment sectors of the City that are driving growth such as Creative, Digital & Information Technology (CDIT), and those which are critical to sustaining a healthy and vibrant City such as Financial Services, Public Sector and Tourism, are accessing employees with the right technical skills, aptitude and readiness for work. These employers are given support to help their workforce grow and prosper.

The plan has been developed to address these priorities following consultation with nearly 200 stakeholders at two major consultation events (plus an online survey completed by approximately 170 respondents), an extensive review of practice and models of employment and skills initiatives across the UK, an assessment of the labour market and the co-design of solutions with key services, public agencies, providers and business representatives. It has been closely aligned with the recommendations from the Employer Skills Task Force (ESTF) (March 2016) and the work of the Fairness Commission (reported in June 2016).

The plan consists of four objectives, each supported by three tangible actions which will help us put in place the systems, funding and structures to make our employment, skills and business support infrastructure work much better to serve the needs of individuals and businesses.

These include:

- **Objective 1** – Working better with employers to secure jobs and develop careers for our residents
- **Objective 2** – Making skills infrastructure and funding work better for sectors key to our resilience and growth
- **Objective 3** – Making our services, providers and funding work better to help those furthest from the labour market
- **Objective 4** – Supporting business growth and sustainability

To oversee the implementation and operation of the plan the City Management Board will direct the work of the Learning, Skills & Employment Partnership as well as report on progress and impact on a regular basis.

By 2020 we expect that the CESP will have delivered the following:

- at least 1,000 new apprenticeships will have started helping people move into sustainable careers for the future
- 2,000 long term unemployed residents will have moved into sustainable employment
- 3,000 opportunities will have been provided from the business community through the pledge such as jobs, work experience, apprenticeships, helping schools and providers better prepare people for work.

2. Introduction

This publication sets out the ambition and actions for the Brighton & Hove City Employment and Skills Plan 2016 to 2020.

An extensive review and consultation process has taken place between November 2015 and January 2016, creating the evidence base which underpins this plan as a series of appendices. These include:

- **The Brighton and Hove Story** - An assessment of the Brighton & Hove labour market and issues relevant to the City's relationships to the Greater Brighton City Region and Coast to Capital area
- **Consultation report** - Setting out the views and perspectives of stakeholders and key groups in the City about employment and skills needs, drawn from one to one interviews, two consultation events and online survey amounting to over 170 consultees
- **Review of apprenticeships and devolution** – A paper setting out approaches to supporting apprenticeships from the experience of City Deal areas and in the context of Greater Brighton Devolution
- **Review of employer engagement approaches** – A desk review of different models to support apprenticeship recruitment such as Apprenticeship Training Agencies and employer brokerages across a range of areas
- **Employer brokerage options assessment** – An assessment of different models for developing and funding an Employer Brokerage service for Brighton & Hove.

The following document sets out; the context for the CESP 2016-2020; summarises the key facts around the labour market and challenges for the future; establishes the ambition for the City in 2020; and detailing the activities, accountability, outcomes and indicators required for implementation and measuring progress.

We would like to extend our thanks to Brighton & Hove City Council staff for helping us to access data, insights and facilitate meetings and events as well as to all those stakeholders that have taken part to develop the CESP 2016-2020.

3. Setting the context

3.1 Approach to developing the CESP 2016-2020

The development of the new CESP comes at an important time, as employment and skills support in England is under-going major change. This will have a significant impact on the delivery of the plan over the next four years.

There is the potential for local partners to design and control appropriate interventions that fit local labour market needs and support economic growth through Greater Brighton City Region Devolution.

However, Apprenticeship reform, the Employer Levy¹ and changes to investment from the Department for Work and Pensions (DWP) and the Skills Funding Agency (SFA) (which combined represent the greatest public sector investment in employment and skills) are being reshaped over the next 12 months and likely to be commissioned at a national level. This could limit the extent to which local control around commissioning, investment and performance management will be devolved to local areas.

In developing the CESP, our focus has been on assessing the ‘readiness’ of Brighton & Hove to respond to these changes by:

- Taking advantage of the opportunities these present to support those people furthest from the labour market to access employment and those caught in the low skills low pay cycle
- Achieving the ambition to reduce youth unemployment to zero by 2020
- Making the most of local economic growth and regeneration.

This assessment has concentrated on three key questions:

- What should the leadership and governance of the employment and skills agenda be in a City which has some distinctive labour market issues and is part of a Greater Brighton City Region with ambitions for growth?
- How can the local employment and skills system better respond to the needs of employers, and in turn, ensure that residents and workers are better equipped to secure sustainable employment and develop their career?
- Where should the investment of time and resources be concentrated in the plan so that the right balance is struck between addressing economic exclusion and supporting economic growth?

¹ Information about the Levy and reforms can be accessed here https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/484209/BIS-15-651-english-apprenticeships-our-2020-vision-executive-summary.pdf

And on three lines of enquiry:

- What are the needs of those residents and workers who are disadvantaged in the labour market so that **'No one is left behind'** from a growing economy?
- How can school/college into work transitions be better supported so that young people are making good decisions about their future career and that the **learn to earn** journey is better coordinated, helping youth unemployment continue to reduce and supporting those in low paid employment develop their skills and income potential?
- How can we better understand the needs of employers and adapt our skills and training provision so it enables us to ensure that local people are **benefiting from growth** and supports the needs of businesses to help them sustain and grow?

3.2 Considerations for developing the new plan

CESP 2011-2014

The previous CESP ran from 2011 to 2014 and focused on three priorities:

- Priority 1: Promote the City's employment and skills needs to internal and external partners and agencies
- Priority 2: Support the creation of at least 6,000 new jobs by 2014
- Priority 3: Ensure that local residents are equipped to compete for jobs in the City's labour market

These priorities are still relevant in the context of a new plan, although we have cautioned against setting targets over which the council and its partners have little control or influence. Focusing efforts and investment on interventions that can be controlled will lead to improved local accountability and greater impact on both the individual and the economy.

Governance

The plan is currently overseen by the Learning, Skills and Employment Partnership (LSEP) which brings schools and Post 16 learning and education partners together with agencies such as Department of Work & Pensions (DWP), the Brighton & Hove Economic Partnership (BHEP) and businesses in the City. However, this group is very large and the CESP is one of many items which falls under its control.

We suggest that as this new plan is focused heavily on creating change across the whole employment and skills system, it needs to sit far more strategically across partners and we have suggested a structure for making this happen in Section 5.

Devolution

Since the previous CESP, the geography for policy and investment around economic growth and regeneration has changed.

As part of Greater Brighton City Region, Brighton & Hove now sits with Lewes, Mid Sussex and Adur & Worthing as a group of authorities with a set of agreed devolved powers and levers. This partnership also sits within the wider Coast to Capital Local Enterprise Partnership (C2C LEP) area.

Whilst these relationships are very important for driving economic growth, the particular characteristics of the Brighton & Hove economy makes it distinctive from its neighbours, who have different approaches to supporting the employment and skills system locally. This presents some challenges in terms of the geographical scale interventions will need to operate at. For example, some interventions may need to be at the Greater Brighton City Region level and others at a City and neighbourhood level.

Employer Skills Task Force (ESTF)

The Employers Skills Task Force was a time-limited group, established in 2015 to bring employers together to consider how employers can contribute to increasing the number of apprenticeships and develop a series of recommendations to improve the relationship between business and schools. Alongside eight recommendations, which have included a priority to develop a brokerage model, an Employer Pledge has been agreed alongside a commitment to achieve at least 1,000 new apprenticeship starts in 1,000 days. These recommendations and targets have formed one of the interventions for the new CESP.

Brighton & Hove Fairness Commission

The Fairness Commission (FC) was established in 2015 to conduct an investigation into fairness within the City and reported its findings in June 2016².

Employment and skills is a key area for investigation to which the evidence underpinning the plan has already been presented and is summarised in Section 4. One of the three priorities for the new CESP is to ensure that residents and workers disadvantaged in the labour market are given the opportunity to access sustainable employment.

The recommendations made by the Fairness Commission for the CESP are detailed in Annex 1. These will be considered by the Working Groups which have been tasked with developing the deliverables under the Strategic Map for the CESP (see Section 5).

Other factors

Alongside a changing national funding regime for employment and skills there are a number of other factors that will have an influence on the new CESP over the next 18 months including:

- The need to reflect the limitations on public sector investment in employment and skills alongside continued cuts in public sector expenditure, which may have an impact on future services delivered by different agencies, including the council
- Changes to provision that may arise following the Strategic Area Review of Post 16 education – at the time of writing, the summary report of the Strategic Area Review had not been published and is due to be published in the next few weeks. However City College

² <https://www.brighton-hove.gov.uk/content/council-and-democracy/fairness-commission>

Brighton & Hove and Northbrook College have announced their proposed merger and start formal consultation in Autumn 2016³.

- Devolution of Adult Skills budgets and additional calls under the Building Better Opportunities Fund co-financed between Big Lottery Fund and European Social Fund
- Proposed changes to the Council's Youth Service and the development of a new delivery model
- Changes to the delivery of DWP services moving to a model of outreach and in community support through co-location
- The commissioning of the new Work and Health programme from Autumn 2016/17.

In the following section we summarise the key findings of our labour market assessment which provides the evidence underpinning the new CESP.

³ http://www.theargus.co.uk/news/14379072.City_College_Brighton_and_Hove_to_merge_with_Northbrook_College/

4. What is the Brighton & Hove story?

4.1 Introduction

A review of the labour market was conducted during December 2015 and January 2016 using national and local data sources. We looked back at progress since the previous plan and in some cases to see what longer term changes (over ten years) had taken place in the City's economy. We set out below some of the key facts and figures about the City which the new CESP will need to help address. A full assessment is contained in the Brighton & Hove Story and all references to data sources are contained within that document, unless otherwise specified.

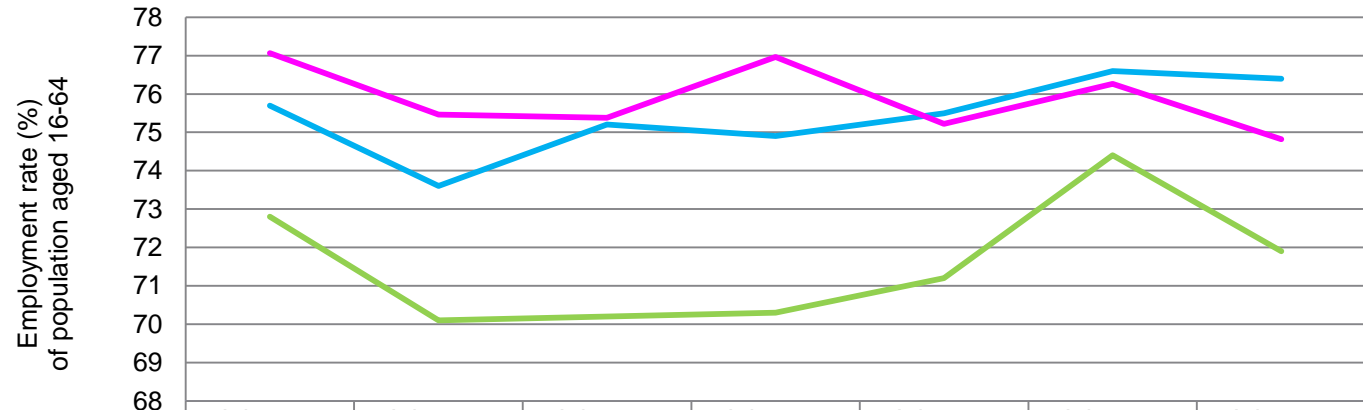
4.2 The City's workforce

Little change in employment rates

Over the past five years there has been little overall change in the City's employment rate which is consistently less than the economic areas of Greater Brighton City Region and Coast to Capital. Despite a slight increase in 2014, overall employment is rising nationally and unemployment reducing. There has also been little change in ethnic minority employment with the rate being well below that of the English average.

There has been a modest rise in self-employment over the past five years reaching the levels achieved back in 2005, although there are gender differences as female self-employment lags 10% behind that of males in 2015. Findings from our consultation suggested that perceptions exist around the lack of affordability and sustainability of self-employment for longer term wellbeing. However, self-employment can be used as a way of helping people get back into work, who would find traditional working patterns challenging either due to health or family circumstances.

Employment Rate Aged 16-64 - Brighton and Hove



	Jul 2008- Jun 2009	Jul 2009- Jun 2010	Jul 2010- Jun 2011	Jul 2011- Jun 2012	Jul 2012- Jun 2013	Jul 2013- Jun 2014	Jul 2014- Jun 2015
— Employment rate - aged 16-64 - Brighton and Hove	72.8	70.1	70.2	70.3	71.2	74.4	71.9
— Employment rate - aged 16-64 - Coast to Capital	75.7	73.6	75.2	74.9	75.5	76.6	76.4
— Employment rate - aged 16-64 - Greater Brighton	77.06	75.46	75.38	76.96	75.22	76.26	74.82

Source: Nomis Annual Population Survey

Pay and qualifications

Pay has risen modestly and there are differences between weekly wages for those that live in the City - higher by c£32 per week compared to those that work in the City. Women's weekly wages are 23% less - around £111 less per week than those of men.

In addition, issues around pay are important in that the cost of living in Brighton & Hove is increasing mainly through house prices and it is estimated around 600 families are going to be affected by the reduction in the welfare benefit cap from £26,000 to £20,000.

The City has some areas which are income-deprived. Twenty five of the Lower Super Output Areas⁴ spread across Brighton & Hove are in the top 15% most income-deprived in England. This masks a wider issue around affordability in the City. The Brighton & Hove Living Wage campaign has had some success in raising the profile of increasing pay beyond minimum wage, but this may get confused with the National Living Wage introduced in April 2016.

As a University City, Brighton & Hove has a higher proportion of residents with a Level 4 qualification and above. Many consultees reported the issue of graduates taking lower/entry level jobs and remaining in the City after their degree, effectively blocking opportunities for unemployed or more disadvantaged from accessing these jobs. This was corroborated by findings from the UKCES⁵ Employers Survey which identified nearly half (47%) of local businesses employ at least one graduate. Of these, 56% say that none of these jobs actually require a degree.

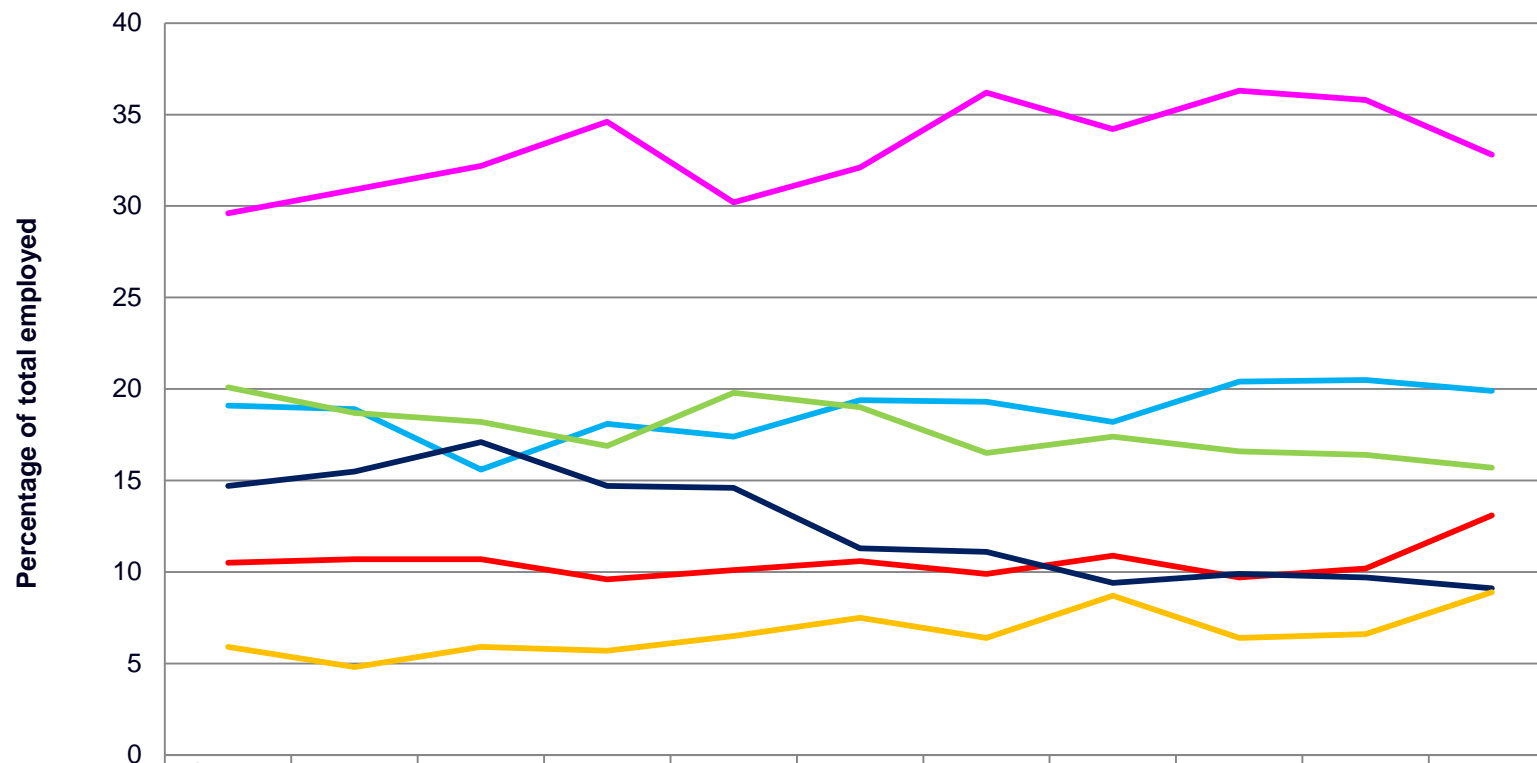
Employment sectors and occupations

Employment is dominated by public administration, health and education, some 33% of the total workforce (46,000 workers). It is closely followed by the banking and finance sector representing one fifth of the workforce (over 28,000). The following chart looks at sectoral change over time and despite some fluctuations over the course of ten years, there has been little overall change from 2005, other than for distribution, hotel and restaurants and manufacturing (decreasing), transport and communications and other services (increasing). The public sector has remained the dominant employment sector in the City since 2005 and despite potential cuts in public sector services it is likely to remain so over the lifetime of the new plan and beyond.

⁴ Lower Super Output Areas (SOAs) are geographical areas used to collect and show data at small area level. For example they are used to show how small areas compare with each other using the Indices of Multiple Deprivation (IMD) which measure deprivation across England.

⁵ UKCES is the UK Commission for Employment and Skills

Changes in employment by sector



	Jun-05	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Public admin, education and health	29.6	30.9	32.2	34.6	30.2	32.1	36.2	34.2	36.3	35.8	32.8
Banking, finance and insurance	19.1	18.9	15.6	18.1	17.4	19.4	19.3	18.2	20.4	20.5	19.9
Distribution, hotels, and restaurants	20.1	18.7	18.2	16.9	19.8	19	16.5	17.4	16.6	16.4	15.7
Transport and communications	10.5	10.7	10.7	9.6	10.1	10.6	9.9	10.9	9.7	10.2	13.1
Other industries	14.7	15.5	17.1	14.7	14.6	11.3	11.1	9.4	9.9	9.7	9.1
Other services	5.9	4.8	5.9	5.7	6.5	7.5	6.4	8.7	6.4	6.6	8.9

Source: Nomis Annual Population Survey 2005 to 2015

4.3 Unemployment in the City

Job Seekers Allowance (JSA) Claimants are reducing

As with other areas of the country and in line with national figures, unemployment in the City is reducing both for adults and young people, some 2,870 residents⁶ are claiming JSA, more than 50% less than in 2010. However, the rate of reduction in older JSA adults has been less pronounced suggesting some challenges for the older unemployed, most of which are male (over two thirds). There are around 240 JSA claimants who have been unemployed for over two years and 40 over five years. 600 JSA claimants are between 18 and 24.

Employment Support Allowance (ESA)

There are over 12,250 people claiming ESA a benefit which supports people that have a disability in the City, with 2,450 classified as the Work Related Activity Group (WRAG). Just under 2,000 are being assessed as to whether they fit in the WRAG group (where they are expected to undertake work related activity and could move into employment) or support group (where their condition means they are assessed as unlikely to be able to work or undertake work related activity). Although the numbers are low compared to other areas, this group of residents will be targeted as part of the new Work and Health Programme, alongside those that have been unemployed for over two years.

These groups will be some distance from the labour market and require more intensive occupational therapy and support. They are also likely to be presenting themselves to other services in the City such as Adult Social Care, Troubled Families and Housing.

Black and minority ethnic groups

The employment rate for ethnic minorities is far lower than the national average. Data provided for the Brighton & Hove Fairness Commission session on the 20th January 2016 identified ‘that there are low levels of economic activity within specific groups such as the Arab population (47%, totalling 794 individuals) and Chinese population (39%, totalling 1,061 individuals). The 2011 Census shows that 20% of Brighton & Hove residents (53,351 people) are from a Black and Minority Ethnic groups (BME) background.’

Disabled people

According to the Disability in Brighton report, produced by the Public Health Intelligence Team (October 2015), 16% of Brighton & Hove residents have their day-to-day activities limited because of a health problem or disability which has lasted, or is expected to last, at least 12 months. In 2013/14, 1,138 adults with a learning disability were registered with local GP surgeries (0.5% of the total adult population). Anecdotal evidence from DWP suggests that over 50% of people claiming ESA report a mental health condition.

Understanding the barriers to employment for Black and minority ethnic groups and those with physical disabilities and/ or mental health conditions is being explored in more detail through two research studies (commissioned at the time of writing this report). The two pieces of research have a

⁶ Based on NOMIS JSA September 2015 data

particular focus on accessing employment in the local labour market. The recommendations from the research will be fed into the CESP Strategic Map with the aim of delivering specific interventions to support transitions from unemployment into work.

4.4 Jobs growth and productivity trends

What jobs for the future?

Projections from data and analysis in the Coast to Capital Economic Assessment 2015 and summary of the UKCES Working Futures reports 2015, suggest that replacement demand⁷ for jobs will outstrip new net jobs growth by eight times between 2012 and 2022.

New jobs are predicted for the CDIT sector (some 2,000 between 2012 and 2022); additional jobs for finance sectors around 2,000 and new jobs growth linked to key regeneration schemes in the Greater Brighton City Region. However, these are mainly at a higher level of qualification.

Skills gaps and responding to the needs of business

The City relies heavily on its visitor economy (11 million visitors a year) and income through tourism and leisure. There are 24,000 people employed in this sector, yet it is seen to be poorly served in terms of both recruitment and career opportunities and quality of training provided. As shown previously the public sector is the largest employer and will continue to be so. Jobs and skills demand in these sectors are important to support even though these sectors are not seen as key contributors to improving productivity.

There are current skills gaps being reported in the City as well as those projected by UKCES. Although the main source of jobs will be replacement demand, much of this will be with different skills requirements highlighted as being a challenge for the financial services sector which represents a fifth of jobs in the City. Here requirements are shifting from current Levels 2 to 3 standards towards Levels 3 and 4 representing a real need for training and development support at higher levels.

Keeping pace with skills needs of the CDIT sector is challenging. Skills gaps are in the majority of cases either staying the same or worsening. The sector is dominated by small start-ups and freelancers which can make access difficult to provide support to these businesses and constant changing of skills needs makes it difficult for providers to keep up with demand. The proposed merger between City College Brighton & Hove and Northbrook College would form as a new institute for arts and technology, acting as a catalyst for putting CDIT at the heart of its mainstream skills provision.

These current and emerging skills challenges will place greater demand on skills providers and with changes to Government funding require greater insight and flexibility in developing appropriate programmes of training and support.

⁷ These job openings are not due to overall economic growth but to normal turnover in the workforce including retirement

Enterprising but needing support

Business start-ups are high in the City and it is considered to be an entrepreneurial City. In contrast, the rate of business deaths ranks Brighton & Hove 5th highest in the Centre for Cities Outlook 2016⁸ however the rate of business deaths in Greater Brighton City Region is reducing.

Centre for Cities ranks Brighton & Hove in the top ten for many indicators of the conditions needed for business growth but ranks less well around business churn and ratio of private to public sector employment⁹.

The nature of state funded business support has changed significantly, the loss of support agencies such as Business Link and programmes such as the Growth Accelerator and national support through the Manufacturing Advisory Services is not being replaced. There is some support available through the Coast to Capital Business Navigator programme, (a business signposting and support service) and peer to peer networking through organisations such as Brighton & Hove Chamber of Commerce and the Economic Partnership. Opportunities for securing funding for business support are limited and mainly focused around European funding through competitive bidding and negotiated deals as part of the devolution process.

There are plans at Greater Brighton City Region level and through the Local Growth Deal to create the conditions for growth through regeneration, investment in infrastructure and new business space. For example the Circus Street Innovation Hub will create over 200 predominantly local jobs and bring businesses together to help them innovate and scale. City College Brighton & Hove Construction Trades Centre opening in 2016 will help to scale and improve the quality of construction training. A number of schemes are supporting the key growth sectors for the Greater Brighton City Region and in the future there may be scope to use flexibilities around business rates to fund business support activity.

It is clear that greater levels of collaboration across the local authority areas in the Greater Brighton City Region along with the Coast to Capital LEP, is essential to avoid duplication of effort and to help to make access to support services easier for business.

4.5 Young people and apprenticeships

Apprenticeships in the City

Apprenticeship numbers have been falling in the City over the past three years and have fallen below the English average. There has been a real focus on understanding why this is the case through the work of the ESTF and plans are in place through the Employer Pledge to drive engagement with business. However, take up of apprenticeships from school leavers is low and the greatest number of apprenticeships is among the over 25 age group. The City needs to ready itself for the opportunities that will be available through apprenticeship reforms and the Apprenticeship Levy. Employers will have greater role in skills training in the future; larger employers will be required to pay the Employer levy which can be recouped through an increase in apprenticeships

⁸ Centre for Cities is an independent think tank which seeks to understand why economic growth and change takes place in Britain's cities, and to produce research that helps cities improve their performance. They produce an annual analysis of the performance of cities called Cities Outlook. Their 2016 data has been used to inform the CESP.

⁹ Centre for Cities Outlook 2016

while smaller firms will have access to apprenticeship vouchers which they can use to purchase the training that they need for their staff. The proposals are expected to result in a better match between training provision and the needs of local businesses which should in turn lead to greater numbers of apprenticeships.

Attainment rates are improving but there is a skills mismatch

Attainment rates for GCSEs (A-C) including Maths and English are increasing and moving ahead of its neighbours. However, employers are reporting skills gaps and in particular those related to soft skills both attitudinal and behavioural as well as general work-readiness e.g. the ability to cope with the demands of holding down a job such as time-keeping, punctuality and reliability, although this improves for 17-18 year olds when compared with 16 year olds. There is a dominance of business administration apprenticeships in the City and whilst important, take up of apprenticeships across other occupations important to the City, such as IT, is currently low.

Not in Education Employment or Training (NEET)

NEETs have reduced by approximately 2% since 2013 and the 'unknown' figure reduced from 8.1% of young people aged 16-18 years to 2.3%. As a whole this represents around 332 young people who are NEETs. This reflects greater intelligence and insight on the whereabouts of young people but remains an important challenge to address for the City in its ambition to reduce youth unemployment to zero.

4.6 Implications for the CESP 2016 -2020

Our overall assessment of data and findings from the consultation show the changes the City needs to make to ensure it is able to capitalise on the opportunities for growth and regeneration. In particular, opportunities in the City's growth and key sectors as identified in Brighton & Hove's Economic Strategy (2013-2018)¹⁰. But it also needs to protect the vulnerable and help ensure that it retains the skills and people needed to maintain a vibrant City. The City needs to:

- Continue to reduce unemployment but focus efforts on supporting residents that are at risk of long term unemployment such as those on ESA
- Support young people to access opportunities to develop their career; help those of all working ages in low paid, low waged employment attain skills to secure more sustainable employment
- Help businesses work with providers to ensure training meets their needs and help them develop the skills of their employees to manage future skills demand and remain competitive
- Help support business growth through access to business support.

These needs have been reflected in the priorities and work streams outlined in the Strategic Map.

¹⁰ [Brighton & Hove Economic Strategy \(2013-2018\)](#)

5. Where does the City need to be in 2020?

5.1 The focus

In developing the new CESP 2016-2020 the City needs to focus on the priorities and interventions that will have the greatest traction in supporting its economy and employment and skills infrastructure to work more effectively. Partners and stakeholders will need to manage their collective resources in an environment where:

- expectations for quality delivery and performance is high, yet funding and investment into training and support is reduced
- they will need to collaborate to make the most of what they have and reduce competition and duplication of the current offer so that employers and individuals receive the best service possible
- they will have to work more effectively to build sustainable relationships with employers who, through reforms, will become the direct purchasers of apprenticeship training
- Provision must be responsive to skills needs and ingrained into the employment and skills system so that training remains relevant to the needs of the local economy and enables the City to remain competitive.

We have also set out the three priorities and targets for the CESP building on our consultation and analysis of the key issues affecting the City and the need to balance economic inclusion and growth:

- **Priority 1 - No one left behind – Supporting 2,000 long term unemployed residents move into sustainable employment**
Residents and workers suffering disadvantage in the labour market either through unemployment, low pay or lack of aspiration are supported effectively to make the most of the economic opportunity that the City and its wider partnerships can offer.
- **Priority 2 – Supporting learn to earn transitions – Increasing apprenticeships by at least 1,000 new starts in 1,000 days**
Young people and those making career transitions at any age are supported on their journey from learning to earning and can take advantage of the career, lifestyle and further education opportunities that the City has to offer.
- **Priority 3 – Enabling businesses and workers to benefit from growth – Securing 3,000 opportunities to help residents develop their skills, experience and career through the Employer Pledge**
The key employment sectors of the City that are driving growth such as Health & Life Sciences and those which are critical to sustaining a healthy and vibrant City such as Financial Services, Public Sector and Tourism, are accessing employees with the right technical skills, aptitude and readiness for work. These employers should be given support to help their workforce grow and prosper.

5.2 Where is the City now?

Priority 1 – No one left behind

Findings from our consultation highlighted three key issues for residents and workers. The first is that although unemployment has reduced there are a high number of residents who are claiming ESA and this group will be targeted through further welfare reform and the Work and Health Programme. Changes to the delivery of JCP services towards outreach and colocation offer opportunities for collaboration, but issues around data sharing and coordinating services between agencies are currently limited to initiatives such as Troubled Families.

Aside from issues around duplication of services and needs/progress assessment, feedback suggested that many households were at risk of falling into debt and homelessness. The changing and sometimes volatile nature of employment in the City means that individuals are struggling to manage their daily lives and sustain employment. Some stated that sanctions or the fear of them are preventing those with needs from accessing support, so the scale of need is unknown.

Despite having a Living Wage Campaign in the City, working households are struggling to survive because of rising housing costs and rents and that many people are stuck in a low skills-low pay cycle.

Priority 2 – Learn to earn

The City has invested a great deal of time and effort through the ESTF and other initiatives to understand the needs of employers and how they would like to interact with the employment and skills system. We have already taken their recommendations into account along with the need for an independent brokerage to be established to engage and manage interactions between employers, providers and individuals. Our consultation revealed that whilst this was seen to be a good step forward, there were issues around it solely supporting young people and focused on apprenticeships and school engagement. A clear message is the need to ensure it also helps adults and is focused on developing a more sustainable relationship with business to support those already employed.

Whilst there has been some progress made on improving the Information, Advice and Guidance offer, initiatives to date, such as the Enterprise Advisors and proposed Enterprise Passport, have almost entirely focused on young people. There was also concern that some of the initiatives are not sustainable long-term which can frustrate their take up by schools and providers.

However, the need to have a more sustained engagement with employers was seen to be critical, as is the requirement for up to date information on skills needs and vocational pathways that can be used to inspire young people to choose vocational route ways.

Many feel that the all-age brokerage would help to gather this information and insight and provide a mechanism through which the information could be exchanged between schools, careers advisors and other agencies.

Finally, the current apprenticeship offer is not working as effectively as it should. Employers and young people have a number of concerns including the; quality of provision; competitiveness within the market; relevance of the qualification; job readiness of young people etc. Changes to the funding regime will put employers centre stage as the purchasers of training and there is a sense that the provider market needs support to manage this challenge.

The idea of a Brand and Campaign to sit behind the brokerage would help to increase engagement and by association drive up quality and accountability of providers operating within it. Tracking the employer experience and outcome of their engagement would be an important part of a brokerage service.

Priority 3 – Benefiting from growth

A key finding from the consultation has challenged the view that the focus of the plan should be purely on growth sectors. The City and its neighbours as part of Greater Brighton City Region are focusing on key growth sectors in the region, whereas sectors such as hospitality and leisure, retail and care are equally important. This has been corroborated by data on the City, which highlights the public and financial services sectors being responsible for nearly half of the City's total employment.

The City needs to 'raise its game' in delivering employment and skills support. Issues around work-readiness, technical and practical skills must be tackled for key sectors. For example, helping local people and those with entry-level skills into key employment sectors and enabling local people to be equally employable to an employer as a graduate or student requires a more sophisticated and tailored response.

Some commented that although pre-employment support is available, it is rarely tailored to the sectors that people are applying for and this results in candidates not being properly prepared for interview or transitioning into work.

The City has key growth sectors and there are opportunities to support those businesses that want to develop and grow. However, there are also lots of small and micro businesses in the City struggling to survive and thrive; accessing support to help them develop their management and leadership skills could make a big impact on business survival rates. However, changes to business support provision such as the loss of Business Link, Growth Accelerator and Manufacturing Advisory Service and the potential limitation of resources such as the Business Navigator service, will make it difficult for smaller and micro businesses to access the support that they need for sustainability and business growth.

5.3 Enabling the change

Following a process of analysis which has highlighted the issues from the consultation and a review of practice elsewhere in the UK, we identified the seven areas below to be taken forward in the plan. Further consultation highlighted that as these were interdependent and they would only be effective if efforts were better coordinated and managed. These were considered by the stakeholders to be essential to the delivery of the plan and have therefore been reflected in the four objectives:

1. Putting employers at the heart of the plan through establishing a City-wide Employer Brokerage
2. Developing and improving quality and the capacity of providers
3. Developing a case management approach to bring services and support to fit around the individual
4. Developing support for income and skills progression for the unemployed
5. Development of sector led training provision for all ages
6. Putting in place a workforce development programme for small and micro-businesses
7. Development of a business support programme.

Following a period of testing structures and possibilities as well as reflecting on additional work to identify costs and resources, we have concentrated these into four objectives, each with three key actions or interventions and illustrated in the chart on the next page:

- **Objective 1** – Working better with employers to secure jobs and develop careers for our residents
 - Creation of a Greater Brighton City Region brand and campaign
 - The development of Greater Brighton Employer Brokerage service
 - Management and oversight of the Employer Pledge
- **Objective 2** – Making skills infrastructure and funding work better for sectors key to our resilience and growth
 - Helping to make the most of the Apprenticeship Levy for key sectors
 - Using better intelligence to shape skills provision
 - Helping providers to develop their offer and collaborate for funding
- **Objective 3** – Making our services, providers and funding work better to help those furthest from the labour market
 - Developing common data sharing and tools to better identify and support needs
 - Develop integrated case management so that services better fit around individual needs
 - Provide targeted support for BME and disability groups into employment
- **Objective 4** – Supporting business growth and sustainability
 - Targeting support for small and micro businesses
 - Maximising Local Growth Funding to invest in employment space and infrastructure
 - Developing support for high growth and high innovation businesses

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5.4 Making it happen

Leadership and accountability

Throughout this consultation process, the call for greater leadership and accountability for the delivery of the CESP has been clear. The City Management Board will oversee delivery of the plan through the Learning, Skills & Employment Partnership and report into Greater Brighton City Region governance structures.

The City Management Board would be responsible for assuring and disseminating performance information, managing under-performance and overseeing the monitoring and impact of the CESP on an on-going basis. The City Management Board will need to reflect on data and insight on the needs of equalities groups in accessing and sustaining employment and report on progress as baseline data becomes available.

Action groups

To support the initial implementation of the plan as well as overseeing performance on their respective objectives we are recommending establishing four action groups drawn from the membership within the Learning, Skills & Employment Partnership: Employers Action Group; Skills Action Group; Services Action Group; Business Support Action Group. Representation should be made up of those organisations with a vested interest in the group and with a clear responsibility for delivery in that area of work.

Their purpose can be reviewed once the plan has been established but recommend a focus on supporting delivery of the plan, working with other groups where appropriate to support their work, measuring progress towards addressing the three priorities and targets and provide advice on general issues and challenges over the lifetime of the plan. Chairs of each Action Group would provide a strategic perspective of delivery and performance across each of the four objectives.

Strategic Map

The following sets out a high level plan for delivering on the four objectives, the activities and what success might look like. For additional information and insight please refer to the supplementary reports produced to support the plan, which set out both detail for the proposed employer brokerage and brand.

Objective 1 – Working better with employers to secure jobs and develop careers for our residents**Employer Action Group**

Actions	Activities	Success measures
<p>Developing and overseeing the Brighton & Hove Working brand and campaign</p> <p>Please refer to options paper for more detail</p>	<p>Year 1 – Agree brand name and commission support for design and campaign development; develop campaign marketing plan including a launch, digital presence and roll out to providers and employer/business intermediaries; develop a monitoring and review process to measure success and take-up working with brokerage and other stakeholders.</p> <p>Years 2 and 3 – Conduct a quarterly review of progress and take-up with refinements and updates planned in year according to need, demand and business/provider feedback</p> <p>Year 3 – In addition to the above, evaluate impact of the brand and campaign as part of the objective and wider performance of the CESP</p>	<p>Year 1 – Funding identified and agreed to develop the brand and campaign; roll out is successful and employers actively using different routes to engage with the brokerage and providers</p> <p>Year 2 – Providers and the brokerage reporting increased take up of employment and skills opportunities; employers reporting better access to support and information</p> <p>Year 3 – Role of the brand and campaign is regarded as being critical to the engagement of employers and achievement of CESP objectives</p>
<p>Developing and managing the Greater Brighton Employer Brokerage</p> <p>Please refer to options paper for more detail</p>	<p>Year 1 – Agree the specification and commission external organisation to establish and deliver the brokerage service; oversee set up and mobilisation; develop and oversee performance management information to track progress of the service; develop and embed</p>	<p>Year 1 – Funding identified and agreed to establish the brokerage; brokerage established and operational; providers are reporting increased take up of opportunities by employers</p> <p>Year 2 – Providers reporting improved take up</p>

	<p>employer and provider satisfaction measures in reporting; provide a watching brief on potential sources of funding</p> <p>Year 2 – Conduct a quarterly review of progress and performance, making recommendations on reviewing and improving service, assessing and reviewing emerging LMI and intelligence on employer need and ensuring read across to other objectives;</p> <p>Year 3 – In addition to the above evaluate the impact of the brokerage, its business model and sustainability, secure future funding and support based on recommendations</p>	<p>of employer opportunities and repeat business, employers reporting high satisfaction rates with the service, more employers providing opportunities year on year</p> <p>Year 3 – Brokerage has become an embedded and highly regarded service that providers and others are willing to fund and support for the next 2-3 years</p>
<p>Overseeing the implementation and operation of the Employer Pledge</p>	<p>Year 1 – Routes to embedding the Employer Pledge are established and a common recording system established to gather information on the nature, number and outcome of pledges</p> <p>Year 2 – Conduct a quarterly review on the take up of the Employer Pledge and make refinements and adjustments as required</p> <p>Year 3 – In addition to the above, evaluate the impact of the Employer Pledge in helping to drive opportunities for apprenticeships, work experience and school engagements.</p>	<p>Year 1/2 – Providers and employer intermediaries are collecting and reporting on pledge commitments</p> <p>Year 3 – 3,000 opportunities have been secured through the Employer Pledge to support residents’ access to careers and jobs in the City.</p>

Objective 2 – Making skills infrastructure and funding work better for sectors key to our resilience and growth

Skills Action Group

Actions	Activities	Success measures
<p>Helping to make the most of the Apprenticeship Levy for key sectors</p>	<p>Year 1 – Assessment of emerging guidance and plans from Government on implementation; working with key sectors on developing responses and approaches; collecting information and insight on sector responses, such as public, financial sector, tourism/leisure and CDIT employers; supporting exchange of information and plans to help providers and employers prepare for the change; ensure links are clear between the Digital Apprenticeship Service, Brokerage and brand</p> <p>Year 2 – Quarterly review of performance and apprenticeship take up, where appropriate develop insight on what is working and potential numbers/returns of apprenticeships delivered through the Levy. Ongoing support and exchange of information/insight to support providers. Maintain watching brief on apprenticeship take-up and standards to identify under-performing sectors/opportunities missed and develop local plans to respond</p> <p>Year 3 – In addition to the above, review of apprenticeship take-up by size of employer and key sectors, assessment of gaps and</p>	<p>Year 1 – Brighton & Hove providers and key employers are prepared for new apprenticeship delivery in 2017</p> <p>Year 2 – Apprenticeship take-up is improving and Brighton & Hove is maximising the investment returned back into provision from the Levy</p> <p>Year 3 – 1,000 new apprenticeships have started and take-up of Brighton & Hove apprenticeships is aligned to at least the national average. NEET figures have reduced through improved apprenticeship take-up</p>

	development of future plans	
Using better intelligence to shape skills provision	<p>Year 1 – Agreeing reporting requirements on Labour Market Information accessed through brokerage and other sources, development of sector response groups bringing providers together to help plug gaps/develop provision for pre and in-work training based on employer feedback focusing on key sectors (CDIT, Public, Finance, Leisure etc) with a focus on apprenticeships through sector development plans</p> <p>Year 2 – Quarterly review of emerging labour market insight drawn from the brokerage and other routes, progress around sector support and development of plans and projects to plug gaps in delivery or develop new provision. Regular communications around skills development/plans circulated through key networks</p> <p>Year 3 – In addition to the above, a review of the impact of a sector focused response in terms of improved take-up, retention and completion of courses alongside employer, trainee and provider satisfaction</p>	<p>Year 1 – Information about the skills needs has created a better understanding of gaps and developments needed to support sectors and plans are in place to address needs</p> <p>Year 2 – Employers in key sectors are reporting improvements in skills provision, and improved LMI is helping the sector to be responsive and develop new kinds of provision and raise awareness amongst a wider group of stakeholders on labour market needs and developing the skills offer</p> <p>Year 3 –The Brighton & Hove skills infrastructure is considered to be highly responsive to supporting skills needs in the City and satisfaction from trainees and employers is high</p>
Helping providers to develop their offer and collaborate for funding	<p>Year 1 – A review of development and support needs of providers to help them prepare for changes to funding and frameworks; an assessment of opportunities to collaborate for</p>	<p>Year 1 – Providers are better prepared and managing funding changes, common working standards in place amongst providers and improved understanding of opportunities to</p>

	<p>new funding and developments around the Work and Health Programme; a process established and protocols for developing common standards and work practice</p> <p>Year 2 – On-going review of provider development and capacity building, building on existing provider forums and engaging providers offering different services (adult and young people) levels, (basic to higher education), at different sizes (small and large) and across sectors (private, public and third)</p> <p>Year 3 – In addition to the above, a review of the impact of supporting provider development in encouraging collaboration, improvements in quality of provision, sustainability and resilience of providers and funding/investment accessed through joint working</p>	<p>collaborate</p> <p>Year 2 – Providers are better networked and are collaborating to bid for and deliver employment and skills services, duplication of services is being reduced and more funding is being accessed and invested into Brighton & Hove through European Social Funding (ESF), mainstream, lottery and other funding</p> <p>Year 3 – Brighton & Hove providers are resilient and financially strong, duplication is reduced and employers/trainees reporting high levels of satisfaction</p>
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Objective 3 – Making our services, providers and funding work better to help those furthest from the labour market

Services Action Group

Actions	Activities	Success measures
<p>Developing common data sharing and tools to better identify and support needs</p>	<p>Year 1 – Development of Brighton & Hove data sharing standard and protocol linked to shared information and intelligence about ESA/JSA/UC/NEET residents (and those hidden</p>	<p>Year 1 – Key partners including DWP, the council, health, housing and other providers have agreed to share data on common clients</p>

	<p>in the system) and their needs leading to improved understanding of pathways, service gaps</p> <p>Year 2 – A quarterly review of progress supporting JSA/ESA/UC clients and identification of unmet needs and sharing of good practice amongst providers and services, development of new or adapted services to support unmet need such as in-work support for low-waged</p> <p>Year 3 – In addition to the above, a review of the impact of data sharing and improved working on both individual service/provider performance and performance at a Brighton & Hove level</p>	<p>including needs, actions and outcomes</p> <p>Year 2 – Improved communication between providers and services is transforming client journeys through the system, reducing attrition and sanctions and supporting those in low-paid employment to improve their finances and skills</p> <p>Year 3 – Through improved collaboration between services 2,000 residents will have accessed sustainable employment, long term unemployment figures have been reduced and improved support has increased household income for the those on low wages</p>
<p>Develop integrated case management so that services better fit around individual needs</p>	<p>Year 1 – Agreement with providers to develop a common standard/action plan for working with ESA/JSA/UC/NEET residents (and those hidden in the system) and working through a case management approach to bring services together into a coherent package of support that is both practical and meets the needs of the individual in readiness for the Work and Health Programme and other funding opportunities</p> <p>Year 2 – Development of regular case conferences to support those with greatest need and challenges have been put in place, improved understanding of gaps in services and provision</p>	<p>Year 1 – Key partners including DWP, the council, health, housing and other providers have agreed to develop a common action plan for working with clients and are working together to provide packages of support around individual needs</p> <p>Year 2 – Work and Health programme contract for delivery into Brighton & Hove has been awarded to partners and delivery has begun. Other funding is being accessed to support needs</p> <p>Year 3 – Long term unemployment has reduced</p>

	<p>have been identified and projects being developed to plug gaps in existing services. Ongoing review of performance and learning is building a greater picture of what works and best practice being delivered in the City</p> <p>Year 3 – In addition to the above, a review of the impact of integrating case management and improving short and long terms outcomes to support shared understanding of needs and what works in the City</p>	<p>and those furthest from the labour market have improved their chances of securing sustainable employment. Improved awareness of need and what works has reduced duplication and maximised funding and investment from the Work and Health programme and other funding sources</p>
<p>Provide targeted support for BME and disability groups into employment</p>	<p>Year 1 – Commissioning the research to identify areas of need that require intervention</p> <p>Year 2 – Develop a programme of activity to support the target groups and secure funding</p> <p>Year 3 – Embed good practice and review</p>	<p>Year 1 – Better understanding of the needs and possible interventions</p> <p>Year 2 – Successful pilots capable of roll out</p> <p>Year 3 – Reduction of unemployment amongst the target group</p>

Objective 4 – Supporting business growth and sustainability**Business Support Action Group**

Actions	Activities	Success measures
Targeting support for small and micro businesses	<p>Year 1 – Development of a common standard of triaging and connecting support to micro and small business through the various enterprise and business support agencies; developing a plan of engagement and support for small and micro business focusing on improving leadership, business management and growth skills</p> <p>Year 2 – Quarterly reviews of progress in supporting micro and small businesses is developing a shared understanding of needs and issues and identifying gaps in support and/or quality</p> <p>Year 3 – In addition to the above, a review of the impact of business support for micro and small business and shared learning about what works in supporting these businesses to survive and grow is improving practice amongst business intermediaries and support providers</p>	<p>Year 1 – Improved understanding of the needs of micro and small business has led to better targeted and quality of support, to support growth and reduce business deaths</p> <p>Year 2 – Business failure rates are beginning to show signs of improvement and funding has been secured to continue to provide targeted support</p> <p>Year 3 – Business failure rates have reduced in line with those at Greater Brighton City Region level, more businesses are reporting greater productivity levels, profits and creating employment opportunities</p>

Maximising Local Growth Funding and other Government funding to invest in employment space and infrastructure	Years 1 to 2 – Negotiations with Government through the Local Growth Fund for a derogation of £4m from the Coast to Capital (capital only) funds to support business growth	Years 2 to 3 – Better coordination and reach of support interventions for SMEs and micro businesses
Developing support for high growth and high innovation businesses	Years 1 to 3 – Putting the knowledge, expertise, resilience and networks of the universities to greater use in the City Region	Years 1 to 3 – Devolution of the Greater Brighton proposals for university led growth via: Digital Catapult, Advanced Engineering Centre, Central Research Laboratory

6. Conclusion

This City Employment & Skills Plan 2016-2020 represents the greatest opportunity to change the way employment and skills support is delivered and make it far more effective for both business and individuals. The City has a great deal to build on including a committed group of employers who want to be involved in supporting young people develop their careers and providers that recognise the need to change in response to shifts in policy and funding.

A plan is only as good in its implementation. By concentrating on addressing three priorities through four overall objectives the City will be able to maintain a focus on ensuring that the employment and skills infrastructure is performing effectively and is improving its impact on the economic wellbeing of people and businesses. By 2020:

- at least 1,000 new apprenticeships will have started helping people move into sustainable careers for the future
- 2,000 long term unemployed residents will have moved into sustainable employment
- 3,000 opportunities will have been provided from the business community through the Employer Pledge such as jobs, work experience, apprenticeships, helping schools and providers better prepare people for work.

7. Glossary

ESA	Employment Support Allowance
DWP	Department for Work & Pensions
CESP	City Employment & Skills Plan
LSEP	Learning, Skills & Employment Partnership
WRAG	Work Related Activity Group
BME Groups	Black and Minority Ethnic Groups
JSA	Job Seekers Allowance
CDIT	Creative, Digital & Information Technology
ESTF	Employer Skills Task Force
ERDF	European Regional Development Fund
BHEP	Brighton & Hove Economic Partnership
C2C LEP	Coast to Capital Local Enterprise Partnership
GBCR	Greater Brighton City Region
NEET	Not in education, employment or training
ESF	European Social Funding
UC	Universal Credit
SFA	Skills Funding Agency

Annex 1

The Fairness Commission report¹¹ makes the following recommendations to be included in the new CESP Strategic Map.

Recommendations

The city needs to do more to create fair employment and good work for all, embracing a culture of ‘learning to earn’ throughout life and providing targeted support to particularly disadvantaged people. We make the following recommendations and ask for them to be included in the new CESP Strategic Map.

1. To develop a range of routes into work and ensure that no-one is left behind:

- a) All employers should recognise and utilise the experience that older workers and disabled people can bring to workplaces and they should adopt recruitment and training offers in a way to upskill and side skill existing or new older and disabled staff and utilise their skills to train others.
- b) City employers should recognise the potential inequality and impact on young people receiving a lower rate of pay from the National Living Wage (NLW) and should seek to pay all staff, regardless of their age, the NLW of £7.20 per hour as a minimum.
- c) The council should continue to support the Chamber of Commerce’s Brighton & Hove Living Wage Campaign and Public sector providers should only contract with organisations that pay the Brighton & Hove Living Wage.
- d) Commissioning strategies for adult social care should ensure the price paid for care packages will fully allow local providers to meet the living wage obligations when delivering state-funded care. These new obligations need to be made explicit in the council’s market position statement, and the council should be encouraging all organisations within the local social care market to become living wage employers.
- e) With support from the council, the Brighton Chamber of Commerce should spearhead the ‘Happy to Talk Flexible Working’ campaign and the council should become an accredited Timewise Council and lead by example within the city.
- f) Employers in Brighton & Hove should lead the way nationally by publically listing pay ratios through the free public website www.paycompare.org.uk for everyone to see and compare.
- g) The Department for Work and Pensions (Jobcentre Plus) should improve the employment support it gives to disabled people, particularly Deaf people and those with Autistic Spectrum Conditions.

¹¹ Fairness Commission: The Report (pages 58-60) <https://www.brighton-hove.gov.uk/sites/brighton-hove.gov.uk/files/Report%20-%20Fairness%20Commission.pdf>

- h) Support young people with the development of soft skills and mentoring support, via the emerging Enterprise Advisor network, in partnership with the city's schools, colleges and universities.
- i) Recognise and endorse the work of Our Future City initiative in creating and delivering a long term vision for children and young people's skills and employment.
- j) The council should support the Brighton Chamber of Commerce to work with employers to create a Fair Employer Charter that recognises employers that:
- pay the Brighton & Hove Living Wage
 - publish their pay ratios
 - promote flexible working
 - offer quality part-time jobs
 - use and promote the sharing of parental leave
 - offer work trials, work experience or apprenticeships
 - support measures to promote employment of those with protected characteristics under the Equality Act 2010: such as anonymised recruitment practices, making reasonable adjustments, promoting support available through Access to Work grants¹²
 - support adults with mental health issues to access meaningful work placements and employment in partnership with the new DWP Work and Health programme providers.

2. Learn to earn recommendations:

- a) The Council, partners and the wider business community should actively engage with and achieve the 1000 apprenticeships in 1000 days apprenticeship pledge campaign ensuring that the pledges convert into new apprenticeship jobs.
- b) Employers from the key sectors in the city (financial services and contact centres, creative and digital, tourism, public sector) radically increase the number of apprenticeships that they offer.
- c) Cultural and creative industries should be recognised as a priority sector as a focus for developing apprenticeships, with a call to the Arts and Creative Industries Commission to sign up to the Greater Brighton Employers' pledge.
- d) Employers and specialist providers work together to increase the number of paid Supported Internships to aid the transition between education and work for residents with Special Educational Needs or Disabilities (SEND).
- e) Funded Education providers develop and deliver more English, Maths and ESOL provision to ensure there is sufficient training available to address these key barriers to employment.

2. Learn for life and work:

- a) The Council, Local Enterprise Partnership (LEP), Schools and Education and Training providers should develop a city specific Brighton Ambition Careers Offer to transform the landscape of careers and employment support for young people.¹³

¹² <https://www.gov.uk/access-to-work/overview>

- b) Encourage all funded learning providers to review the provision they offer to specifically address skills shortages in the city, including pre-employment and upskilling training co-developed with local employers and the Local Enterprise Partnership.
- c) Ensure that all funded learning providers increase the availability of computer classes, paid and volunteer trainers and support staff to enable people to access computers in communities to tackle digital exclusion.
- d) Learning providers should work more closely together to develop a broader range of accessible accredited, non-accredited and informal learning opportunities that support a wider set of outcomes than just employment, including health and well-being, volunteering and cultural awareness and tolerance.

An additional recommendation in the Fairness Commission report for the City Employment & Skills Plan is as follows:

The Council and its partners should ensure that the City Employment & Skills Plan contains specific actions to address the issue of insufficient and unsuitable apprenticeships and support services so that BME people can secure employment.

¹³ This could be built from the London Ambition Careers Offer that has 7 universal offers for any young person regardless of which school/college they attend. <https://lep.london/publication/London-ambitions-careers-offer>

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MAJOR PROJECTS & REGENERATION TEAM PROJECT UPDATE

September 2016



AmexCommunityStadium
 i360
 MajorProjects
 CircusStreet
 KingAlfred
 PermanentTravellerSite
 PublicRealm
 NewEnglandHouse
 Regeneration
 OpenMarket
 PrestonBarracks
 BlackRock
 BrightonCentre
 PromotingHeritage
 FalmerReleasedLand
 UltrafastBroadband



Photo Credit: Open Market-Lucy Williams

CITY DEVELOPMENT AND 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
Alan Buck	x3451
Mark Ireland	x2705

Project Name & Description	Officer Lead	Background and current project status	Impacts & Outputs	Current project timetables and milestones
<p>Waterfront Project</p> <p>A newly built Conference, Entertainment and Exhibition Centre to replace the current Brighton Centre, relocated to Black Rock, with an accompanying extension to the current Churchill Square shopping centre to create a new Regional Shopping Destination incorporating redevelopment of the Kings West site.</p>	<p>Acting Executive Director EE&C: Nick Hibberd</p> <p><i>Project Manager:</i> Katharine Pearce</p>	<p>Officers have continued to meet with Standard Life Investments (owners of Churchill Square Shopping Centre) to progress negotiations on the land agreement which will be the first stage in delivery of a brand new Conferencing and Entertainment venue at the Black Rock site and an expanded Churchill Square Shopping Centre.</p> <p>The outcome of early negotiations was reported to Policy and Resources Committee on 28 April 2016 and the parties are now targeting entering into a conditional land agreement by November 2016.</p>	<p>Mixed-use development: estimated value in the region of £540m Total Net Additional Jobs: Estimated in the region of 2,000</p> <p>In addition: significant amenity and environmental improvements to the Eastern and Central Seafront, West Street and Russell Road/Cannon Place.</p>	<p>Funds to progress the Waterfront East site (Black Rock) will be provided by Standard Life Investments who will work closely with the Council team to progress. Once agreed the vacant possession of the Brighton Centre will be finally progressed. A linked planning application for the two sites is proposed.</p> <p>Conditional agreement to the Land Transfer Agreement is now programmed for November and will be reported to the Strategic Delivery Board. Early workstreams to appoint an operator will begin in advance of the legal agreement to maintain project momentum and ensure the next ADS (Agreed Development Strategy) phase can benefit from the input of a third party operator.</p>
<p>Circus Street</p> <p>The site comprises the former municipal fruit and vegetable market, university annex and Carlton Hill public car park. The proposal for the site is</p>	<p>Acting Executive Director EE&C: Nick Hibberd</p>	<p>The project is a partnership between the developer U+I with Brighton & Hove City Council and the University of Brighton. The planning application for the £100m regeneration proposal was accepted by planning committee on 17 September 2014 for a mixed-use scheme and 'innovation quarter'</p>	<p>This scheme will deliver the following uses:</p> <ul style="list-style-type: none"> • New Library and teaching space for the University of Brighton and Student Accommodation (486 beds) as part of an improved educational quarter 	<ul style="list-style-type: none"> • December 2012: Started detailed design • June 2013: P&R Committee gave landowner consent for RIBA Stage D scheme • October 2013: Planning application submitted

Project Name & Description	Officer Lead	Background and current project status	Impacts & Outputs	Current project timetables and milestones
<p>for a high-quality sustainable mixed-use development providing a new university library and teaching space for the University of Brighton; employment space, including managed workspace for the creative industries; residential units, student accommodation, ancillary retail and a community and professional dance space run by South East Dance.</p>	<p><i>Project Manager:</i> Alan Buck</p>	<p>which is expected to create 400 jobs and inject £200m into the city's economy over the next 10 years.</p> <p>Following the temporary use of the site for cultural and community spaces and events over the last few years, the developer was formally given vacant possession of the site in July 2015. Demolition of the former market building commenced in September and was completed in December 2015.</p> <p>Following extensive negotiations by U+I with its construction contractors, along with a value-engineering exercise to reduce costs without compromising quality, the partners are considering their options to ensure a viable price for the build contract and move the project forward.</p>	<ul style="list-style-type: none"> • Dance Studio and Creative Space for the city • Office space, focused on addressing existing market failure for creative and digital sector • Ancillary retail, cafés and workshops to animate the public spaces • Residential: 142 units <p>The headline economic benefits include 169 FTE (full-time equivalent) construction jobs and 262 FTE jobs generated by the completed development, and an economic impact in the city economy of £103.8m over ten years.</p> <p>The qualitative benefits include the fact that student housing will relieve pressure on the private rented sector; there will be more, affordable homes; the dance studio provides a focus for dance in the city; it will further integrate the university into the heart of the city bringing enterprise to creativity. There are also physical and townscape improvements linked to the public event square and permeability of the site, replacing the existing derelict market building.</p> <p>The inclusion of the creative space and dance studio within the scheme will contribute to its long-term success in terms of the vibrancy of the area.</p>	<ul style="list-style-type: none"> • September 2014: Planning permission minded to grant subject to S106 • March 2015: Section 106 signed • September 2015: Start demolition on site • March 2017: Start construction on site

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			It will diversify the usage of the site in terms of the range of users and the timings of usage. This will help stop the site becoming an island site and connect it to the other cultural facilities in the city, close to the cultural quarter.	
<p>British Airways i360</p> <p>British Airways i360 will provide a 175m observation tower with 360 degree views for 25 miles. A Restaurant with Michelin chef, retail, conferencing, and exhibition space will also be included. West Pier Toll Booths (removed from site) will be rebuilt. A landscaping scheme surrounding the project will start in January 2017 and complete for Easter 2017.</p>	<p>Acting Executive Director EE&C: Nick Hibberd</p> <p><i>Project Manager:</i> Katharine Pearce</p>	<p>The BA i360 achieved a successful opening to the public on August 4th 2016.</p> <p>£1M per annum ring-fenced for seafront maintenance and improvements for the next 25 years or until senior debt repayments are completed.</p>	<p>The BA i360 business plan allows for 100,000 additional visitors to the City and 600-800,000 visitors a year to the attraction itself, providing a significant regeneration for this important section of seafront and the less well visited restaurants of Preston Street. Ticket revenue will be used to assist amenity improvements including in the longer term for Regency Square.</p> <p>154-169 operational and construction jobs and an estimated 444 jobs overall.</p> <p>Annual additional spend in the local economy of between £13.09m to £25.4m.</p> <p>An increase of between 2%-3% in tourism earnings overall for the City.</p> <p>27,000-49,000 estimated new overnight visitors creating a minimum of 49 FTE jobs.</p>	<p>Start on site: June 2014</p> <p>August 4th 2016 BAi360 opened to public.</p> <p>www.brightoni360.com</p> <p>Regular newsletter with updates available at the same site: http://www.brightoni360.co.uk/mailling-list.html</p> <p>October 2015 – P&R Committee agreed proposals to fund a new Landscaping Scheme to council land on either side of the i360. This is currently out to tender and a contractor will be appointed in October for a start on site in January 2017.</p>

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<p>King Alfred</p> <p>Redevelopment of the King Alfred Leisure Centre (KALC) site to secure the long-term replacement of the outdated sports and leisure facilities, along with a major residential led enabling development.</p>	<p>Acting Executive Director EE&C: Nick Hibberd</p> <p><i>Project Manager:</i> Mark Jago</p>	<p>The KALC no longer meets modern expectations and service requirements, is expensive to operate and maintain, and the building is fast approaching the end of its useful life.</p> <p>In July 2013, the Policy & Resources Committee agreed the start of a new project to redevelop the KALC and wider site. In December 2014 the council shortlisted two Bidders to take into 'Competitive Dialogue'. The Bidders submitted Final Tenders in July 2015 and in January 2016 the Policy & Resources Committee agreed the appointment of Crest Nicholson in partnership with the Starr Trust as Preferred Bidder.</p> <p>Since their appointment the council has been in discussion with the Preferred Bidder to progress the legal, financial, and contractual arrangements. Good progress has been made and the final version of the Development Agreement will be referred to the Policy, Resources & Growth committee for approval; this is anticipated in early 2017.</p>	<p>Provision of modern, high quality, public sports and leisure facilities in the west of the city, and redevelopment of this strategically significant site to enhance the seafront and surrounding area. The enabling development will include a significant number of new homes.</p> <p>The sports centre is proposed to include:</p> <ul style="list-style-type: none"> • 25 metre, eight lane swimming pool with moveable floor and 352 spectator seats • 20m by 10m teaching pool with moveable floor and a 400sqm leisure pool • Sports hall, the size of eight badminton courts and multi-purpose hall • 120 station gym, bike spinning room, workout studio, quiet activity studio and a sauna suite • Gymnastics centre • 3 rink indoor bowls hall • Martial arts dojo • Café • Crèche and soft play room • 200 space car park for sports centre users. <p>The enabling development comprises:</p>	<ul style="list-style-type: none"> • Final Tenders submitted – mid August 2015 • Policy & Resources Committee agrees appointment of Preferred Bidder – 21 January 2016 <p><u>Indicative timetable</u> for future stages:</p> <ul style="list-style-type: none"> • Legal, contractual, and viability work completed with a view to reporting back to the Policy, Resources & Growth Committee – early 2017 • Planning Consultation commences – Spring 2017 • Planning application submitted – mid- 2017 • Planning application determination – end 2017 • Development commences – 2018/19 • Development completed – 2022/23

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			<p>Around 560 flats in four main blocks The highest block would be 18 storeys 20% of flats will be affordable homes - for rent or shared ownership.</p> <p>A new public square, community space/ facilities</p> <p>A summary of Frequently Asked Questions is available on the council's website: https://www.brighton-hove.gov.uk/content/planning/major-developments/king-alfred-redevelopment</p>	
<p>Madeira Terraces</p> <p>Rebuilding / redevelopment of the Madeira Terraces structure. Brighton's historic Madeira Terraces structure has deteriorated so badly over the years it is now unsafe and needs to be completely rebuilt or redeveloped.</p>	<p>Acting Executive Director EE&C: Nick Hibberd</p> <p><i>Project Manager:</i> Ian Shurrock</p>	<p>The Madeira Terraces suffer from a flawed structural design which makes it very hard to maintain.</p> <p>A lack of expansion joints made cracking likely while its steel beams are hidden from view, encased in concrete and almost impossible to inspect or repair economically.</p> <p>Structural engineers' advice revealed part of the Terraces to be in a serious condition. The council acted quickly to investigate thoroughly by dismantling a section. This revealed widespread problems leading to the current closure.</p> <p>Action has been taken to prevent</p>	<p>Outputs to be confirmed once the scope of the rebuild/redevelopment project is known.</p>	<p>The Council is exploring practical solutions to secure investment to rebuild and regenerate the Terraces and secure the long-term future of the seafront as a whole.</p> <p>Actions to date include:</p> <ul style="list-style-type: none"> • Successful Application to CLG's Coastal Revival Fund for £50,000 to develop a master plan and investment options. • The Greater Brighton Economic Board agreed at the meeting on the 13th of October to include Madeira Terraces in the project

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		<p>sections of the Terraces from collapsing and to make the area safe for the public after a survey revealed further structural defects.</p> <p>Surveying showed that the steel beams embedded in the concrete supporting the deck of the Terraces, have corroded and the cast iron has come to the end of its useful life. Repairs cannot be made and a rebuild is likely to be needed. Engineers recently advised that the entire length of the structure should now be closed. The temporary fencing will be replaced with a more permanent anti-climb fencing in the winter following the busy summer season.</p>		<p>pipeline for potential funding through Local Growth Fund Round 3.</p> <ul style="list-style-type: none"> • Mott MacDonald developing a Madeira Drive Regeneration Strategy including consideration of business case options for restoration of Madeira Terraces <p><u>Next steps:</u></p> <ul style="list-style-type: none"> • Installation of anti-climb fencing nearly completed • Continue to explore potential solutions to secure investment to rebuild and regenerate the Terraces • Continue to liaise with tenants on the on-going operation of Madeira Drive • Continue to work with the preferred developer of the Peter Pan site to bring investment to the area for an Open Water Swimming Centre. Heads of Terms for lease due to be considered by Policy & Resources in April. • Submission of Coastal Communities Fund bid for funding to support Madeira

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				Terraces restoration – end of June 2016
<p>New England House</p> <p>The proposal is to establish a future vision for New England House as a large scale, high profile and visible managed business centre focused on the Creative industries and Digital businesses. The early proposal is for the city council to seek development partners with whom to develop a clear partnership vision, viable business case and funding package for the development of New England House as a digital media hub.</p>	<p>Acting Executive Director EE&C: Nick Hibberd</p> <p><i>Project Manager:</i> Alan Buck</p>	<p>The growth hub at New England House forms a key part of the City Deal with the government. Feasibility options and a business case have been explored as part of that work. Government have pledged £4.9m towards the project through the City Deal.</p> <p>An updated business case was issued to DCLG with a view to accessing the City Deal funding at the earliest opportunity to help unlock the proposal. This was scrutinised and approved by DCLG on 5 November 2014.</p> <p>Options are being actively explored for securing the refurbishment of the building and securing new additional employment floor space. The preferred option is to facilitate and realise a land deal in respect of the adjacent Longley Industrial Estate (on which BHCC owns the freehold).</p> <p>A suitable land deal would also help secure a wider mixed-use</p>	<ul style="list-style-type: none"> The envisaged outputs of City Deal are to reconfigure and extend New England House at an estimated cost of £24.53m, with a joint venture approach between the City Council and a private sector partner. The expansion of the building would involve increasing the net lettable floor space by 7,089sq.m to 18,459sq.m. <p>If a land deal can be secured in respect of the Longley site, the new employment floor space would be achieved through a revised configuration across both the Longley and New England House sites, along with significant levels of new residential, public realm and improved connectivity in the New England Quarter-London Road area.</p>	<p>A timetable for this project will be determined once there is more certainty around the outcome of negotiations around the potential land deal on the Longley Industrial Estate.</p>

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		<p>redevelopment across the Longley site and part of the New England House car park. This would address City Deal objectives in respect of additional employment floor space, along with wider strategic objectives as set out in the City Plan in respect of the New England Quarter - including new employment floor space and residential development. This is currently the subject of ongoing discussions and negotiations between the various relevant parties.</p> <p>Refer to the Ultrafast Broadband project for more detail on the Brighton Digital Exchange.</p>		
<p>Open Market</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 street art and entertainment.</p> <p>The new market is</p>	<p>Acting Executive Director EE&C: Nick Hibberd</p> <p><i>Project Manager:</i> Richard Davies</p>	<ul style="list-style-type: none"> • P&R approval in April 2006 to support the Open Market Traders Association (OMTA) to prepare a redevelopment proposal and Landowner consent approved for RIBA Stage D scheme in February 2010. • Hyde granted planning permission March 2011. • Brighton Open Market CIC formed with members being the council, OMTA, Hyde Housing and Ethical Property Company to take ownership of the new market. • New market officially opened on 19 July 2014. • CIC mortgage from Triodos Bank 	<ul style="list-style-type: none"> • New covered market with 45 permanent market stalls surrounding a central market square for temporary stalls, visiting markets and a variety of activities. • CIC to operate the market for local benefit • 12 A1/B1 workshops • 87 affordable housing units • £12.5m external capital investment in local infrastructure. • Approximately 80 FTE construction jobs. • 120 jobs in the new market, workshops and CIC. • New opportunities for small 	<ul style="list-style-type: none"> • Continue council officer support for management and administration of CIC while the market improves viability and strengthens resilience.

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operated on a not for profit basis for the benefit of the community and contributes to the wider regeneration of the London Road area.		<p>enables long leasehold of market from Hyde in June 2014.</p> <ul style="list-style-type: none"> • 87 affordable housing units completed by Hyde and fully occupied June 2014. • 12 workshops completed and leased by Hyde to Ethical Property Company, June 2014. • Ethical Property Company withdrew as managing agents of the market in March 2016. Now managed directly by the CIC. • November 2015 Policy & Resources Committee agreed a request from the CIC for a loan of £61,000 to address cashflow issues, subject to implementing a financial recovery plan. Following CIC discussions with the Valuation Office Agency, the business rates for the market square were reduced substantially. • In March 2016, four new independent directors join CIC Board. <p>Council loan made to CIC in April 2016.</p>	<p>business start-ups.</p> <ul style="list-style-type: none"> • Venue to promote local produce and local producers. • Code level 4 for disabled residential units (8 out of a total of 87 units) • Very good thermal performance of building fabric. • Photovoltaics, green roofs and green walls included in scheme. • Works started on site in October 2011 and completed June 2014. 	
<p>Permanent Traveller Site</p> <p>Project undertaken to manage site selection, delivery of consents and build out of a new permanent traveller site providing 12 permanent pitches for traveller</p>	<p>Acting Executive Director EE&C: Nick Hibberd</p> <p><i>Project</i></p>	<p>The new site is largely financed from 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</p>	<ul style="list-style-type: none"> • Provision of 12 new permanent pitches providing homes for families. Freeing up of transit provision in the city and so reducing unauthorised encampments. <p>Visual screening to reduce the impact of the existing transit site on the National Park.</p>	<p>September 2013 – Planning application submitted.</p> <p>Feb 2013: SDNPA Planning Committee met and agreed they were minded to grant planning consent.</p> <p>June 2014: The Secretary of</p>

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families with local links.	<i>Manager:</i> Alan Buck	<p>have to pay rent and council tax for their pitch, as well as cover their own utility bills.</p> <ul style="list-style-type: none"> Westridge, the council's contractor commenced construction work on 7 September 2015. Work was completed in June 2016. 		<p>State agreed to the issuing of the planning consent.</p> <p>Sep 2014-June 2015 project work to comply with planning conditions, undertake detailed design, and identify final costs.</p> <p>Start construction work: 7 September 2015.</p> <p>Complete construction work: Mid June 2016.</p> <p>Work now complete and units tenanted. Transit site has reopened.</p>
<p>Preston Barracks</p> <p>Redevelopment of the council owned 2.2 hectare former barracks site and adjacent University land spanning the Lewes Road, to create a mixed-use development that will act as a regenerative catalyst for this part of the city.</p> <p>The sites, on the main Lewes Road, are an 'urban gateway' to the city from the 'Academic Corridor' (close to Brighton and Sussex Universities) and</p>	<p>Acting Executive Director EE&C: Nick Hibberd</p> <p><i>Project Manager:</i> Mark Jago</p>	<p>The council is working in partnership with the University of Brighton (UoB) and U+I (formerly Cathedral Group Ltd - the University's preferred development partner) to unlock the redevelopment of the council-owned Preston Barracks site. Detailed reports were presented to the Policy & Resources Committee in July and December 2013, through which agreement to the way forward was secured.</p> <p>Having exchanged contracts in July 2014, the partners satisfied 'Preliminary Conditions' in March 2016, and this enabled the project to move to the detailed design phase. As</p>	<p>High quality, sustainable, employment-led, mixed-use development that will act as a regenerative catalyst for this part of the city. The planned scheme will, across the Preston Barracks site and University land, deliver 55,000 sq. ft. of new employment space in the form of the 'Central Research Laboratory' (CRL), a business incubation centre that will support new hi-tech and design-led manufacturing start-up companies and entrepreneurs.</p> <p>350 new homes, new University of Brighton academic buildings, student accommodation with 1,300 bedrooms, and a modest amount of retail space.</p>	<ul style="list-style-type: none"> Exchange of Contracts – 15 July 2014. 'Preliminary Conditions' satisfied – March 2016 'Meanwhile uses' start on site – from mid 2015 Detailed design process commenced – Spring 2016. Project Board meeting held – 11 March 2016 Informal consultation process commenced – April 2016 Planning application anticipated in the second half of 2016 with a view to development commencing during 2017.

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<p>are therefore of strategic importance to Brighton & Hove.</p>		<p>part of this, between 22-30 April 2016, the University and U+I started public consultation with local people to gather feedback on the plans. They have also engaged in pre-application discussions with the Local Planning Authority, and these continue.</p> <p>U+I and the UoB are in the advanced stages of finalising their comprehensive redevelopment plans and are now working on the more detailed technical analysis needed to support the planning application. Subject to continued good progress in the coming months, U+I and UoB hope to submit the planning application at the end of 2016, achievement of which, together with planning consent in the first half of 2017, should enable construction to commence in 2017/18.</p> <p>U+I continue to develop a range of "meanwhile uses" on the Preston Barracks site as part of their 'Field' concept); plans that directly link to the future redevelopment and help promote the longer-term vision. The CRL pilot project continues to operate successfully with 8 innovative start-ups from Brighton & Hove benefitting from space in the temporary workspaces. A new community café is open, providing both Field tenants and</p>	<ul style="list-style-type: none"> • 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. 	

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		the local community a facility that supports engagement with the local community in the redevelopment proposals”.		
<p>Falmer Released Land</p> <p>Redevelopment of the former Falmer School land that was not required for the Brighton Aldridge Community Academy (BACA).</p>	<p>Acting Executive Director EE&C: Nick Hibberd</p> <p><i>Project Manager:</i> Richard Davies</p>	<ul style="list-style-type: none"> • Falmer High School land surplus to BACA requirements is available for alternative uses. • Cabinet February 2012 agreed use of the site by The Community Stadium Ltd (TCSL) for temporary stadium parking and a temporary home for the Bridge Community Education Centre (The Bridge), • Planning permission granted April 2012 for the works. • The Bridge moved into its new temporary home in May 2012. • October 2013 P&R Committee authorised the Executive Director Environment Development & Housing, Executive Director Finance & Resources and Head of Legal Services to enter into negotiations with TCSL regarding the redevelopment of the Falmer Released Land and agreed that draft Heads of Terms be brought back to P&R for final approval. 	<ul style="list-style-type: none"> • Brownfield land brought back into efficient use. • Short-term support of TCSL to provide temporary stadium parking and temporary accommodation for The Bridge. • Continue support for TCSL to provide match day and event parking with potential capital receipt or revenue stream in the long term. • Potential for new student accommodation and educational facilities combined with stadium parking. Potential to provide new permanent home for The Bridge. 	<ul style="list-style-type: none"> • Council and TCSL to complete licence for temporary use of the site for stadium parking and accommodation for the Bridge. • The council and TCSL are discussing Heads of Terms for the redevelopment proposal for Falmer Released Land, which will be brought back to PR&G Committee for approval before proceeding. • Continue officer support for The Bridge to seek a permanent home on or off site and as part of any redevelopment proposal.
<p>Ultrafast Broadband</p> <p>The city council has been implementing its various</p>	<p>Acting Executive Director EE&C:</p>	<p>‘Second tier’ cities were invited to bid following a process of lobbying by the city’s MPs and Members. There is a £50m pot to be bid for by 27 cities.</p>	<ul style="list-style-type: none"> • Connection Vouchers: Funding will deliver an estimated 1,000 connection vouchers for SMEs to achieve a step change in connection 	<p>Application Submitted: 17th September 2012.</p> <p>Voucher Connection Scheme</p>

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<p>projects funded by DCMS under the second phase of the Super-Connected Cities Programme to improve digital connectivity in the city.</p>	<p>Nick Hibberd</p> <p><i>Project Manager:</i> Alan Buck</p>	<p>The voucher connection scheme opened in February 2014 and has been issuing vouchers to businesses since then. It is currently being geographically extended to the Greater Brighton Area. The government has extended the scheme into 2015-16 on the basis that there is a cap on the total funding available to the cities (i.e. when this amount has been spent there is no guarantee of further funding being made available). BDUK confirmed in October 2015 that all allocated funding for 2016-16 had now been committed and that LAs should process no further voucher applications.</p> <p>The council has also benefited from SCCP funding to install wireless hotspots in public buildings and reception areas to facilitate public access to its digital services. The majority of sites went 'live' at the end of March 2015. The final sites (the Royal Pavilion, Brighton Museum and the Old Court House) went 'live' in September 2015.</p> <ul style="list-style-type: none"> • SCCP funding has also been used to deliver a digital exchange in New England House – the Brighton Digital Exchange (BDX). This has also involved providing fibre cabling to 	<p>speeds and wireless hotspots in public buildings.</p> <ul style="list-style-type: none"> • Public wifi: Free public access to the internet and improved digital inclusion via the wifi hotspots in council buildings. • Brighton Digital Exchange: Any interested business in New England House and the city centre has the potential to benefit from connecting to the digital exchange, which allows for advanced and rapid forms of file sharing, storage and the development of innovative collaborations, products and services. 	<p>opened Feb 2014.</p> <p>Wi-Fi in 40 public buildings went 'live' April 2015. Wi-Fi at Royal Pavilion, Brighton Museum and Old Court House to went 'live' during September 2015.</p> <p>Completion of Brighton Digital Exchange at New England House, end of June 2015.</p> <ul style="list-style-type: none"> • The BDX was formally opened in July 2015.

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		all units in the building. The BDX is owned and managed by a consortium of digital firms who have formed themselves into the BDX Co-operative.		